

N M P R A

NEWS RELEASE

NATIONAL MINIATURE PYLON RACING ASSOCIATION

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MAY 1972

Edited by BOB STOCKWELL

From the President

Time, Time, My Kingdom for Some Time! Racing season's upon us, building, flying, and repairing, controversies, phone calls, and letter-writing, and letter-writing, and.... Communications are getting better all the time, at least judging from my mailbag. So far, I have faithfully kept my promise about answering all of you who write, but forgive me if my answers get a bit shorter as the volume keeps increasing. Will continue to do my best.

Our finances are getting a bit sad, but we're limping along. As promised, here's the news on the new NMPRA patches: Gil Horstman has them, and by the time you read this, all VP's will have a supply. Great quality, \$2.00 apiece just for the asking. Put one on each shoulder of every shirt you have! (We need the money.)

We also now have a supply of R. Kinert's Racing Books, including the very latest one, Vol. 7 which sells for \$3.95, prior volumes are #3.00 each. Get them while they're hot direct from Gil in Milpitas, California (DON'T send your money to Stockwell or me).

The K & B engine controversy is very much alive, however the AMA Contest Board is adamant about the rules moratorium. According to present rules, the engine is now legal (count them in the photo!) and quite a few people are unhappy. I sincerely hope additional production runs will quiet the storm.

Last month's question about your opinions on 1000 engines, as usual, produced no returns. There are times when I seriously wonder if all the work, sweat, concern, and more work on the part of those of us elected or appointed are worth it! Beefs we get, usually written in a moment of anger, based on half-truths and rumors; answers to questions we seldom get. 'Nuff said.

I think a great big hand should be given AMA, particularly John Worth and John Clemens. Their perserverence, diplomacy, and dedication got us the Navy-sponsored Nats at Glenview after all. Also a big hand for our Navy, who despite severe budget problems and an official "No" reconsidered and came through once more. Hope to see a lot of you there!

Based on rumors, I understand the following top racers are planning tentatively to represent the U.S. at the Pylon Internats in England: Telford/Violett, the Smiths, Stockwell, Korpi/Roy, and Prather. Are there more? I have asked Prather to get in touch with the pilots mentioned to try to get everybody singing off the same sheet of music. If you plan to go, drop Terry a line at 1660 Ravenna, Wilmington, Ca. 90744.

While on the subject of FAI, John Sederholm in Finland is staying in close touch on FAI rules proposals. Chuck Smith "volunteered" to head up a study committee out here after Dick Riggs had to beg off because of work. Cliff Telford is also on this team, with input and coordination by mail.

Although very proud that the whole racing world is looking to us and at us for guidance, we must realize that in a world event, viewpoints other than our own must be considered and weighed for merit. As in all racing, safety must come first, for the participants and officials as well as the spectators. We'll keep you posted on progress.

Again, my heartfelt thanks to all the VP's for their support and hard work, likewise our Secretary/Treasurer and our Editor. Let them know you appreciate their efforts too!

See you next month --

Bror

THE EDITOR'S CORNER

Last month I inadvertently made some people mad, for the wrong reasons. I don't mind when I do it for the right reasons, so let me try again.

I said that K & B didn't make money out of the .40's, but that they're in it because they like racing and competition. I was trying to pay them a compliment: I think it's great, the support they give the sport. I know several of the guys down there and I think they're great, too. I have no objection to their production of only 100 engines, because before they put a new engine out into the open market they have to test it, and the only way to really test it is in racing competition. Since there are some 2200 dealers, obviously they could not distribute the test engines through normal channels.

They sold 6800 of the 70 and 71 racing .40's. I don't know what the margin of profit is, but I reckon that's enough to make money. I genuinely hope it is. I know that they will not make a profit on the new 100, and that's what I was getting at. Total income from 100 engines, gross, is \$6000. Tooling up alone cost them over \$16,000. But I was wrong about the 70's and 71's, and I hereby apologize. It's still true that I meant to pay them a compliment.

I also said something about what Prather and Telford/Violetta did last year with \$35.00 SuperTigres. The figure of \$35.00 was a direct quote from what Cliff Telford said to me last year at the Nats. The only Tigres I have ever bought were bought used, and had been worked on. I paid \$50.00. I know the Tigres now list at \$49.95. I also know there are lots of the iron slug Tigres still around, which were \$35.00. I did not mean to mislead anyone about the price of the Tigres, and I apologize for that, too.

Those are the only things I said that I retract. The rest stands: if K & B forces those of us who didn't get the Schneurles to pay a premium price for an engine that will run successfully against them, we'll still cut out the booze to do so, and we'll still try like hell to beat them. That's what competition is about, and it carries no bad feeling with it. I'm against the 1000 rule because that would cut out all possibility of testing new engines in the heat of competition, either K & B's or any others. I think new developers should not be handicapped by such a rule. Look what the same rule applied to new kits, or new radios, would do to the sport! So I still say, Let's race, and not play games with rules and numbers.

ACTIVITIES AROUND THE COUNTRY

TACOMA, WASH. Reported by Bob Root. The Mount Rainier Radio Control Society held their annual pylon race on Sunday, April 9. The weather outlook was terrible on Saturday, with rain and winds to 50 mph forecast to continue through Sunday. However, the MRRCS C.D., Bruce Gale, somehow had the weather changed, and it was beautiful for the first pylon race of the season in the Pacific Northwest. Eight FAI and seven Formula I airplanes arrived for the race. Unfortunately two FAI ships crashed during test flights prior to the race. Luckily, both are repairable and will see future races. In FAI, John Schuy and his P-40-Q won all of his heats for first place with Bob Root's "Chambermaid" second after cutting two pylons in one heat for a big zero. The PROPS fastest novice trophy was won by Dick Beck with his Brown Racer. Dick is progressing rapidly, and although not as consistent as the more experienced fliers he was pushing them all the time. He would have placed higher, but suffered radio failure at the end of the fourth round. The fastest FAI time of the day was 2:05.0 by Bob Root when he was hotly pursued by Dick Beck and third place winner, Jim Booker of Boise, Idaho. The FAI event is becoming quite popular in the Northwest because of the slower landing speeds and airplane variety compared to Formula I. FAI entries included a Howard "Pete", a 1938 Brown Racer, a P-40-Q, two P-51 modifications, and a 1938 "Chambermaid".

