

NMPRA

NEWS RELEASE

1/4 Midget

NATIONAL MINIATURE PYLON RACING ASSOCIATION

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

MARCH 1972

Edited by Bob Stockwell

FROM THE PRESIDENT. As usual, the abundance of subjects makes it a little difficult to decide which to cover. To start, I would like to commend the VP's for their vigorous efforts to get activities going in their respective districts. Last month it was Chicago and the CPC; this month the state of Washington is blossoming with the efforts of Bob Root and John Schuy with the PROPS. A position paper from them is published in this issue. With enthusiasm, work and willingness on the part of a few, great things can be accomplished!

The "backbone" is growing stronger: in Davenport, Iowa, Hank Pohlman (also CPC) has completed plans for a Formula I and II race at Aledo on September 10. A lot of P.R. effort on his part has resulted in their obtaining Mercer County Airport for that day. Great work!

The source of our three-views, Mr. Bob Hirsch, is requesting that when you write him for his extensive catalog, please put 25¢ in the envelope to help defray the cost, it would be appreciated. His extensive research in air racing often reveals little-known facts about people, events and machines. With his help, we hope to publish some of these little gems from time to time.

In this issue, you will also find the National Championship point standings for the first time. With the South Central East district (particularly Florida) having a twelve-month season, they will get ahead of us initially. However, since only the best SEVEN races will count, I think it will be a down-to-the-wire finish at the end of the year.

Our Secretary/Treasurer Gil Horstman and family are moving to San Jose, Calif, so around April 1 the NMPRA business address will be changed. The mail will be forwarded, so don't hold up writing until the new address becomes official!

To establish closer contact with the members, AMA officials are traveling to various large events making themselves available to the members in the area. As an example, they will be in California during the MACS trade show on June 23-25 with an open meeting planned. By the way, AMA and NMPRA will both have booths at that show, courtesy of the show management.

The Quarter Midget question is still hanging, with both pros and cons on whether NMPRA should attempt to standardize rules and procedures on a nationwide basis. At the moment, the available opinions are split. For this reason, John Elliot has been appointed by me to act as a focal point for viewpoints and information. The NMPRA does not want to shirk any real or imagined responsibility; however, the limited information precludes any valid decision to be made at this time. All those interested in the event, and those who feel NMPRA should stay out of the event, should contact John Elliot, 19412 Olana Ln., Huntington Beach, California 92646. Remember that our decision will be based on your inputs, SO MAKE THEM COUNT!

Hal deBolt has written me many lengthy letters expounding on the great interest in Formula II in his area; according to him there are hundreds of these ships being built in his district. He is understandably unhappy because this is not being flown at this year's Nats, and he has proposed flying both Formula II and FAI in a combined (mixed) event. With present Formula II times almost 10 seconds faster than FAI, the many people flying the latter because of its challenge and international aspect, are obviously rather vocal against any such plan at the Nats level. The Northeast district is going to try this mixed event at their local races this season, after which this approach should be evaluated for workability. The Nats with its highly critical time schedule and resultant management headaches, is not the time or place to experiment. Many active racers were contacted on this subject before a conclusion was reached and a recommendation made. Contrary to what some people apparently think, it was not a snap decision by yours truly.

My mailbag is happily increasing. To paraphrase Bernice Williams: The dog whose head is in California and tail in New England is getting twitchy all over. Hurray for the beginning of communication, keep those letters and opinions (and gripes) coming!See you next month.

---Bror

ACTIVITIES AROUND THE COUNTRY

WASHINGTON STATE. From Bob Root (1318 144th S.E., Bellevue, Wn. 98007) and John Schuy (12327 S.E. 158th, Renton, Wn. 98005), addressed to Faber, Korpi (VP Western), and Stockwell: "We want to congratulate you on the revitalization and resurgence of the NMPRA. Last year competitive racing almost died out here in the Northwest. Part of the reason for this, we feel, is due to the loss of national communication that NMPRA provides and also part must be due to the complex nature of this sport (at least it must seem so to the beginner) which prohibits beginners from building an airplane and entering the races. It is quite apparent that you leaders of NMPRA have acted to improve the national organization, and I hope the monthly newsletter format will be retained for the future.

