

N M P R A

NEWS RELEASE

NATIONAL MINIATURE PYLON RACING ASSOCIATION

AMA AFFILIATED BUSINESS ADDRESS: P. O. BOX 356, MILPITAS, CALIF. 95035

August 1972

Edited by BOB STOCKWELL

From the President

As I mentioned last month, career responsibilities and commitments have been cutting into some of my earlier 'round-the-clock NMPRA activities, even to not being able to attend the Nats. Our Secretary/Treasurer, Gil Horstman, realizes my predicament and has graciously offered to take over the printing and distribution of the Newsletter. I am sure that as usual Gil will have lots of help from wife Clara. Another racer, Bob Francis, will be doing the printing while our dedicated member and linguist Bob Stockwell is still on the job; my thanks to all of them for a vital but thankless task!

Some people this year have not been too happy about my "dictatorial" manner in trying to glue the pieces of NMPRA back together again. That notwithstanding, I have received some requests to run again next year, and there are several reasons for me turning that down. Most important is my feeling that next year's president will not have the same job to do as I faced, consequently a different approach and personality will be needed to make the organization grow ever further. Second, being very much occupied at work (and preoccupied at home!), I will not be able to contribute as much time and effort as the presidency warrants. The job takes large amounts of that plus dedication, and will not be done right if any of the three is missing! I appreciate the kind words and thoughts of those wanting to put up with me for one more year, but I must regretfully decline the nomination.

Our Editor attended the Nats and has a full report in this issue, which is a bit later than usual for reasons that he will explain.

Some of the returns are in from the VP's on the By-laws and are very favorable. A few more are needed before the next step is accomplished, namely putting the attorney to work. The incorporation is an important step in our growth, both from the standpoint of individual financial responsibilities and the nonprofit organization tax exemption possible. Since with proper dedicated leadership our membership is going to continue to grow, this step is even more important as time goes on.

As this issue is in production, our best FAI racers are in England to defend the World Championship title. To all of them I wish the best of luck and sincerely hope that pylon racing; for all its intense competition will contribute to better understanding and friendships between people from many nations.

See you next month.

Bror

EDITOR'S CORNER. I bet from that comment of Bror's you think you're going to hear a bunch of excuses for getting the Newsletter out late this month. Well, you are. (1) The editor of AAM hasn't sent my Nats film back to me yet (21st of August), some four rolls that I shot of pylon racing that was developed by the Navy and taken straight to Washington for the AAM coverage and supposed to come right back to me for the Newsletter. If Ed Sweeney doesn't get on his horse, he'd better start looking under his bed for bombs my agents will plant. Anyway, that's why there are no Nats pictures in this issue. (2) My son Whit, along with Larry Leonard, Chuck Smith, and Jeff Bertken, just got off to England last night, and the last ten days or so have been pure hell trying to finish a new PB Products P-51, get it and clothes and tools and accessories into a total package under 44 pounds! It's a neat trick -- try it some time. He only had to wear five pairs of jockey shorts, three pairs of trousers, three shirts, two sweaters and a jacket on the airplane in order to keep the luggage to allowance! (After all, they don't weigh him, only his luggage, which never made sense to me: lighter people ought to be allowed heavier luggage.) (3) In the midst of all this, we had a race August 12-13, the Pop White Memorial, an exceptional event to which I am particularly attached because I knew Pop White well enough to have great respect and admiration for him, so in the week right after the Nats Whit and I rebuilt his spectacular Breitling Cosmic Wind for our K & B Schnuerle (it had been set up for the RAF that still isn't available) -- we got really well prepared, for a change, and went up to Bakersfield to test-fly the day before the race, got in the air and.....NOTHING. Some sort of short in the radio or battery pack killed it and damned near killed four people who were watching, in fact the only other people in about five square miles! Balsa literally splattered around them -- and the engine missed them by about five feet. I don't think either of us has ever been so totally discouraged by this maddening sport: here he finally had that beautiful engine, an airplane that would be first in anybody's handicap judging, a radio that had been flown in that very airplane with the RAF in testing after the Nats, and ZAP!!!!