Formula I was won by Bob Root with John Schuy second both flying Lovings' Loves with Series 71 K & B's. The best heat of the day was between these two. They stayed within a few feet of each other during most of the race with John finally cutting the number one pylon on the last lap. Bob had the best time of the day in this heat at 1:42.0. This may be slow by California standards, but it was sure impressive up here. The PROPS fastest novice trophy was won by John Haskins also flying a Lovings' Love with one of the few SuperTigre G-40's in the area. This was John's first race and although he placed well down in the standings, because of a lack of consistency, he is learning fast. Jim Booker drove all the way from Boise, Idaho (10 hrs) to capture third place in both Formula I and FAI. If this kind of racing enthusiasm prevails around the country, then 1972 will truly be a tremendous racing year.

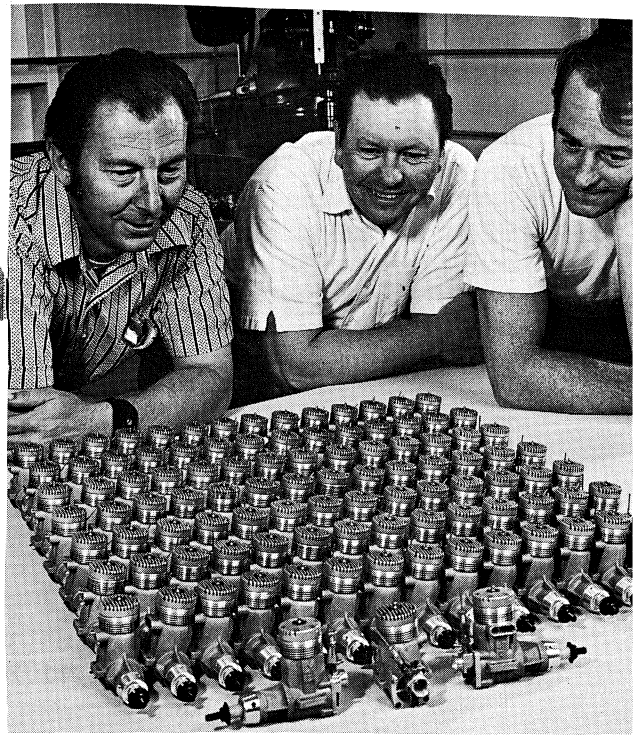
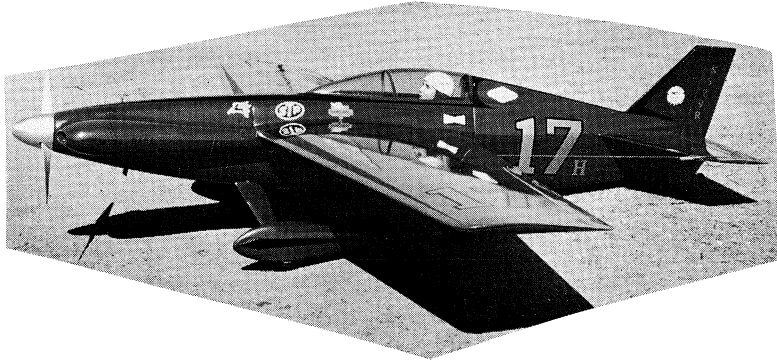
The Pylon racers of the Northwest want to thank the Mount Rainier RC Society and all the people involved who supplied the tremendous race, trophies, and especially the weather!

RESULTS. -- FAI, 6 rounds, 6 entries

1.	John Schuy	2:10.1	P40Q	K & B
2.	Bob Root	2:05.3	Chambermaid	K & B
3.	Jim Booker	2:11.2	P51	K & B
4.	Nelson Eddy	-----	Howard Pete	K & B
5.	Dick Beck	-----	Brown Racer	K & B
6.	Bob Mikko	-----	P51	K & B

RESULTS -- Formula I, 5 rounds, 7 entries

1.	Bob Root	1:42.0	Lovings Love	K & B
2.	John Schuy	1:51.0	Lovings Love	K & B
3.	Jim Booker	2:17.6	DeKnight	K & B
4.	Merle Hoem	-----	DeKnight	-----
5.	Larry Sperberg	----	Minnow	K & B
6.	John Haskins	----	Lovings Love	ST=ABC
7.	Weldon Dolgoff	----	-----	-----



PICTURES ON PAGE 4: Top left: three Loving's Loves about to be released -- Root, Schuy, and Haskins at Tacoma, April 9 (Picture by Ron Reed). Just below it: the new Miss DARA of -- would you believe it? -- Ed Rankin, the old Midget Mustang man, and he's ecstatically happy with it (I won't print his letter, sounds too much like an ad for PB Products). The lineup of planes down the left margin: the Formula I lineup at Tacoma, picture by Ron Reed; front to back in order of handicap, Larry Sperberg's Stafford Midget Mustang, Rob Root's Loving's Love, John Schuy's ditto, Jim Booker's DeKnight, John Haskins' Love, and Merle Holme's and Weldon Dolgoff's DeKnights. At bottom: Unassisted R.O.G. in the inimitable style of Chuck Smith. Center insert: Joe Foster, in an unguarded moment -- "Whatdaya mean, I cut?!!" Upper right: Bob Smith seated inside the fancy new #2 pylon, "You heard what I said. You cut!" Middle right: Johnny Brodbeck, Jr., Paul White, and Roger Theobald gaze with satisfaction at their 101 new K & B Schneurle engines. Would you say they were pleased? The photos of the pylon, the unassisted R.O.G., and the Schneurles are courtesy R/C Modeler Magazine by Dick Tichenor.

