

N M P R A

NEWS RELEASE

NATIONAL MINIATURE PYLON RACING ASSOCIATION

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

JANUARY 1972

Edited by Bob Stockwell

FROM THE PRESIDENT. In reference to my comments on realignment in the December issue, Arizona is now in the So. Cal. district. This action on my part resulted from a formal, well-founded petition of the racers in that state, followed by the concurrence of the two V.P.'s involved.

While we are on the subject of individual states, I'm extremely happy to announce that the Florida Miniature Pylon Racing Association has joined NMPRA. They are a very competitive group, experienced in both flying and hosting contests. Jack Fehling of Hialeah and D.C. May, our V.P. in Atlanta, handled the coordination of this very pleasant event. My thanks to them both, and Welcome Aboard, Florida!

The 3-views (or 4-views, if you will), starting with this issue, will be included in every issue this year. They are all extensively researched and drawn by Mr. Bob Hirsch of 8439 Dale, Buena Park, Calif. 90620. Though copyrighted, Bob has graciously given us permission to reprint them. Their authenticity is unquestionable and is supported by evidence in his huge research files. Because of their original size (11" x 15"), we only use four of his normal five views. Write him at the above address for a complete listing of available drawings.

The '72 (and '73) rules are now finalized, and will be coming out in the AMA rulebook soon. For those already racing, the changes and additions are also covered in this issue. Additional comments or clarification will be published as needed.

The subject of SAFETY is close to the heart of us all. A committee with Mel Santmyers as Chairman is already at work to formulate recommendations for further improvement. We all know an accident could curtail, or seriously damage, the potential of this great sport of ours.

Because of the possibility of legal liability, and also to make sure we do not bend any IRS rules even slightly, we are looking into incorporation procedures. The cost of such action will be negligible, the advantages numerous.

I had planned to come out with an announcement regarding FAI Pylon Internats in England (August). However, SMAE (the British equivalent of AMA) has scheduled a policy meeting on the subject this month, so the information will have to wait till February.

Of great importance is how the event is already catching on. As an example, just before Christmas a one-day FAI meet was held by the B.I.R.D.'s at Los Alamitos, Calif. Would you believe 20 entries, with another 8 bemoaning not having their airplanes ready yet?!

We all realize that the present FAI R/C Pylon rules leave some things to be desired (a F.A.S.T. Club committee with Dick Riggs as Chairman is now formulating recommendations for changes to be presented through our Newsletter); however, there appears to be a slight softening of the CIAM subcommittee's attitude regarding the rules moratorium. I strongly feel we'll be able to influence their decisions only if we arrange for a lot of activity in this event. This will of course also induce advances in engines, mufflers, and airplane design, of advantage to all of us.

Strong recommendation to C.D.'s and clubs: Don't wait for the airplanes to be built. Schedule some FAI races and watch how quickly they can be built

when there's a deadline.

I realize that in one section of the country there's a lot of interest in Formula II. This of course is an official event also, and I see no reason for not holding local contests in that category where interest warrants it. There were a few objections last year when FAI was flown at the Nats instead of Formula II, primarily from the same area. A realistic look at a comparison between Formula II and FAI reveals the prime differences are really only the amount of engine cowling, the fuel, muffler requirement, and fixed vs. retractable landing gear. Flying and landing characteristics are basically the same.

In striving for world-wide recognition and competition on an international level, our only opportunity is through the FAI event. Obviously this is not to be construed as a step to abolish an established event. However, unless we get a lot of practice, unless we advance within this category, we could get whipped. Our U.S. team, led by Telford/Violett, did a great job in 1971, but they were being pushed pretty hard by England. The name of the game in any race is to win!

So based on reported activities and interest around the rest of the country, and despite some rocks coming my way, I'm strongly recommending FAI as the second R/C racing event at the Nats again this year.

Next month's column will cover committee actions and recommendations on the national point system, the Certified Expert Pilot program, and news about an ambitious NMPRA project underway to enhance the prestige and image of our organization, R/C Pylon Racing and aeromodelling in general.