So that's why I'm late this month. Any complaints, you know where I'll put them.

PYLON RACING AT THE NATIONALS, 1972. Reported by Bob Stockwell. I'm sure everybody knows the results already, but maybe I can fill in a few details you may have missed. You know it was K & B all the way: Cliff Weirick flew Johnny Brodbeck's own airplane, a standard Stafford Minnow, in his first three heats of the finals, damaged it on landing, and went to his own Stafford Minnow, also with a Schnuerle in it, for the last two -- including the fantastically close and exciting race with Terry Prather in which Cliff nosed Terry out on the last pylon of the last lap (actually Terry lost his lead a couple of laps earlier when he got off line going to the scatter pylon and had to go hard right before making the turn: it was clear that he was fast enough to hold his lead had he stayed on the course all the way). But Cliff could have coasted into first place even had Terry beaten him, because he only needed 19 points to beat Larry Leonard and Harold Coleson, who were second and third with 18 points each. In F.A.I., Garry Korpi of the Korpi/Roy Team in fact won with 19 points, having been beaten by Whit Stockwell in the only heat where he got off the ground! Whit thought he had engine trouble when in fact it wasn't his engine loading up, it was a dead cell in his electric starter battery. He borrowed Jack Stafford's starter and the engine started right up for the heat in which he managed to stay ahead of Garry and Luke.

Once again there was ample evidence that it is bad luck to be the top qualifier. Cliff Telford and Bob Violett walked away with the best FAI qualifying time, coasting around the course in eleven laps at 1:45, an incredible speed! Most of the FAI guys

figured after that they were just racing for second place. Similarly in Formula I, when Bob Smith put in a qualifying time of 1:27.5, a new record beating his Bakersfield time of 1:27.9 just to prove it was not a fluke of West Coast heat and dry air, I don't think anybody felt very confident about the possibility of beating him. But Bobby ended up 19th in Formula I (he crashed on his first takeoff, and you can be sure it wasn't his thumbs that goofed: since the radio still worked after he brought it back to the pits, we can only figure there was something in the air, and no way ever to know really what happened), and Telford/Violett ended up 9th in Formula -- scratch that, I mean FAI. They stripped the threads in the head of their Tigre before the finals, and as a well-known writer for AAM remarked elsewhere, things went downhill from there. A week later they were out setting new FAI records again: unless something unexpected happens, there'll be no one in their class at the Internats. (But of course something unexpected could happen: Paul White had independently of Telford and Violett come up with an FAI design very similar to theirs, and he built a beautiful plane which Garry Korpi will be flying, with a Roy K & B in it, at the Internats. If Garry doesn't win it with that plane which K & B went to the expense of shipping to England for him, he'd better go back to SuperTigres! And of course Garry might have some of the trouble Bob Violett had with takeoffs, with the gear in the belly like that, and some conservative conventional airplane, like a P-51 with fixed gear even, just might pick up the marbles, especially if it's windy at Cranfield.)

The qualifying speeds at the Nats in Formula I were pretty much as predicted: all but one of them below 1:40 (Mike Barna was 20th qualifier with 1:40.0: unfortunately he crashed in his first heat in the finals to end up 18th, still a fine show for the first Nats he's ever entered; his crash also, like Smith's, was an unexplained radio failure in a machine that had been operating without a glitch.) The top eleven qualifiers were below 1:37, and the top six in the final standings, with the exception of Harold Colson (1:37.3), came out of that group. Still, the ultimate winner was a relatively slow 10th in qualifying time (1:36.6), and his best time in the finals was only the 4th best of the finals (Larry Leonard, Terry Prather, and Kent Nagy all put in faster times). A rather striking fact was that the best times in the finals were a full 5 to 7 seconds slower than the corresponding best times in the qualifying trials, even though the weather was very similar, and quite pleasant, both times. Only Larry Leonard was completely consistent, with 2nd place in the qualifying times and 2nd place in the final standings, with times only 3 seconds apart.