"To help solve the second problem we have formed an association of modelers interested in pylon racing called the Pylon Racers of Puget Sound (PROPS). The purpose of our organization is to promote pylon racing. We are doing this primarily by helping the beginner via design and equipment installation seminars, flying clinics and racing practice sessions. We also intend to assist the established clubs in running their races by providing experienced help and management assistance. The response to this approach has been quite good in that we now have about 25 modelers participating in the association. This is particularly encouraging since in most local contests last year we seldom had more than four contestants per race.

"A further indication of the decline in racing in our area is that only five FAI/Form. I races have been scheduled for this year in the entire Oregon, Washington, Idaho and British Columbia area! The Spokane Internats is one of these races, which incidentally should be a better race this year since we have requested that pattern be completed on Saturday, reserving Sunday for pylon. Obviously we would like to have more races and one method of doing this is through deBolt's racing circuit concept. Will you please send any information you may have on how this circuit works?" [I'm sure that Pappy will be glad to send you the details when he reads this request. If he doesn't, write to him at 49 Colden Ct. Buffalo, N.Y. 14225.]

CHICAGO, ILLINOIS. From Frank Morosky, Sec'y, CHICAGO PYLON CLUB. "Everything is going well with the CPC. As it has turned out, we've got a bunch of workers who are going all out to make this one heck of a racing season in the midwest. Through the efforts of Hank Pohlman and the Davenport R/C Club we have another definite race date. On September 10th there will be a Formula I & II meet at the Mercer County Airport. The airport is about 16 miles south of the Quad Cities. Registration begins at 8:00 A.M. In the meantime we are planning to hold two separate race dates at Chanute AFB which is near Rantoul, Ill. The final meet there will be for local NMPRA Championships. We'll let you know as soon as we have the dates. We are presently negotiating for dates with the following clubs: Chicagoland, RC-3, West Suburban (Elmhurst, Ill.) and the Flying Fools (St. Charles, Ill.). Again, when we have firm dates you'll get the word.

"Many thanks for the publicity you've given to our efforts. We've received words of encouragement from as far away as Florida. Inquiries regarding race dates have come in from Wisc., Mich., Ohio, Iowa, and from southern Ill.

"At the present time we are awaiting our charter from the AMA. We are making every effort to be sure that each one of our meets is sanctioned, whether through our club or the hosting club. We are getting some great help from the AMA in this area.

"By the way, if you are counting noses in regard to interest in Quarter-Midget racers, you can include CPC. [I'm not, but John Elliot is, and he will duly take note.--Ed.] We are adopting the Mentor, Ohio, rules for sizes of airplanes and course layout. Scoring will be straight up motocross type points as used in Formula I. Preliminary indications from many of the area clubs has been that there are many "Sunday Fliers" interested in the event." [2445 Hamilton Drive, Elk Grove, Ill. 60005]

FLORIDA. "The FMPRA kicked off its 1972 racing season in Miami on February 6th at Tamiami Regional Park. The Tropic Aeros of Miami hosted a well-run race.

"Conditions were ideal with a 10 m.p.h. breeze, on a bright sunny 78 degree day. The Dade County Parks and Recreation Department reported spectator attendance IN EXCESS OF 3000. [Like Wow!!! --Ed.] Times were generally in the low 1:40's, with the best time of the day going to Ed Weitock of Miami, with a very hot 1:35. After the smoke from 49 heats had cleared, Jim Demeritte of Tampa emerged the winner. Second place was taken by Ed Weitock of Miami, and a fly-off between Harold Coleson of Atlanta and Walt Schoonard of Orlando left Coleson the 3rd place winner.

"Here's how they finished:

1.	Jim Demeritte	Tampa	Ballerina	Tigre	1:41.2
2.	Ed Weitock	Miami	Ballerina	Tigre	1:35.0
3.	Harold Coleson	Atlanta	Minnow	K & B	1:40.7
4.	Walt Schoonard	Orlando	Shushonic	Tigre	1:49.0
5.	T & D Racing Team	Melbourne	Minnow	K & B	1:47.2
6.	Bill Williamson	Ft. Lauderdale	M/W Cosmic Wnd	Tigre	1:51.2
7.	Clinton Smith	Orlando	Shushonic	Tigre	1:55.6
8.	Ralph Leidner	Miami	El Bandido	Tigre	1:59.3
9.	D.C. May	Atlanta	Minnow	K & B	1:40.9
10.	Larry King	Miami	Minnow	Tigre	-----

"The next FMPRA Formula I race will be held in Tampa, Florida, on March 19th."