MORE ACTIVITIES AROUND THE COUNTRY

SUNNYVALE, CALIF., April 16, 1972. Reported by Garry Korpi. The Pioneers held their second race of the season on April 16. There were 16 entries in Formula I and 9 in FAI. Again the wind blew a gale and took its toll of aircraft. Yours truly had a most spectacular crash at the number one pylon when the wing-skin shed and the wing folded. (Going too fast, I guess.) This brings up a point. With the new K & B's coming out and the RAF engines, how much more will the wings take? I for one would like to see Alki and Oil and Mufflers in Formula I, too. With more and more fields being lost due to noise we had better move now or it will be too late.

Bud Phillips crashed due to a bad aileron servo and Rudy Thomas crashed a brand new airplane due to a transmitter being on in the pits. A newcomer to pylon racing (but not to modeling), Ron Sheldon, really showed the way in Formula I with five perfect heats and first place.

RESULTS, Sunnyvale, April 9, Formula I

- | | | | |
|----|--------------|--------|----------------|
| 1. | Ron Sheldon | 1:47.0 | Supertigre ABC |
| 2. | Lee Helsel | 2:02.0 | K & B |
| 3. | Larry Murphy | 2:09.0 | K & B |

F.A.I.

- | | | | |
|----|----------------|------|-------|
| 1. | Korpi/Roy Team | 1:49 | K & B |
| 2. | Bud Phillips | 1:57 | K & B |
| 3. | Ed Foster | 1:54 | K & B |

SOUTHWEST. Reported by Gale Helm, Ft. Worth. Our racing schedule will start on May 28. At the present time we have six races scheduled with three possible additional races (Waco, Tulsa, Oklahoma City) pending. The longest distance between towns is 830 miles, which will account for a lot of traveling. However, with these good Texas highways it doesn't take long to get there. We were very anxious about the schedule this year, but those great Ft. Worth Thunderbirds came through again with three races for us. How is that for a dynamic club who have a busy schedule with pattern meets, fun-flys, 1/4 midget races, and various other club contests? To stimulate interest we flew demonstration flights at several pattern meets. At the recent April 29-30 Lone Star Pattern Meet in Ft. Worth we flew a three-plane heat race for the airshow with 7,000 spectators watching which really put racing on the map.

Racing in the Southwest is "on the Up-swing" from a slow 1971 season as can be seen

from the following firm schedule:

MAY 28 -- Ft. Worth, Texas
 JUNE 4 -- Dallas, Texas
 AUG 6 -- Ft. Worth, Texas
 AUG 12-13 --Tulsa, Oklahoma
 AUG 19-20 --Corpus Christi, Texas
 SEPT 17 -- Ft. Worth, Texas

*July 8-9 Wichita, Kans.
 July 15-16 Okla City, Okla
 July 24-30 Nats*

A special invitation is extended to all National Contest Fliers to drop by Ft. Worth on your way home and fly with us on August 6 (weekend after the Nationals).

CHICAGO, ILLINOIS. Reported by Frank Morosky. The last few weeks have been pretty busy for the CPC. Besides setting up local contests we also jumped into the act when we found out that the Navy had dropped the Nats. Ten minutes after the mail had arrived from the AMA announcing the bad news CPC members were on the phones offering help and suggestions.

Here is the CPC Racing Schedule as it stands today:

May 7 -- SAC Club -- Chicago -- Formula I & 1/4 Midget
 June 4 -- West Sub -- Roselle -- Formula I &
 July 1 -- -- Morris -- Formula I &
 Aug -- Chicagoland -- Chicago -- Formula I &
 Sept 10 -- Davenport -- Quad Cities -- Formula I & II
 Oct 1st -- CPC -- Rantoul -- Local NMPRA Championships,
 Formula I & II, 1/4 Midget

WHITTIER NARROWS, SOUTH EL MONTE, Calif., April 22-23. Reported by Bob Stockwell. The San Gabriel Valley Radio Control League put on the first point race of the Southern California season, and it was a dingbuster. John Carabidian was CD, and he had lots of help from his very active club. The flagmen at the far pylon, the counters, the judges on the near pylons, the announcer, and the exceptional competence at the dispatch desk (Betty Stream and Dorothy Prather) left little to be desired in contest management.

There were 54 entries, and of those 54 no fewer than 14 put in at least one official race time under 1:40. Terry Prather was under 1:40 in 7 out of 8 heats, Bob Smith was under 1:40 in 5 out of 8. But fastest time didn't necessarily win: on the basis of fastest time, the standings would have been as listed below:

Joe Vartanian	MISS DALLAS	1:32.7	SuperTigre
Terry Prather	MINNOW	1:33.0	SuperTigre
Bob Smith	MISS DARA	1:33.4	Lee K & B
Mike Bridges	PITS PELLET	1:35.5	SuperTigre
Tom Tusing	MISS DALLAS	1:36.5	SuperTigre
Whit Stockwell	SHARK	1:36.7	SuperTigre
Jim Jensen	PITS PELLET	1:37.0	K & B
John Brodbeck, Jr.	MINNOW	1:37.4	K & B
Jack Stafford	MUSTANG	1:37.5	K & B
Danny McCan	MISS DARA	1:38.0	Lee K & B
Jack Hertenstein	SHOESTRING	1:38.6	SuperTigre
Bror Faber	MISS DALLAS	1:39.4	SuperTigre
Larry Leonard	MISS DARA	1:39.7	Lee K & B

Of those 14 names, three appear in the top five of the contest, but only nine in the top fifteen. That certainly tells something about the importance of consistency.

In particular, Larry Leonard and Bror Faber each had only ONE time under 1:40 (and only barely), but they ended up second and third, respectively -- each of them was down exactly one point below a perfect score. It was Roger Owens with his beautiful Midwing Cosmic Wind, built by Phil Breitling, who beat Faber in one of the more spectacular races of the contest. And it was Bob Smith who beat Leonard in another brilliant race.