See you then.

---Bror

FROM THE NORTHERN CONNECTICUT R/C NEWS, AN EDITORIAL BY BERNICE WILLIAMS:

1972 is the year the National Miniature Pylon Racing Assoc. will either become stronger, or fall apart. The big problem with NMPRA right now is that the country is too big for a disorganized association this small. As things stand right now, I picture NMPRA as a dog with its head in Southern Cal., that manages to wag its tail here in the North East, but what's happened in the middle? According to the points reported by Gil Horstman, the dog lost its heart in Texas, and as for the Midwest, well I just don't know of anything that can survive without a backbone.

A lot of people are putting most of the blame for this condition on the 1971 president. Instead let's put the blame where it belongs -- on the structure of the organization. First communications. One man, Gil Horstman, cannot handle all the job entails. The reported points for our area, were so far off base that they were ridiculous. Certainly nowhere near what I had reported to Hal deBolt. I wrote to Gil, and I believe that he made some changes, but since I have not heard anything from him, I can't be sure. With the points that were reported, it would have been impossible to hold that National Pylon Championship race that everyone in NMPRA wanted. I just can't believe there hasn't been any racing in this country outside of Southern Cal., the United Pylon Racing Circuit in N.Y., and Northern Conn. O.K. what are we going to do about it in 1972? Perhaps what we need is an added officer, secretary, for each of the five (now 6?) areas. It would be up to the Vice President and Secretary to promote activity, keep score, keep track of membership for their area, but above all to communicate with the officers of the other areas. One NMPRA News, printed as it will be in '72, will keep the membership informed. Maybe in this way we could save a good organization, do more to promote racing, and have a little less of this feeling that one man is responsible for all the ills. Let's do something!

OPEN LETTER IN RESPONSE TO THE PRECEDING EDITORIAL, from the Editor and the current NMPRA President.

Dear Bernice: We couldn't agree with you more! To the best of our knowledge, no one is blaming the failures of 1971 on Pete Reed. The fact that should be known to everybody is that he was caught between a rock and a hard place. R/C News, which had been set up as our organ of communication by Pete's predecessor (and very reasonably so, given what was known at that time), simply failed financially sometime in the late spring, having been in poor health from the beginning of the year without our being informed of it. Both Pete and your editor sent in reams of copy that would have kept everybody informed of the problems and plans and race results, had they ever been published and distributed as they were supposed to be. Now, one can say the easy solution to the problem was to put out a Newsletter like this one as soon as we discovered the trouble (which was not clear to any of us before the Nats). But R/C News was paid in advance for the whole year. There was no money left. When we did finally put out Newsletters like this one in November and December, we did so out of the pocket of FAST Club members who made donations for the purpose, and at the expense of K & B for distribution. We leave it to you to discern for yourself the absurdity of trying to sue to get the money back.

Now, without an effective and regular organ of communication, the President was effectively hogtied. Incidentally if you or anyone else is under the impression that anyone is paid to handle communications in this organization, let us correct that impression. We have to pay for the printing and distribution, of course; but no one is paid for writing, or even typing, the copy; all photographs are supplied at the expense of the supplier; the envelopes are stuffed, stamped and so on all by volunteer labor.

We think this should be the absolute end of recriminations or discussion about 1971. It is literally correct that what went wrong was outside the control of anyone in the organization. Let us now outline what is already happening in 1972.

In the February Newsletter, a totally new NATIONAL POINT SYSTEM will be explained in detail. It has been worked out in a committee chaired by Bob Smith, with participation throughout by the President. They have held as their paramount consideration the matter of EQUITY, so that Eastern or Southern or Midwestern fliers will have as good a chance at the overall championship as California fliers.

The District Championships will be maintained as last year, with complete local autonomy in the determination of the system for district point accumulation. Each of the six V.P.'s will be charged with score-keeping within their districts, with cumulative reports to come to this Newsletter for publication and to the President for the official records that will also determine the National NMPRA Championships. The V.P.'s can use any help they can get to make sure nothing is overlooked: D.C. May in the Southeast, for example, is appointing State Directors to help him keep track.