It is kind of interesting to see who had to race whom. No one had to race Bob Smith because of his crash in the first heat. No one had to race Jerry Wagner, who had probably the second-best SuperTigre there and qualified with a sparkling 1:33.0, because he withdrew after the accident in which his partner and caller, Tiny Rich, was hurt, though not seriously, thank God! Larry Leonard was in the fantastic race with Prather and Weirick, and that's where he lost his two points off an otherwise perfect score. Harold Colson and D.C. May, who were on the same frequency and called for each other, ended up third and fourth after racing Weirick (and getting beaten by him), but they were on Leonard's frequency, so that positions 2, 3 and 4 were decided without direct confrontation. Telford and Violett, whose best time in the finals was a slow 1:41.4, found that their engine had picked that day to go over the hill: a week later with a new sleeve and piston they turned 1:30.0. Kent Nagy, in only the 5th race he has ever entered, had the third best qualifying time and ended up a brilliant 6th just behind Terry Prather, after racing -- among others -- Colson, Prather, Leonard, and Weirick, which is a mighty tough draw! Kent had the only Miss DARA besides Larry Leonard's to finish in the top 10, which I must say is sure as hell not what I would have

predicted after the way the DARA's have been wiping out everything else on the West Coast -- and their qualifying times at the Nats were 1-2-3-4! (Incidentally, I have been accused of favoring the DARA's because I always write the name of the plane in capital letters: but of course that is not favoritism, just accuracy, since DARA stands for Dayton Air Racing Association. Minnow does not stand for anything but Minnow, as far as I know; and Dallas doesn't stand for anything except maybe Ft. Worth. Both the Minnow and the Miss Dallas are fine airplanes, but I won't capitalize them until someone proves to me that they, like the DARA, are acronyms -- I can see everyone scurrying for the dictionary: Webster's New World, 2nd College Edition, is our sponsor, in case you don't have one handy and have to buy one -- that's an inside joke, for those who don't watch Password.)

Obviously I'm getting slaphappy: just read the last few lines above. The trouble is, my notes aren't very complete, because they had some idiot announcing the races who kept talking so much I didn't get a chance to write anything down. I remember one of the hard-luck guys in the qualifying heats was Tommy Tusing, who came with two identical Miss Dallas's and a spectacularly fast SuperTigre that belonged to Mike Bridges and he had a midair with Kent Nogy in his first qualifying attempt and changed to his back-up only to crash around the third pylon on his second attempt! I remember another hard-luck guy who has a very interesting letter later in this issue of the Newsletter, Ed Rankin, who had to make a downwind landing with his DARA, damaged it, and then had to try to qualify with a much slower airplane and of course didn't make it. Still another hard-luck story belongs to Chuck Smith, who was going great guns, holding up the family honor after Bob crashed, until he ran into the landing lights and I've never seen brother Bob so mad in all the years I've known him. Except maybe one year at Tucson when the officials gave him a second after he had lapped the field about twice. That upset him a bit, too. (Like brother Charley, they acknowledged their error: but in Charley's case it was harder to rectify.) I won't go into all the gory details surrounding the failure of a close relative of mine to qualify (he was 21st, 3/10ths of a second too slow), but next time we'll fly the airplane before we get to the Nats, if we have to stop in Podunk Pasture on the way.

Anyway, here are all the gory details of the top twenty: I'd give you more if I had it, but like I said, that idiot wouldn't let me take notes: I hope all the guys I haven't mentioned, the other 60 or so in Formula I and practically everyone in FAI, will excuse me for my inadequacies as a reporter and take my word that I think they're important too, and that the biggest change I want to see at the Nats is a LOT more than three lousy flights for the pylon guys who don't make the finals. Since that is what Ed Rankin's letter is about, I'll pass further comment for now. But I can't pass the officials without a very special word of thanks: they did a truly expert job, from beginning to end, and in the hands of C.D. Glen Spickler I think we can now say that contest management has reached a genuinely professional level in pylon racing, with all the bugs worked out so that there's almost no reason left for any kind of hassle.