BUFFALO, N.Y. From Hal deBolt, 49 Colden Ct., Buffalo, N.Y. 14225. "I hope I have told you how nice the Newsletter is; if not, Congrats! Anyhow I picked up a question of yours in the latest issue [February] on the UPRC. It concerns numbers of people racing. Will give you the score of course. Like I have said, we cannot compete with numbers of entrants at meets for some reason; I have a few ideas about it but ideas are not facts. What is to UPRC's credit is that when it was started ALL contest activity in the area was shot and we had only three people racing at all seriously. Now we have a contest or race and sometimes both every weekend all season long. People are again interested in model competition.

"Numbers-wise we estimate 300 people interested in racing in my NMPRA district, probably more. We have only 88 NMPRA members I guess but you have to let these newcomers get the fever before they will join. In the UPRC we have developed about 100+ racing types about equally divided between those who fly Formula racers and those who are not ready for that yet. We average about 25 entrants at each race and get about 15 racers in each event. Many of our people race the newcomer events and then try one or the other of the Formula events too. Most of our serious Formula fliers refrain from flying in the newcomer events even though a lot of them are not classed as experts. This year, with so many more people and "advanced" newcomers, we had to define who could fly what a little better. The enclosed sheet shows the rules. [Briefly, Sport Pylon is for typical stunt models, Open Pylon to AMA rules, Formula II and FAI flown mixed to AMA course; and Formula I to NMPRA/AMA rules; Sport Pylon is open to newcomers only, where "newcomer" is defined as one who has not gained 30 pts. in UPRC standings; Open Pylon is open to newcomers and "Seasoned Pilots" only, where "seasoned pilot" is one who has accumulated over 30 pts. but is not an obvious expert pilot of national ranking; ALL entrants of all rankings are invited to enter Formula racing.] What surprised me was how well accepted this pilot ranking has been. These newcomers look forward to the day when they can reach the "seasoned pilots" status. I have to think as a result of it all that the only way to get progress is through organization and a very specific program. I know that I never saw as good results from a program than we have had this time. Best wishes...Hal."

LOS ANGELES, CALIFORNIA. The biggest news from this area is the progress that has been made on the book about R/C pylon racing by the Publicity and Promotion Committee of the Southern California District, chaired by Terry Prather, and involving considerable participation by Betty Stream, who will do the basic editorial work on the volume, Dick Tichenor, who is our official photographer, Bror Faber, the Glossis, Al Prather, Joe Stream, Gordon Warady, who is to be the publisher of the volume, Bob Upton, and myself. Because the book will be many months in preparation, and we felt a quality publication about R/C pylon racing that could be put into the hands of spectators at races should be immediately available, we have just completed a beautiful BROCHURE on R/C Pylon Racing, being printed by Mr. Warady, which has some spectacular photography in it and a simple-minded layman's explanation of what, why, when, how racing is run. As one of this month's photo sheets, we're printing Dick Tichenor's beautiful picture of three planes in a close turn around the pylon. Our reproduction doesn't begin to do it justice: you should see it as the outside cover, in duotone, on the brochure! These brochures will be available at cost to all NMPRA Districts: Bror Faber will give you the details on how to order them next month. Let me just take this opportunity to urge all VP's to run some raffles, or rob some banks or whatever they have to do to raise the small amount of money needed to have a batch of these printed up for distribution to the spectators at races in their districts.

More details on the book next month.



Academy of Model Aeronautics

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CHARTER TO CRANFIELD

Aug. 25-28 are the dates of the 1972 Indoor World Championships and also the 1972 RC Pylon Internationals. Both events are being held concurrently in England, with all participants to be housed at the Cranfield Aeronautical Institute. Pylon flying will take place at Cranfield Aerodrome while Indoor flying will take place at Cardington, nearby.