The only flier who combined speed with consistency throughout and took an unchallenged first place with a perfect score was the perennial winner of the 1970 season, Bob Smith. The pattern he flew was very nearly perfect: time and again his laps were clocked at 9.2, with incredible consistency. Some of Terry Prather's laps were clocked at 8.4, others at 10.0. At least half-a-dozen fliers had as much speed as Smith to work with, but they don't fly his course and they won't beat him until they do. It seemed pretty apparent, in fact, that Prather, Vartanian, Bridges, Owens, Jensen, and perhaps some others, were as fast as Smith, even somewhat faster. But good as they are, they don't fly every lap right on the money the way Smith does, and that's the only way they'll beat him.

Jim Jensen and Whit Stockwell, both among the leaders after four rounds, proceeded in the fifth round to knock each other clear out of the competition with a midair collision that took place after their race was over and Whit had beaten Jim by a narrow two-tenths of a second. Instead of peeling off after the ten laps they both continued down the straight and midaired as they pulled up to begin their landing approaches. There was one other midair, this one in a race when Louis Zienekker and Tad Sato were just turning for the second pylon. Zienekker's was a gorgeous Shoestring, and if it wasn't high point entry in the handicap judging (which left something to be desired), it should have been.

I'm not sure exactly how many crashes there were: the second day almost turned into an endurance contest. At the very least, Ron Sheldon, A.J. Huber, Dave Lane, and Tom Tusing plus the four involved in the two midairs lost their ships totally, and there were any number of partially damaged aircraft. There were at least three other crashes where I failed to get the names of the pilots -- that totals eleven wipe-outs plus another dozen damaged to some fairly serious extent, usually on landing. It was the first contest of the season, there were many ships that had been flown only once or twice, everyone was a bit shaky on the sticks (except, as noted above, Bob Smith, who like Jack Nicklaus starts the season with end-of-season form), and Whittier is not the easiest field to land at anyway.

Certainly in the final standings it was a contest dominated by the PB Products MISS DARA and the 1971 K & B engines (the new ones were not available in time for this contest). Every single entry who was flying that combination placed in the top 15: Bob Smith (1st), Larry Leonard (2nd), Bob Bleardon (9th), Dan McCann (12th), Chuck Smith (14th), and Kent Nagy (15th). There is no one on the coast flying a DARA with a SuperTigre or RAF yet, but there will be at Bakersfield and it will be interesting to watch. The combination of the MISS DALLAS with the SuperTigre took 3rd, 4th, and 5th with Bror Faber, Joe Vartanian, and Lee Frey on the sticks.

There was one aspect of the contest that, as I noted above, left something to be desired: the handicap judging. We have, after all, a new Contest Procedures Guide that a Southern California District Committee under Chuck Smith's chairmanship put together, and it is a splendid piece of work. We last year voted in a new system of judging: line them up from top to bottom. An experienced eye can place them quite respectably and consistently. The Guide spells out the things you ought to look for, and what should be downgraded. For instance (the Miss DARA types may knock me for this, but it's only an example): the three-views of the DARA unambiguously show a quite prominent airscoop under the engine, and the absence of it drastically changes

the scale outline. The same absence on the Minnow or Shark should similarly be downgraded, no matter how many nicely inked-in rivets they have. Scale outline is important: the Guide explicitly states that "scale outline should be used as the deciding factor between aircraft of equivalent workmanship and realism". Cheek cowls with exposed engine heads get downgraded: it's a lot more work to build a good cooling system with the head inside all the way, and credit ought to be given for it; and you also pay the penalty of greater frontal area and ought to be rewarded in some way for attempting to keep the realism. The published three-views of the DALLAS unambiguously show an essentially squared-off fin and stab: but they are in error, and the DALLAS with rounded stab and fin should not be downgraded on that account. There is no excuse for placing a DARA without a scoop, or a SHARK without a scoop or with fully rounded wingtips, or a MINNOW without a scoop or with a canopy that is disproportionately high at the front in order to keep it within the limits on dimensions, or any plane with exposed engine head, ahead of planes lacking these defects if the workmanship is reasonably comparable. That, after all, is why we publish all the three-views in the newsletter. Enough said. Now back to the contest.

One of the major problems was not in any way the fault of the contest management: with 54 entries, there were 18 on 72.400. Because of this, there was no way to set up heats of four airplanes each, and they had to fly three-plane heats. That required 18 heats in each round. With a total of eight rounds -- which is a lot of flying, something like 140 heats in two days, after the attrition reduced the number of heats in a round first to 17 and then to 16 --, there is no way to get a complete rotation (it requires 16 rounds). The luck of the draw then plays a significant role in the outcome: there were lots of tough races for the winners, but by no means did all the tough and compatible combinations come out of the draw. Under these circumstances, it seems to me we either have to give up strict rotation in the last couple of rounds and put the top scorers against each other where possible, or we have to reduce the total field at some point, or we have to fly qualifying heats. Since most of the fliers are dead-set against qualifications, and since juggling the rotation near the end could not be done in any consistent and principled way, I think the only solution is to reduce the field to the top twenty for part of the second day, and then reschedule it as, in effect, a new contest. The relative standing of everyone below 20 would be determined by his points as of the time of rescheduling. (It's just a suggestion: if you have a better one, let's hear it.)

FINAL STANDINGS in the SGVRCL Formula I Pylon Races, the first of the Southern California Point Season:

1.	Bob Smith (BS Racing Associates)	MISS DARA	Lee K & B	1:33.4	24 pts.
2.	Larry Leonard	MISS DARA	Lee K & B	1:39.7	23 won flyoff
3.	Bror Faber (Nuper/Faber Team)	MISS DALLAS	SuperTigre	1:39.4	23
4.	Joe Vartanian	MISS DALLAS	SuperTigre	1:32.7	22 won flyoff
5.	Lee Frey	MISS DALLAS	SuperTigre	1:41.4	22
6.	Ed Hotelling	BALLERINA	Lee K & B	1:41.6	21
7.	Terry Prather	MINNOW	SuperTigre	1:33.0	20
8.	Jack Hertenstein	SHOESTRING	SuperTigre	1:38.6	20
9.	Bob Bleadon	MISS DARA	Lee K & B	1:42.1	20
10.	Jack Stafford	MUSTANG	Lee K & B	1:37.5	19
11.	Clarence Neufeld	MINNOW	K & B	1:41.4	19
12.	Dan McCan	MISS DARA	Lee K & B	1:38.0	18
13.	Mike Bridges	PITS PELLET	SuperTigre	1:35.5	18
14.	Chuck Smith	MISS DARA	Lee K & B	1:40.1	18
15.	Kent Nogy	MISS DARA	Lee K & B	1:43.0	18