FORMULA I QUALIFYING RESULTS AT THE NATS, TOP 20

1. Bob Smith	1:27.5	So. Cal.	K & B Schn.
2. Larry Leonard	1:30.1	So. Cal.	K & B Schn.
3. Kent Nogy	1:31.5	So. Cal.	K & B Schn.
4. Chuck Smith	1:32.7, 1.33	So. Cal.	K & B Schn.
5. Telford/Violett	1:32.7, 0	Maryland	SuperTigre
6. Jerry Wagner	1:33.0	Connecticut	SuperTigre
7. Bob Reuther	1:34.6	Tennessee	K & B Schn.
8. Ed Hotelling	1:35.0	So. Cal.	K & B Schn.

9.	D.C. May	1:36.0	Georgia	K & B Schn.
10.	Cliff Weirick	1:36.6	So. Cal.	K & B Schn.
11.	Terry Prather	1:36.9	So. Cal.	K & B Schn.
12?	Harold Coleson	1:37.3	Georgia	K & B Schn.
13.	Dan McCan	1:37.7 -- 1:37.9	So. Cal.	K & B Schn.
14.	Doug Spreng	1:37.7 -- 1:44.7	So. Cal.	K & B Schn.
15.	Jeff Bertken	1:37.9	So. Cal.	K & B Schn.
16.	Hal deBolt	1:38.2	New York	K & B Schn.
17.	Charles Funderburk	1:38.6	N. Carolina	K & B Schn.
18.	Tommy Baker	1:38.8	N. Carolina	K & B Schn.
19.	Rick Brickert	1:39.8	No. Cal.	SuperTigre
20.	Mike Barna	1:40.0	So. Cal.	K & B Schn.

FORMULA I FINALS

1.	Cliff Weirick	20 pts.	1:34.9
2.	Larry Leonard	18	1:33.5
3.	Harold Coleson	18	1:37.0
4.	D.C. May	17	1:36.5
5.	Terry Prather	16	1:34.0
6.	Kent Nogy	16	1:34.7
7.	Doug Spreng	13	1:36.3
8.	Tom Baker	13	1:37.4
9.	Ed Hotelling	13	1:39.0
10.	Telford/Violett	13	1:41.4
11.	Dan McCan	12	1:36.5
12.	Charles Funderburk	12	1:37.1
13.	Harold DeBolt	10	1:39.0
14.	Chuck Smith	8	1:36.8
15.	Rick Brickert	7	1:43.1
16.	Jeff Bertken	2	1:48.2
18.	Mike Barna	—	—
19.	Bob Smith	—	—
20.	Jerry Wagner	—	—
17.	Bob Reuther	2	1:53.5

FAI QUALIFYING RESULTS AT THE NATS, TOP 20

1.	Telford/Violett	1:45.7	Maryland	SuperTigre
2.	Korpi/Roy	1:51.8	No. Cal.	Roy K & B
3.	Terry Prather	1:53.9	So. Cal.	SuperTigre
4.	Jack Stafford	1:56.2	So. Cal.	Lee K & B
5.	Bud Philips	1:57.3	No. Cal.	?
6.	Davis	1:58.2	?	?
7.	Jeff Bertken	1:58.6	So. Cal.	Lee K & B
8.	Bob Root	1:58.7	Oregon	K & B
9.	Bob Smith	2:00.6	So. Cal.	Lee K & B
10.	Chuck Smith	2:01.1	So. Cal.	Lee K & B
11.	Pete Reed	2:01.4 -- 2:03.1	Conn.	SuperTigre
12.	Larry Leonard	2:01.4 -- 2:12.4	So. Cal.	Lee K & B
13.	Bob Upton	2:02.0	So. Cal.	Lee K & B
14.	Bob Reuther	2:02.3	Tennessee	K & B
15.	Ron Schorr	2:02.6	So. Cal.	Lee K & B
16.	Hal DeBolt	2:02.9	New York	HP (?)
17.	Whit Stockwell	2:03.4 -- 2:05.2	So. Cal.	SuperTigre
18.	Tommy Baker	2:03.4 -- 2:09.5	N. Carolina	K & B
19.	Basil Derrough	2:04.9	Canada	?
20.	Harold Coleson	2:06.1	Georgia	K & B