The President is maintaining constant close communication with AMA headquarters, and there is the utmost cooperation between the two organizations. The President is trying very hard to have NMPRA speak as one voice in AMA, with communication from the districts channeled to him and through him to AMA, rather than (as has sometimes happened) directly from various V.P.'s directly to AMA so that the waters are constantly muddied.

A system of national committees has been established: the details are given elsewhere in this issue. Most of the membership initially is from this So. Cal. district, but the system will be expanded with national feedback as that becomes possible. The President has made himself downright obnoxious at such committee meetings by making it clear that he will not support any recommendations that are locally, rather than nationally, oriented.

This Newsletter is itself evidence that better things are on the way. Everyone got a splendid set of 3-views with their membership renewals. They got another set with this issue. There are eleven more to come, all far more authentic than the ones most of us have been using. Last month the editor appealed for your help to make this truly a national publication. Write stories and send pictures specifically oriented to coverage of your events for the national scene. If the point standings that we report in future issues, after things begin to happen, are not accurate it will be because your V.P. didn't send them in accurately, and that will probably be because they were not accurately reported to him. We will report both DISTRICT standings and NATIONAL standings every month, always cumulatively. The Newsletter will be put to bed just after the 15th of each month, with an extra issue in the busiest months. So get the reports in on schedule and everyone will know the score.

We believe that the present officers are extremely responsive to constructive criticism like yours. We believe the former officers were too, and what went wrong was just a bad combination of circumstances. Circumstances have changed, and it's a new year. Let's all pitch in to make it swing, together!

Yours in racing,

Bob and Bror

ACTIVITY AROUND THE COUNTRY

CHICAGO. They've just formed a new organization, the CHICAGO PYLON CLUB, to be known as CPC. On January 11th they elected Bruce Balko, President, and two VP's, one for the North Side and one for the South Side. I took this over the phone when I was still only half awake, so details will have to wait, but I learned at least that they've already scheduled six races for the season! Congratulations to Chicago and the CPC! Maybe Bernice's dog will develop a backbone, who knows? We look forward to reporting their races and publishing their pictures. (So send it in, guys.)

ORLANDO, FLORIDA. Everyone's heard about the Tangerine Internationals, the first contest of the New Year, hosted by the Remote Control Association of Central Florida. This report is by phone (which is okay with me as long as it's not collect). The weather was hot and hazy, so they lost a couple of planes in early morning low fog. They had 31 entries, flew five rounds of qualifying on Jan. 2, and the top 18 flew 7 rounds of finals on Jan. 3. The results:

1.	D.C. May	K & B	1:37.2
2.	E. Weitock	Supertigre	1:39.5
3.	H. Coleson	K & B	1:43.9
4.	A. Leftwich	Supertigre	-----
5.	D. Penry	HP	1:41.7
6.	C. Baucom	K & B	1:53.2
7.	W. Adams	Supertigre	-----
8.	J. Demerit	Supertigre	1:41.5
9.	J. Whitely	Supertigre	1:58
10.	R. Leidner	Supertigre	1:51

LOS ALAMITOS, California. [This report is by CHUCK SMITH, of the P.B. Products Smith Bros., not the other Smith Bros.] The B.I.R.D. Club, Inc. of Long Beach, Calif., has taken over the leadership of FAI Pylon Racing among the So. Cal. R/C Clubs. Twenty fliers entered the B.I.R.D.'s FAI contest on

Dec. 11 at Los Alamitos NAS and flew six cold (50°) rounds of racing. It had been a long time since a one-day meet had been held in So. Cal. and most fliers enjoyed the contest more knowing that they could still relax at home on Sunday.

The C.D., "Big John" Elliott, ran a very efficient operation that did not make one mistake, as far as this reporter could detect. The perfect facilities of Los Alamitos added to the enjoyment of all the workers and contestants.