LOS ALAMITOS NAVAL AIR STATION, April 29-30, 1972. Reported by Bob Stockwell. The FAI Pylon Races sponsored this date by the BIRDS of Carson City was the first encounter between the SuperTigres and the new K & B Schneurles. It came off rather indecisively, in view of the fact that the two 1971 K & B's worked over by Luke Roy (with his special machined head) flown by Garry Korpi and Joe Foster wiped out all the competition. But the Schneurles were not intended for cold fuel, so they were withdrawn after the first day of competition, to wait to show their stuff a week later at the Valley Flyers' race, where they did indeed demonstrate quite clear superiority over the alternatives available as of that date.

The fast times for FAI were quite astonishing, in view of the fact that Terry Prather's best at the Internats was 1:53, and the Internats were comfortably won with times in the high 1:50's. This course at Los Alamitos was carefully measured, the clocks had been calibrated, and the timers and flagmen were experienced workers: I have no doubt that the times are for real. Notice that the best times are well down into the best Nitro times of 1970, close to the usual, though not the record, winning Nitro times of 1971:

Garry Korpi	1:42.2
Joe Foster	1:44
Bob Smith	1:45
Whit Stockwell	1:47.6
Larry Leonard	1:48

All the guys with at least one time in the 1:40's were consistently in the low 1:50's, and although there were plenty of times over two minutes, like last year at the Nats and Internats, it is clear that this year at the Nats we can expect to qualify only with times under two minutes and maybe well down into the 1:50's for the slowest qualifiers.

The race was exceptionally well-managed after a hassle at the beginning over whether we would fly against the clock (an option allowed by FAI) or in heat races with the usual point accumulation. Having decided, sensibly, on the latter, we got in eight rounds with 25 entries, a complete rotation of compatible frequencies. John Elliot was CD, and with Betty Stream at the desk and other active BIRD types handling flags, pylons, counting, and timing, it went very smoothly. No one managed a perfect score, because Korpi beat Smith, Hertenstein beat Korpi, Korpi beat Foster, Stockwell beat Hertenstein, and so on like taking turns at one-upmanship. The most popular plane was the Miss B.S. -- the PB Products version of the P-51 --, but there were several of the new Stafford P-51, and Joe Foster was flying the handsome Francis Products version of the P-39. Joe had tricycle gear, like the original, and it was fun to watch him scoot along the ground under the others on the way to the first pylon, usually taking a substantial lead before he was airborne.

On the second day, we tried a race-horse start, spreading them out on the wide runway, to eliminate the factor of chance that comes from the flip of the coin in determining starting position. There were no midairs, no midgrounds, no problems, and if you have the wide runway it is unquestionably a more equitable contest.

Bob Bleadon managed the most spectacular accident of the event. He clipped the #2 pylon with a wing tip, doing only minor and repairable damage. Then in the next round he went back to do the job properly, never having been one to do anything only half-way: he clobbered the same pylon, this time dead center. The damage this time

was not what you would call repairable. When we got the pylon put back together, and Bob had collected the shattered pieces of his P-51, Joe Martin came along to take his turn in the shooting gallery. He also learned that pylons are likely to be more durable than airplanes.

RESULTS: 25 entries, 8 rounds

1. Joe Foster	Francis P-39	Roy K & B	RomAir	Mac Allister	1:44.0
2. Garry Korpi	K & K Miss FAI	Roy K & B	RomAir	Mac Allister	1:42.2
3. Bob Smith	Miss BS	Lee K & B	(fixed)	Silenceaire	1:45.0
4. Jeff Bertken	Miss BS	Lee K & B	Goldberg	Mac Allister	1:50.2
5. Larry Leonard	Miss BS	Lee K & B	(fixed)	Mac Allister	1:48.0
6. Jack Hertenstein	Shoestring	SuperTigre	(fixed)	Original	1:51.2
7. Whit Stockwell	Stafford P-51	SuperTigre	Goldberg	Tatone (mod)	1:47.6
8. Chuck Smith	Miss BS	Lee K & B	(fixed)	Semco	1:51.9
9. Kent Nogy	Miss BS	Lee K & B	(fixed)	Mac Allister	1:58.0
10. Joe Stream	Stafford P-51	Wieznewski	Goldberg	Wieznewski	1:57.2

I shouldn't let this report go without mentioning the two very exciting races that Korpi and Foster traded: in the regular heat, Korpi with his K & K Miss FAI beat Joe in a race that established the fastest time of the contest; but in the fly-off for first place, Joe turned around and took it right back.

MILE SQUARE, Fountain Valley, California, May 6-7, 1972. Reported by Bob Stockwell. Thank heaven we don't have another race until Bakersfield, June 3-4. This is three weeks in a row, and I know you're as tired of reading about Southern California contests as I am of writing about them. This one was pretty special, however: read on and you'll see. For some, you could call it "the weekend of the new K & B Schneurles and the P.B. Products Miss DARA". For others, you'd have to call it "the lost weekend".

It was the VALLEY FLYERS FORMULA I RACE. They had 58 entries, 75 airplanes including backups. In the handicap judging, the first nine airplanes were the Miss DARA! All were finished with K & B SuperPoxy, and you'll no doubt be seeing plenty of pictures of that line-up in the magazine publicity. Well-earned, too: they're beautiful ships, fine workmanship, more true to scale than most (even if they should have scoops on them, and fully-cowled engines: after they read this dig, some of them will have, I suspect, next time).