AMA is currently organizing a charter flight for both Indoor and RC participants, including families. A package program is planned; to include air travel across the ocean, ground transportation between London and Cranfield, lodging both at Cranfield and in the London vicinity. The over-ocean flight will depart from one of the major east coast cities; such as N. Y., Phila., or Washington, D. C.

Two possible periods are being considered; one will be selected which suits the most participants:

- a. Leave U. S. (East Coast) Aug. 19 or 20
Return Aug. 28 or 29
- b. Leave U. S. (East Coast) Aug. 23 or 24
Return Sept. 1 - 4 (Labor Day Weekend)

The total cost, including entry fee for those who compete, is expected to be \$300, plus or minus about 10%, depending upon details of the final travel and lodging arrangements. Meals will be included for the stay at Cranfield, not certain for the other days as yet. A possible added attraction, within the package price, is one night in a famous English castle, including dinner.

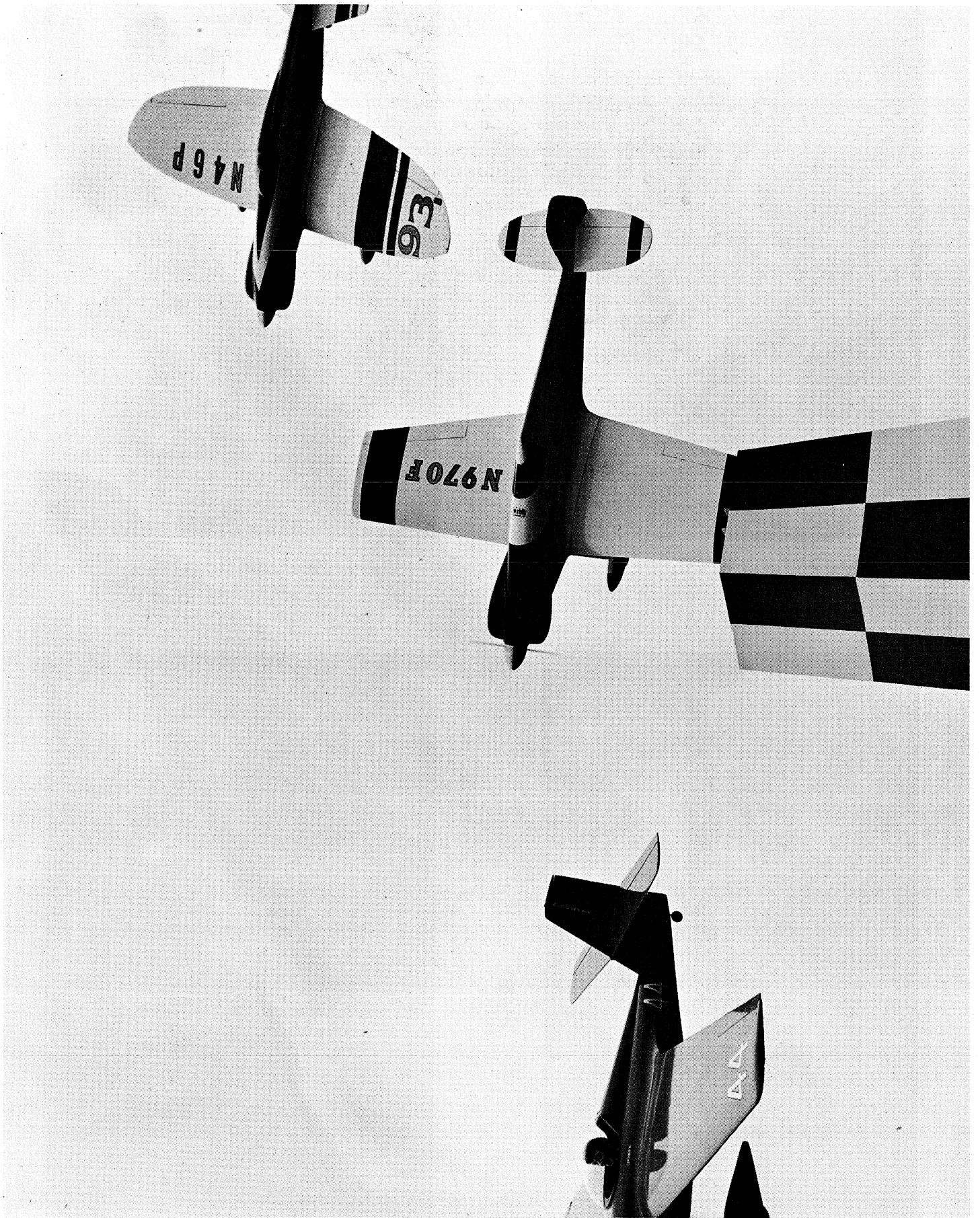
Those interested should register promptly with AMA Headquarters, to obtain latest information when available, without obligation. Meanwhile, deposits of 10% (\$30) are being accepted by headquarters -- full refund will be made if the project does not go through or if cancellation is made by May 1.