1971's NMPRA National Champion, Terry Prather, again captured first place at his own club's contest. Terry flew his ST-powered Miss B.S. to the fastest time of the season in FAI: 1:47.8 (Dan McCan's 1:39 at the last B.I.R.D.'s contest was definitely for nine laps).

When the racing was over, Jack Hertenstein had enough points for second with his ST-powered Shoestring; however, upon inspection of his engine, it was found that he did not have an operable barrel carburetor. John Elliott, therefore, disqualified him, the first time this has happened in So. Cal. RESULTS:

1. Terry Prather	Miss B.S.	ST	1:47.8
2. Jack Stafford	Mustang	K & B	1:55.8
3. B/S Assoc.	Miss B.S.	K & B	1:53.9
4. Bob Upton	Minnow II	K & B	1:57.9
5. Dan McCan	Miss B.S.	K & B	1:54.5
6. Dick Riggs	Firecracker	K & B	2:00.5
7. Tad Sato	Miss B.S.	K & B	2:11.9
8. Nupen/Faber	Minnow	K & B	2:11.2
9. Joe Martin	Ballerina	K & B	2:15.0

NORTHEAST. Tentative race schedule for 1972. [Final schedule will be published when we get it; this is a guideline for planning.]

- May 7. Hadley, Mass.
- May 14. Granby, Conn.
- May 21. Jamestown, N.Y. UPRC
- May 28. Chardon, Ohio.
- June 3-4. Rochester, N.Y. UPRC (NYS Champs)
- June 11. Endicott, N.Y.
- June 17-18. Dayton, Ohio. (Wright Bros. Memorial)
- June 25. Buffalo, N.Y. UPRC
- July 2. Mentor, Ohio.
- July 9. Lockport, N.Y. UPRC
- July 16. Granby, Conn.
- July 23-30. Glenview NAS. Nationals.
- August 6. Syracuse, N.Y. UPRC
- August 19-20. Orange, Mass. (New England Championships)
- August 27. Buffalo, N.Y. UPRC
- August 27. Granby, Conn.
- Sept. 17. Rochester, N.Y. UPRC
- Sept. 23-24. Granby, Conn. (NCRC Championship Races)
- Sept. 30-Oct 1. Jamestown, N.Y. (UPRC Championship Races)

How's that for activity? Congratulations to Hal deBolt, Bernice Williams, and the many others involved in planning it. I can see the Newsletter will be publishing about four reports a month from this area alone. I hope the C.D. at each contest will DESIGNATE someone responsible to get a story to us along the lines outlined in the December Newsletter.

SOUTHERN CALIFORNIA. Tentative Race Schedule for 1972. This was set up by a committee headed by Jan Sakert, who went about it with true military efficiency. It is not quite final, because there are a couple of still unsponsored dates, and there is likely to be one additional date set up.

March 19.	Rookie Race, Formula I.	FAST Club.	Mile Square.
April 8-9.	Formula I.	San Gabriel.	Whittier Narrows.
April 29-30.	F.A.I.	B.I.R.D.s.	Los Alamitos.
May 6-7.	Formula I.	Valley Flyers.	Mile Square.
June 3-4.	Formula I.	BARKS.	Bakersfield.
June 10-11.	F.A.I.	Valley Flyers.	Mile Square.
July 8-9.	Rookie Race, Formula I.	-----	-----
August 19-20.	Formula I.	RC Bees.	Mile Square.
September 9-10.	F.A.I.	B.I.R.D.s.	Los Alamitos.
October 28-29.	Formula I.	San Gabriel.	Whittier Narrows.
November 4-5.	Formula I.		

Other important dates:

June 23-24.	Mats Show
June 17-18.	Spokane Internats
July 1-8.	Hawaii
July 24-30.	Nationals
August 25-28.	Internats
November 24-26.	Tucson

1972 (and 1973) RULES. They've been published in the Competition Newsletter, but there are some clarifications: all will be in the AMA Rulebook shortly to appear. But it won't hurt to duplicate them here:

23.4.1. Add to end of paragraph: Engines may only be altered by removing parts or material from parts; no material or parts may be added.