There were two big stories at this event, I thought: one of them was the way it was run and Chuck Smith's innovations in the system; the other was the plain fact that only the very best SuperTigre in the country, namely Terry Prather's, has a reasonable chance of running well against the new K & B's. Most of the rest of us, except the few like Cliff Telford and Art Johnson and Jack Hertenstein who share Terry's insight into what makes a Tigre tick, will just have to find another engine to run with the Schneurles, whether it be the RAF, the HP, or the rumored SuperTigre Schneurle. They'll have to turn consistently in the low 1:30's to win, and it is obvious that we'll be turning close to 1:25 by the time of the Nationals this year. I hear by the grapevine that Jack Hertenstein, Lee Frey, Joe Vartanian, D.C. May, Harold Coleson, Cliff Telford, Garry Korpi and Whit Stockwell (some grapevine) are gonna try the RAF, several of them at Bakersfield.

So what did Chuck Smith do that was new? He figured out a way to make cuts at the far pylon public knowledge, so that the flier, his caller, the counters, the starter, and all the spectators know immediately that there was a cut. How? Well, the flagmen have to have protective panels, right? And they should be painted the color of the flags for easy identification, right? So you hinge another panel midway on the

colored panel and paint it some obvious color, say black and white stripes, on the side that is covered while it is in the up position. Then when there's a cut, you flop it down, and lo and behold instead of a green, yellow, red, or white panel you have a black-and-white striped panel staring you in the face. You cut, man, and there's no way it will be missed, because it stays down the rest of the race. The horns and phones take care of pylons two and three. It's obvious, neat, simple, effective, and ingenious. It could be improved by having an equally obvious way to signal a second cut: Chuck's work force did it just by ceasing thereafter to flag the offending aircraft, but that's not so good because sometimes the flagmen get confused and flag the wrong aircraft when they look too much alike. When they're sure there's been a second cut, it ought to be apparent. But my, what an improvement this system is!

Chuck also innovated with handsome new pylons, which are cut open on one side at pylons 2 and 3 so that the pylon judge sits pretty much INSIDE the pylon and looks up: if he can see an airplane at all after it comes down the back stretch, it had to cut. The new pylons were painted -- would you believe it? -- with SuperPoxy donated by K & B. That's so the next time Bob Bleadon takes dead aim, the nitro in his tank won't spoil the finish. Of the pylons, I mean.

The enormous amount of work of preparing the new pylons, the new flag panels, and various other details was done mainly by Chuck, Bob, George and Paul Smith, Dan McCan, Larry Leonard, Bob Bleadon, and Ron Schorr. And not only did the Smiths do all this preparation, then have the whole family out working at the contest, then give a great party on Saturday night for one and all (with unlimited quantities of Mrs. Smith's famous Pizza -- hot, hot, hot), but then they had to go and let Bob Smith WIN the damned thing! You'd think after being so nice and working so hard they wouldn't've had to do that, wouldn't you? Or that he would have been too tired, or that he wouldn't've had time to put that new engine in, or something.

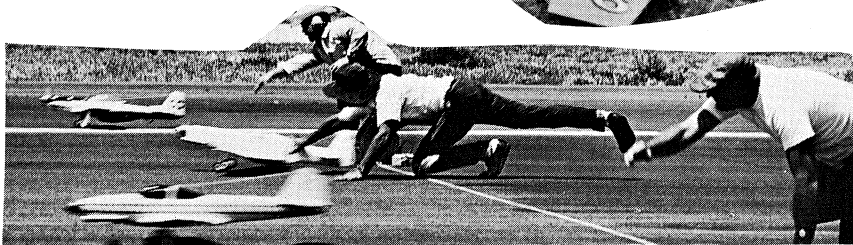
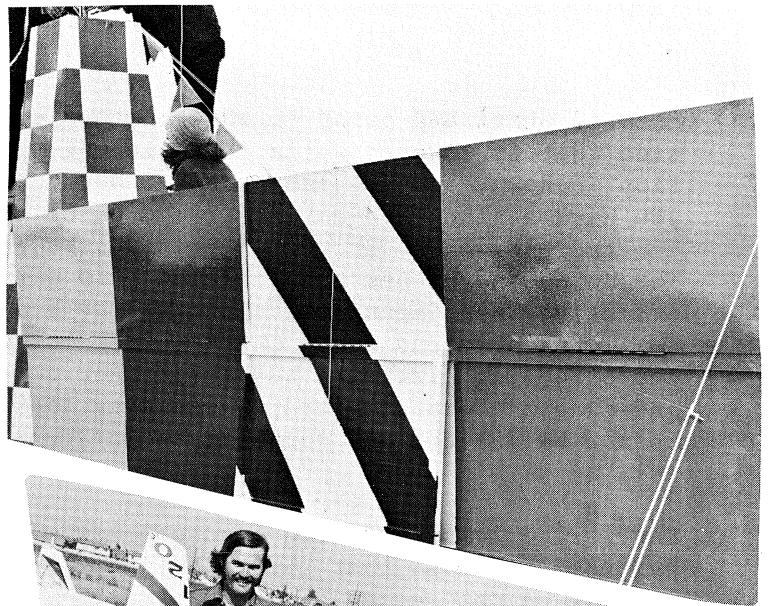
Another innovation, this one due to Jack Fabbri, was that most of the labor force was provided by a BOY SCOUT TROOP -- they did the flagging (under Jack's supervision) and the counting (under Chuck Smith's supervision). They'll get some money out of it for the troop, they had fun, and we didn't have to go scrounging in the crowd for a labor force. It's a great idea, ought to take hold and spread all over the country.

As for the racing, it was something else. Here were the top times:

Larry Leonard	1:30.5	(every heat was under 1:40)
Bob Smith	1:32.0	(every heat was under 1:39)
Terry Prather	1:32.7	(he was under 1:37 every time he finished)
Bob Bleadon	1:32.8	
Clarence Neufeld	1:34	Dan McCan 1:34.2
Roger Owens	1:36.5	

The striking fact, to me, was not the exceptional one or two fastest times, but the ease and consistency with which the times were in the 1:30's -- as consistently as they were in the 1:50's two years ago, the 1:40's last year. It was a measured course, the euts were called with great accuracy, and no one got away with the kind of looseness over the pylons that I think has been known to happen when some previous astonishing speeds were reported, though of course not in all the latter instances.