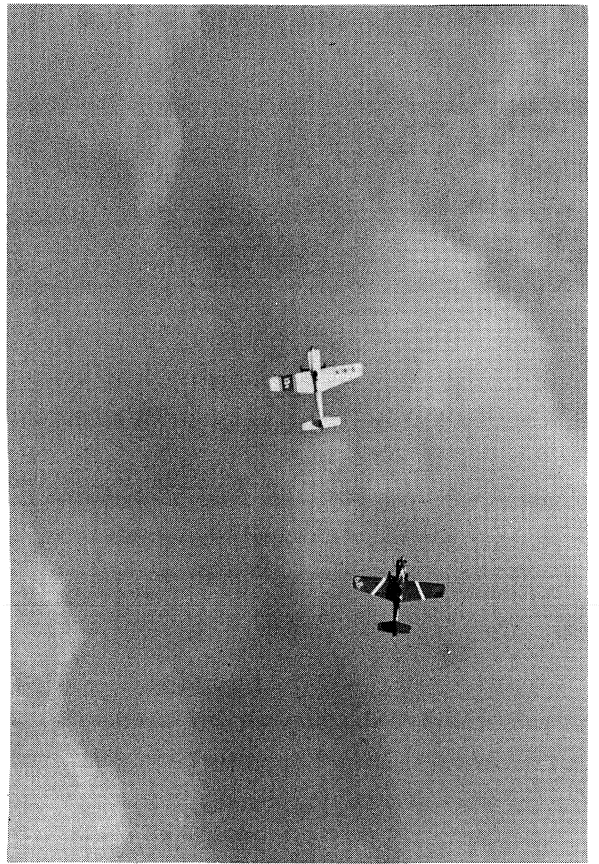
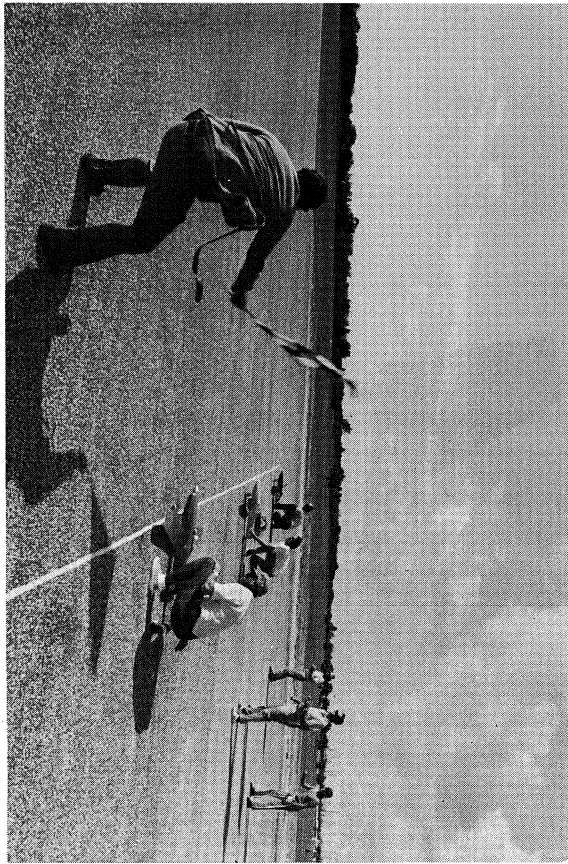
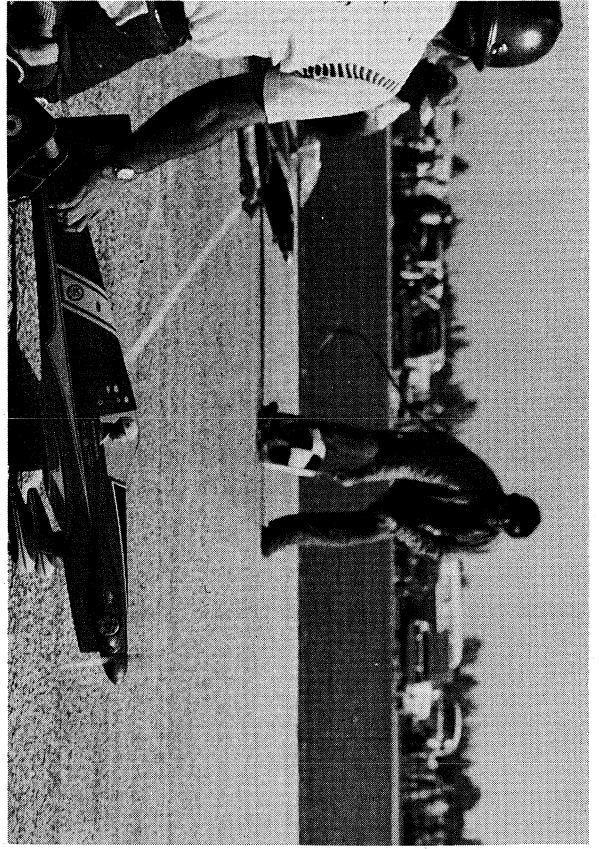
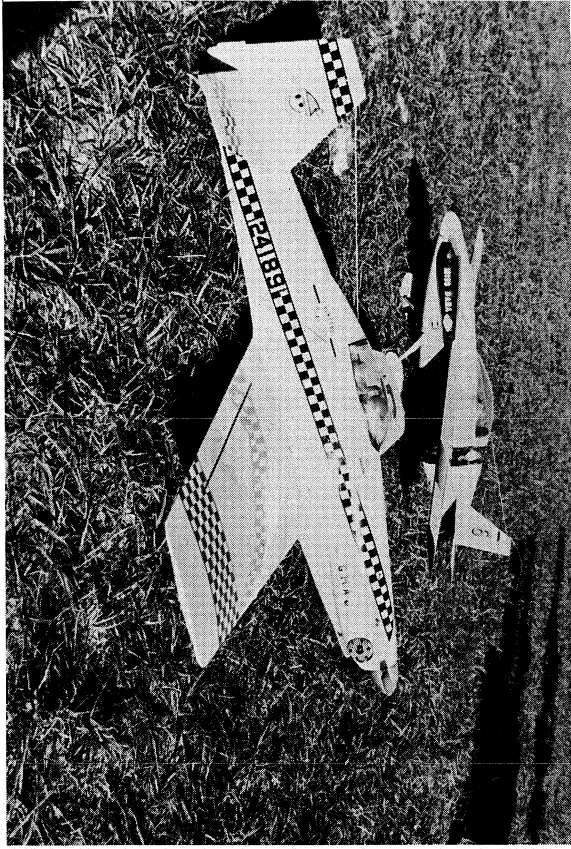
When the final plan is known full payment must be made by May 1, with refund to be made if the project does not materialize.

Goal for the project is forty participants. Current indications are that about 25 people are known to be ready to participate. More than forty can probably be accommodated, but if there has to be a cutoff above forty the order of preference will be in accordance with date of deposit receipt.

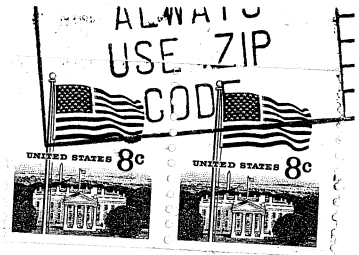
There is also the possibility of reduced rates for air travel within the United States in connection with this charter -- between home and the east coast. This will largely depend upon how many people will be traveling from the same home city.

Enclosed is a form to indicate current interest. This should be sent to AMA HQ for each person who might participate, even if names have previously been sent or given to AMA. Use of the form will insure that the latest information will be sent as soon as available.





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