In the above section, the "engine" is defined as the complete unit, ready to run, needing only prop, fuel, and starting voltage, except that the glow plug, carburetor, shut-off, exhaust extension, gaskets, head- and crankcase bolts, drive washer, front washer, and prop nut need not be considered part of the production unit.

These parts are not subject to the rules regarding quantity or source, because engine manufacturers may or may not produce these parts which help make up the complete production engine.

An exhaust extension may be used provided its sole purpose is to carry the exhaust fumes and residue out of the cowling.

23.4.1.1. Engine inspection: Any competitor at a contest may have another competitor's engine inspected for compliance with the rules by posting \$25.00. The engine will be inspected by the C.D. and someone selected by the C.D. If declared legal, the owner is not disqualified and gets the \$25.00 for his trouble. If declared illegal, the owner is disqualified and the protestor gets his \$25.00 back.

The C.D. may at his discretion request an engine inspection prior to the trophy or award presentation without the \$25.00 fee above.

23.9.7. The starter is empowered to black flag any pilot whose flying is erratic and dangerous, in the judgment of the starter. This decision is entirely at the discretion of the starter, and it is not subject to protest. Upon receiving the black flag, a flier must land his aircraft immediately.

23.10.1. Order of takeoff shall be determined by handicap judging as described below. Aircraft shall be flagged off the line at one-second intervals (i.e. approximately as rapidly as the starter can drop the flag four times in succession), with the aircraft closest to the starter taking off first.

23.10.2. Handicap judging shall be conducted as follows: All the aircraft are lined up, including backup aircraft, in the same line. An experienced team of up to three judges then rearranges the aircraft in the line in such a way that the aircraft which in their judgment should rank highest with respect to scale fidelity, workmanship, and excellence of appearance is at one end of the line and the aircraft which should rank lowest in these respects is at the other end of the line, with all the other aircraft spaced proportionately. This creates a rank-order of all entries. Once they are lined up to the satisfaction of the judges, they are assigned a number from 1 to whatever the maximum number of entries is, and that number determines starting order.

SO MUCH FOR RULES. For now it appears we'll have to live with them. They're not unreasonable, surely. Almost anyone can find fault with any set of rules, if he wants to. The main objection to this engine rule is that it's really too hard to enforce: there are only a few experts in the country competent to say for sure whether illegal modifications have been made to the guts of an engine. It becomes a matter of principle and integrity, then, to win without bending the clear intent of the rules: namely that engines should be essentially stock, not merely appear to be.

SOUTHERN CALIFORNIA COMMITTEE ACTIVITY. The district, under the leadership of V.P. Al Prather, has initiated an incredible amount of activity.

To begin with, Al sent out a questionnaire covering the main issues. With the responses in hand, he called a meeting open to all members of the So. Cal. District. It was attended by 78 members from as far away as San Diego to the south and Bakersfield to the north. Dick Tichenor's great photo (see photo pages) taken from the podium area will give you an idea. Committees had been established, responding to the questionnaire, in the following areas: Flying Site (Jan Sakert, Chm), Promotion and Publicity (Terry Prather, Chm), Beginners' Race (John Brodbeck, Chm), Exhibition and Championship Points (Bob Smith, Chm), Safety (Mel Santmyers, Chm), Race Procedures (Chuck Smith, Chm), and Newsletter (your editor, not surprisingly, is Chm of that one).

At the meeting, there was a raffle to try to build up a local treasury -- no money from the national treasury is spent on these activities except for printing and distribution of the Newsletter. What was raffled? A brand-spanking-new Supertigre RR .40, donated by the Prathers, reworked by George Aldrich -- and George generously donated his labor for this purpose. Who won? Mel Santmyers. Some guys got all the luck.