In the end, Bob Smith had a perfect score, with 28 points for seven rounds.



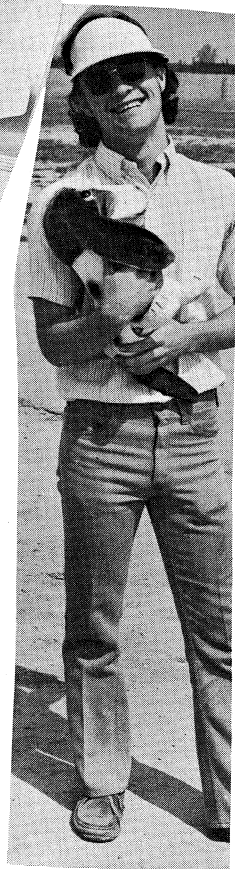
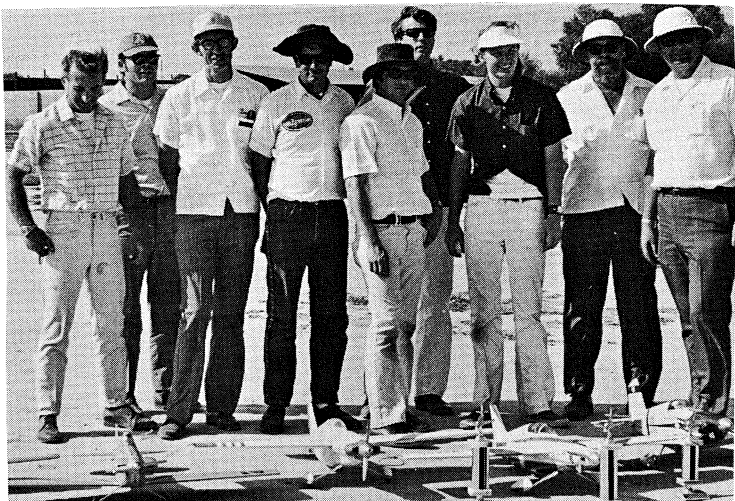
RESULTS, VALLEY FLYERS FORMULA I RACE

1.	Bob Smith (BS Team)	Miss DARA	K & B Schn.	1:32.0	28 pts
2.	Larry Leonard	Miss DARA	K & B Schn.	1:30.5	27
3.	Dan McCann	Miss DARA	K & B Schn.	1:34.2	27
4.	John Brodbeck, Jr.	Minnow	K & B Schn.	1:38.0	27
5.	Kent Nogy	Miss DARA	K & B	1:42.0	24
6.	Terry Prather	Minnow	SuperTigre	1:32.7	23
7.	Ed Hotelling	Shark	K & B Schn.	1:37.5	23
8.	Jay Replogle	Minnow	K & B	1:41.1	22
9.	Ron Neff	Minnow	K & B	1:43.7	22
10.	Bob Bleadon	Miss DARA	K & B Schn.	1:32.8	21
11.	Jack Hertenstein	Shoestring	SuperTigre	1:39.0	21
12.	Doug Spreng	Minnow	K & B Schn.	1:48.3	20
13.	Bror Faber	Mustang	SuperTigre	1:44.2	19
14.	Ron Russell	DeKnight	K & B	1:44.8	19
15.	Jerry Boyce	Mustang	K & B	2:13.4	19

Until near the end, it was a crash-free event. Lee Frey, Bill Hebestreit, Bill Giossi, and Ed Hotelling (in his last race) lost their planes on radio failures. Bob Bleadon continued an unblemished Hound Dog record and had a midair with Joe Howard in their last heat: Bob's plane, considering the circumstances, was remarkably little damaged and can be repaired; Joe's is very dead.

Now, on to Bakersfield June 3-4. What a race that shapes up to be, I just wish all the guys from all over could make it to this one!

PICTURE IDENTIFICATIONS, PAGE 12. Upper left: The Boy Scouts who worked as counters at the Valley Flyers' race, Chuck Smith with the headphones supervising, and an unidentified observer checking up on Chuck. Upper right: the barriers at the scatter pylon, with the cut-panel flipped down on one of them. Middle right: the five winners of the Valley Flyers' Race -- Bob Smith and Larry Leonard in the foreground, Kent Nogy, Johnny Brodbeck, and Danny McCann standing. Center: the line-up of Miss DARA's that did so well on the handicap judging. Left center: Jeff Bertken with the hair, Bob Smith with the cap (I had to put the picture on a slant to get it in, but most people who know Jeff won't notice anything unusual; Jeff is the calling half of the BS Team, and I just wish I had his timing and depth perception for the scatter pylon). Lower right, just beneath the DARA's: Dick Sonheim and Glen Spickler giving Larry Leonard's plane a hard time -- they placed it in the back row for a long time during the judging, while Larry's nose went out of joint and one leg got pulled about eight inches longer until they put it fourth out of 75. Lower right: Bob Smith and Valley Flyers' trophy -- he's won the first two So. Cal. races, on his way to dominating the season as he did in 1970. Lower center: to give you an idea of what 75 planes look like when lined up for judging -- they practically disappear into the distance. Bottom: the horserace start at Los Alamitos BIRDS FAI race: simultaneous launching by Luke Roy, Bob Bleadon, and Dave Lane. Some of these pictures we owe to courtesy of R/C Modeler Magazine by Dick Tichenor, others to Ed Hotelling, and others to Bob Bleadon. My house was burglarized recently and I have to rely on them for photos, and I want to make a special point of saying how great they've come through for me (and if the burglar reads this, please feel free to come along and take the pictures I would have taken if you hadn't gotten my cameras).