FAI FINALS

1.	Korpi/Roy	19 pts.	1:59.4
2.	Terry Prather	18	1:54.7
3.	Chuck Smith	16	1:56.3
4.	Pete Reed	16	1:56.9
5.	Bob Upton	16	2:03.9
6.	Tommy Baker	15	1:53.0
7.	Hal deBolt	15	2:04.9
8.	Ron Schorr	12	2:00.6
9.	Telford/Violet	11	1:44.4
10.	Larry Leonard	11	2:01.7
11.	Bud Philips	10	2:00.4
12.	Bob Root	10	2:04.2
13.	Bob Smith	9	1:51.9
14.	Bob Reuther	8	2:16.3
15.	Davis	8	2:17.0
16.	Jeff Bertken	6	2:08.0
17.	Harold Coleson	5	2:10.6
18.	Whit Stockwell	4	1:58.5
19.	Jack Stafford	2	2:20.2
20.	Basil Derrough	2	2:21.4

End of Nats Story. Pictures next month.

CORRESPONDENCE. From Ed Rankin, open letter to Bror Faber. "Dear Bror: I talked with Bob Stockwell at the Nats concerning revision of the conduct of the Nats Formula I event. He suggested that I put my thoughts in writing since he strongly agrees with me (at least on some of them). The main change that should be made is to discontinue qualifying for finals and conduct heat races for all entries. In addition, demand equal or proportionate time during the Nats to conduct our event! We are still being treated as a stepchild! One half day for qualifying and one half day for finals is not enough for this important event. Why have FAI Racing at the Nats? Throw it out and use this time for Formula I. This is a national contest, not a world competition. (Bob didn't agree with me on this latter point.) The national Class C pattern was used at the Nats, and they have the Masters Tournament for FAI. Why not have something similar for FAI racing, and don't use up 1/2 of our allotted racing time for FAI? (Approximately 35 entries in FAI and approximately 85 entries in Formula I.)

"Conducting heat races for all entries would give all contestants a chance to fly in the contest after traveling a long distance. And after all the intent of Formula I racing is to compete against each other and not against a clock which is subject to mechanical and human error. By the way, I suspected three contestants qualified for the finals on clocking errors. One man in particular frankly admitted he was given a time 10 seconds less than he had ever flown before with that airplane (that's approximately one lap), and he said that there must have been an error. During the heat races these three contestants never got within 10-12 seconds of their qualifying time, which would tend to confirm the error. These are only special cases, and the rest deserved the qualifying times given them. [Editor's note: Ed is not criticizing either the individuals or the officials involved in these errors, if such indeed they were; his point is a general one about the preferability of heat racing.]

"An alternate idea to this change in case the entry grows too large to hold heat

races would be to give the contestant at least 5 or 6 qualifying attempts which would be fairer than the 3 attempts now given. Pattern contestants were given six attempts to qualify, and our event is just as important as pattern! (I fly pattern too.)

"Another alternate idea would be to require a close back-up time for the contestant's fastest qualifying time. This back-up time should be somewhere around 95% of his qualifying time to eliminate clocking errors and lap counting errors. This is similar to the requirement for setting control line speed records. Since we stress qualifying times so strongly, we are going to have to use a more meaningful method.

"Conducting heat races for a large number of contestants is now possible because of our new quick scale judging method to determine handicap. In addition, it takes the same time to run qualifying rounds as it does to run heat races. The ability to conduct heat races for a large number of entries was demonstrated at the Bakersfield meet, so it can be done! I suspect it would be a safer contest if heat races were conducted for all contestants rather than for the top 20 fastest fliers. The reason is that many of the heat races will have a mixture of fast and slow airplanes. This would be safer than a heat with four equal and fast airplanes where mid-air collisions are more prevalent. This has been my experience after six years of Formula I racing.