As for what the committees are doing: Promotion and Publicity is getting out a handsome brochure about R/C Pylon Racing to distribute to spectators at So. Cal. races to clue them in as to what's happening, and even more ambitiously they have undertaken to produce a full book on R/C Pylon Racing, with Betty Stream doing the basic editing and assembling with the guidance of the committee; as soon as details about contents and contributors are final, we'll publish a full run-down on the project here. If you're some sort of expert (engines, airfoils, race history), you're likely to be hearing soon from Betty or Terry about writing an article. The Beginner's Race Committee already has two events

scheduled, and is hassling, naturally, about how to keep the ringers out -- who, besides me, counts as a beginner? The Exhibition and Championship Points Committee has already done a brilliant job of working out an equitable new point system that Bror Faber will report on, and initiate for the season, in the February Newsletter. They haven't solved the Exhibition Pilot problem, as of this writing, but I'll let you know when they do. The Safety Committee will have a representative at every contest, and from the size of some of the guys on that committee (Ron Schorr, John Elliott, Jim Jensen, Howard Fesler, Howard Nupen, for a few) I judge we'd better fly right or stay on the ground. The Race Procedure Committee was handed quite a can of worms: the task of updating the Rule Book and putting out a new Contest Procedure Guide -- which will be mighty welcome to all C.D.'s. The work of the Newsletter Committee is presumably obvious: if you have complaints about the CONTENTS, send them to me. If you have complaints about distribution, change of address, pages assembled out of order, or anything like that, send them to Bror Faber, who in addition to all his other duties has taken direct charge, with a good team of helpers including John Elliott and Mel Santmyers, Bror's wife and son Eric, of the production end of this rag.

PROMISES, PROMISES. One of mine was to do a rundown on Pappy deBolt's 1971 United Pylon Racing Circuit in this issue. Anticipating that, Pappy sent me a complete set of his UPRC PYLON CUTTINGS, as they call their newsletter, for 1971. They had just the greatest season ever, and I think everyone ought to know all the details of what all happened and how they did it. But my deadline has arrived, we're already 12 pages (which includes the two pages of photos, one 3-view, and a sheet of decals), and I'm just gonna have to put it off, with apologies to Pappy and all his colleagues in UPRC.

THANKS, AND THANKS AGAIN to ORBIT ELECTRONICS and to John Elliot for the beautiful decal sheet that is enclosed at their expense -- including the envelopes. Some day I'll find out for sure whether Big John spells his last name with one "t" or two. I've done it both ways in this issue.

PHOTOS. The beautiful wide photos on the next page -- call it "9", since it follows "8" -- were supplied by DICK TICHENOR. He's now got himself a permanent job, for my money (happily, he works cheap -- for us!). He also supplied the top two and the lower-middle one of page 10. The others came from Florida through the courtesy of Chuck Smith, who apparently has connections that I'd like to have, too.

IDENTIFICATIONS. Page 9, top: The Southern California District Open Meeting, January 9. That's Joe Stream glaring at you from the second row; the others are paying attention to the speaker. Page 9, upper middle: starting engines at the B.I.R.D.'s FAI race, Los Alamitos; nearest the camera is Dan McCan with his Miss B.S. held by his father Dwight; next is Jan Sakert holding on to Dick Riggs's Firecracker; then Clarence Lee holding Bud Anders' Miss B.S. while Bud cranks it; and starting last (only the flip of the coin would do that to him) is Jack Stafford, with Dave Lane holding his new P-51. Page 9, lower middle: the same line-up, with Dwight McCan just making the release. Page 9, bottom: the line-up of Texas competition at the Tucson Winter Nationals.

Page 10, upper left: the winners at the B.I.R.D.'s FAI race -- Terry Prather, Jack Stafford, and Bob Smith. Upper right: your editor, and toastmaster that night, congratulates So. Cal. Season Champ Terry Prather; left center: Sharon Shellenbaum (Miss Tangerine International) with Maru Kowalewski's Smith-wing Minnow; right center: D.C. May, with Miss Shellenbaum and Clinton Smith and perpetual trophy; center insert: your NMPRA President in one of his better moods; lower left: planes at Orlando; lower right: May, Coleson, Weitock, winners of the Tangerine International Air Races.