PICTURE IDENTIFICATIONS, PAGE 14. Upper left: the winners of the Whittier Narrows race, first of the So. Cal. season, from left to right: Joe Vartanian, Jack Hertenstein, Lee Frey, Bob Bleadon, Larry Leonard, Jeff Bertken, Bob Smith, Howard Nupen, Bror Faber (see p. 8 for full results -- the ones not listed in the top five, but shown in this picture, were their callers; photo courtesy of Dick Burkhalter). Upper right: the winners of the BIRDS FAI race (see p. 10), Joe Foster and Garry Korpi in front, Bob Smith, Jeff Bertken, and Larry Leonard standing. Left center: Bob Upton and Jack Fabbri, "Whadaya mean we're supposed to be on the flight line?!" Right center: Garry Korpi and Luke Roy, a formidable team indeed -- and you ought to see them when they're not smiling! Lower left: Johnny Brodbeck presents FAI 1st place trophy to Joe Foster. Bottom center: Chuck Smith can grin while he flies, but Bob looks apprehensive -- likely it's his airplane. Bottom right: Whit Stockwell with HOUND DOG trophy he earned with unhappy but spectacular midair with Jim Jensen at Whittier. Trophy taken over by Bob Bleadon the next week.

NATIONAL STANDINGS AS OF MAY 10, 1972 -- FORMULA I

PLACE	NAME	POINTS	RACE NO.	NO. OF RACES
1.	Ed Weitock	371.5	67S	4
2.	Jim DeMerritte	367.8	68S	4
3.	Harold Coleson	347.9	69T	4
4.	D.C. May	344.1	11S	4
5.	Charles Baucom	312.7	22Q	4
6.	Leidner, R.	271.4	28T	4
7.	B. Williamson	259.5	21T	4
8.	Bob Smith	221.1	51C	2
9.	Larry Leonard	217.1	50C	2
10.	Ed Hotelling	199.4	51A	2

F.A.I. / FORMULA II

1.	Garry Korpi	189.5	69A	2
2.	Joe Foster	159.7	4A	2
3.	Bob Smith	93.6	51C	1
4.	Jeff Bertken	89.4	30B	1
5.	John Schuy	85.2	25E	1
5.	Larry Leonard	85.2	50C	1
7.	Jack Hertenstein	81.0	76B	1
8.	Bud Phillips	80.3	5A	1
9.	Whit Stockwell	76.8	51B	1
10.	Kent Nogoy	72.6	120C	1

Photos: special note, once again to thank R/C Modeler Magazine and Dick Tichenor for permission to use them, and Bob Bleadon and Ed Hotelling.

NEW ENGLAND. No race reports yet, but due for the June Newsletter, because they have races scheduled as below:

- May 7. Hadley Mass.
- May 14. E. Granby. NCRCC.
- May 21. Jamestown, N.Y.

FLORIDA. FMPRA Race #3, Orlando, April 30, 1972. Reported by Jack Fehling. The race was hosted by the RCACF Club. The extra effort put forth by the help was very evident and appreciated by all. Frank LaCasella came up from Miami to fill in as starter, and did his usual fine job. As expected, just about everyone forgot about the time change so everything ran one hour late. Howard Weeks should get the prize, he set his clock the wrong way and woke up two hours late. Walt Schoonard had the pylon lights blown from the top of the trailer while bringing them to the field. Walt's comment about the truck was "Eeeyyyooowww! Was that thing moving!" To top it off there were on and off light rain showers most of the day. Even with all of these abtacles we managed to get in a fine day of racing.

Ed Weitock, after three years of trying and a countless number of second places, won first place. One point behind Ed was Jim DeMeritte. Jim won 1st place at both Miami and the Tampa races. Bill Williamson of Fort Lauderdale finished third (first time in the hardware). Bill is really coming on strong. His good buddy Jim Maki nosed him out in the second race of round three. It's strange how friendship is forgotten when the starter drops that flag. Guess we will have to keep an eye on Jim now, too.

The best-performance trophy was awarded to Norm Holland of Winter Park for outstanding sportsmanship. Norm agreed to rerun a heat and lost his airplane in doing so. Speaking of losing airplanes, your sec/treas is busy trying to put one together as well as either of the two he sold to Williamson and Maki, which they have been using to beat him with outstanding regularity. Walt Schoonard is looking for a set of floats for his ship. His radio failed and his airplane ended up in the middle of a lake. (We think SCUBA gear would be a more appropriate investment, Walt.) Harvey Barnett of Miami had the worst day of all by totalling out two ships. We were pleased to have Chuck Baucom come down from Charlotte, N.C. to race with us. He finished 4th. Total entries: 15.

Our next Formula I race will be held in Valkaria on June 11, the last one before we take our 12-week summer break. Results at Orlando: [no photos; we'll have 'em June.]

1.	Ed Weitock	67S	15	1:38.5	SuperTigre	Ballerina
2.	Jim DeMeritte	68S	14	1:40.8	SuperTigre	Ballerina
3.	Bill Williamson	21T	13	1:46.3	SuperTigre	M/W Cosmic Wind
4.	Chuck Baucom	22Q	11	1:48.3	K & B	Shoestring
5.	Jim Maki	22T	11	1:52.2	SuperTigre	Shoestring
6.	R. Leidner	28T	11	1:57.8	SuperTigre	El Bandito
7.	Singer	35T	11	N.T.	K & B	Minnow
8.	Potter/Smith	12T	10	1:51.7	SuperTigre	Minnow
9.	C. Gray	62S	9	1:48.0	H.P.	Minnow
10.	S. Bingham		9	N.T.	SuperTigre	Minnow

NORTH CAROLINA. Monroe Air Races, April 15-16, 1972. Reported by D.C. May. Fuller report and photos from Bill Helm next month, we hope. D.C.'s total comment: "Real windy!" Results:

1.	D.C. May	11S	20	1:50.2	K & B
2.	Harold Colleson	69T	19		K & B
3.	Chuck Baucom	22Q	18		K & B
4.	Art Chambers	57T	15		SuperTigre
5.	Jimmy Stegall	31Q	8		K & B

Total entries: 14.