"Now I would like to comment on the conduct of this year's Formula I event. First, Glenn Spickler did a marvelous job and I would not degrade his efforts at all. But there were two things that caused a gross safety problem. One was setting the course up downwind, and the other was not having an adequate landing place for our racers. Contestants should never never be allowed to vote whether the course should be changed to an upwind direction. [Editor's note: It would in fact have been nearly impossible for the direction of the course to have been changed; it was set up for the prevailing winds, and we were unlucky.] A downwind course is against the AMA rulebook. Besides, this puts no. 3 pylon next to the pit and requires a downwind turn next to the pit area. Wow! How dangerous could we make it, when no. 3 pylon has been pointed out to be the area where most crashes occur. I won't elaborate on the accident that did occur, because the less said, the better. There will be enough press on that incident. Thank God the man was not seriously injured. [Editor's note: the accident was, however, caused entirely by a radio failure and by the fact that the pit area was too close to the course, a fact which was inherited from the pattern set-up, which Spickler argued vigorously against and was overruled in the pre-Nats planning sessions, as I understand it.]

"Naturally I was disappointed in not making the cut-off time for the finals and missing it only 1.5 seconds. This is probably what precipitated the thoughts set forth in this letter. However, these suggestions are made to improve the Nats event and not to tear it down, nor in an attitude of sour grapes. I frankly admit I wasn't good enough to make the finals under the existing conditions.

"I would be in favor of breaking away from Pattern and holding our own Formula I Nats event. Bakersfield would be an ideal place considering the facilities, and the capabilities of the California fliers. After all, the major portion of racing activity is in California, so let's hold it where it deserves a fair shake. I make no bones about giving credit where credit is due. The north, northeast, or south has no business in holding Formula I Nats events because they don't have the facilities or the capability.

"Thanks for taking the time to read my letter, and I hope that these ideas will help the Formula I event!" "P.S. I think the same people would still win

regardless of the situation. However, conducting heat races for all entries would give everyone an equal chance to win."

OPINION POLL. Later in this Newsletter there is an opinion poll concerning the clarifications of the rules that were proposed in the June Newsletter. In addition, I have thrown in a couple of questions relating to Ed Rankin's suggestions in the letter just quoted. The issues he raises are important ones, and we hope you will send in your responses to be counted.

NATIONAL STANDINGS

(End of July)

FORMULA I.

1.	Harold Coleson	69T	634.1	7 races
2.	D.C. May	11S	600.8	7
3.	H. deBolt	1K	514.1	6
4.	Ed Weitock	67S	497.9	6
4.	J. De Merritte	68S	497.9	6
6.	C. Baucom	22Q	428.5	7
7.	R. Leidnew	28T	400.7	6
8.	Joe Vartanian	49B	371.9	4
9.	Jack Hertenstein	76B	366.7	4
10.	Ed Hotelling	51A	365.5	4

FAI/FORMULA II

1.	Garry Korpi	69A	456.8	5
2.	H. deBolt	1K	454.1	6
3.	Joe Foster	4A	398.3	5
4.	Adam Sattler	41K	393.3	6
5.	R. Barkowski	51J	365.1	5
6.	Marv Kowalewski	9P	297.5	5
7.	Dave Gierke	77L	254.4	3
8.	Mike Helsel	64N	252.7	4
9.	Pete Reed	34J	250.9	4
10.	John Schuy	25E	250.7	3

ANNOUNCEMENTS. The NCE District Regionals that were to be held at Rantoul, Ill., have been turned down. They WILL now be at the S.A.C. Flying Field October 7th and 8th. The Location is at Flossmoor Rd. and Central, South of Chicago, approximately 2 mile due south of Tinley Park, Ill. C.D. Art Zinkel, Phone (312) 798-3849 or NMPRA VP NCE Jim Buchmann (312) 532-0233. Formula I, II with open and 1/4 midget to attract the future fliers. Open class will be subject to the CD's discretion as to intent of the rules aircraft. Standing starts. Much credit to the South Side Aero Club for putting out for CPC.

SOUTHERN CALIFORNIA "TALENT PROMOTION" RACE, originally scheduled tentatively for August 26-27, is now FIRMLY scheduled for OCTOBER 21-22 at Mile Square. Conditions for entry: (1) You can't have placed third or better in any regular competition; (2) You can't have been in the top 20 of 1971; (3) you cannot have broken 2:00.0 ever, ever, ever. C.D. is Dave Lane, 13714 Doty Ave, Hawthorne Calif 90250.

ACTIVITIES AROUND THE COUNTRY. TORKS PYLON MEET, Oklahoma City, Oklahoma, July 15-16, 1972. Reported by Ed Rankin. "The TORKS held their first combined pattern/pylon contest on their new field located about 20 miles north of Oklahoma City. They have worked on it for six weeks and it is really a terrific facility out in the wide open country with no interference from people or TV stations. The facility includes a 40 x 300 ft. asphalt runway with two diagonal taxi strips which focus into a large pit area; a concrete block clubhouse with a water fountain and permanent P.A. system; an underground wiring system for pylon lights and underground telephone wiring system to each of the pylons; and an underground sprinkler system to water the grass. [Editor's note: WOW!!!]

"Communications were simply terrific with a chief coordinator using a portable walkie-talkie tuned to the master P.A. system. The pylon lights had a feature which I think is the best solution I've seen. A white light was located beneath each colored signal light and was turned on when a cut was made at any of the three pylons. When two cuts were made the colored signal light came on and stayed on in addition to the white light. This was made possible by the telephone system at each of the pylons. Believe me it really works, because you can see when the other flier is out of the race with a cut or is disqualified with two cuts. There was not one single gripe during the race.

"There were only 12 Formula I entries due to unavoidable late advertisement of the meet. Seven rounds with three plane heats were flown with four on Saturday afternoon and three on Sunday afternoon. Would you believe the results of this contest was a repeat of the one last week at Wichita, Kansas, with Rankin, Moncrief, and Bertoglio taking the first three places again?

"There were many exciting heat races during the meet, but the real excitement came in the 7th round with a match between Moncrief, Bertoglio, and Sizemore. Jim was tied for first place and needed to win to retain that position. Monty was in second place and needed to win this heat to stay in second. Sizemore was tied for third place and needed to win this race to break his tie. The stage was set and the tensions were high with Texas and Kansas fighting over Oklahoma Territory (quoted from Jim Bertoglio). Jim took off first and Monty caught him and touched wing tips twice but amazingly neither were badly damaged. Jim jokingly says Monty was trying to knock him down like an old buzzard batting his wings. The collision shook up Jim so that he cut two pylons, and Monty won the heat with Sizemore coming in second.

"Maurice Woods did a terrific job of flying during the contest with his beautiful Minnow/K & B and ended up with a fine fourth place. Deeds Bigelo and Roymone Sizemore flew real well during the meet but drew some zeroes which kept them from placing higher. Ted White used his #2 airplane for the contest but crashed with an aileron problem. He didn't finish the contest because he was saving his good racer for the Nats.

"Several of the regular race pilots didn't make this contest because of our heavy racing schedule with 6 races back-to-back during July and August including the Nats. We especially missed Gale Helms who always places high in every race. He had to work that weekend and couldn't make the contest.

"Wow, what a racing schedule with seven district meets already scheduled and now Wichita and Oklahoma City are planning to add extra meets. Counting the Nats, Winter Nats, and Wichita meets will have a total of 12 races this year. Now who said racing was on the downhill side? I think the terrific work from our dynamic

NMPRA president, Bror Faber, from Bob Stockwell, and from other California members especially is mainly responsible for this increased interest.

"The results of the contest after seven rounds of high quality racing are listed below. Notice that the times are not as fast as California or the Southeast. Breaking the 1:40 time barrier is quite a chore in this area and has been done only one time this year."

RESULTS, TORKS, July 15-16, 1972

1.	Ed Rankin	Ft. Worth, Tex.	Mustang	SuperTigre	1:44.1	21 pts
2.	Monty Moncrief	Ft. Worth, Tex.	Mustang	SuperTigre	1:52.5	18
3.	Jim Bertoglio	Med. Lodge, Kansas	Ballerina	K & B Schn.	1:46.1	17
4.	Maurice Woods	Okla. City, Okla	Minnow	K & B Schn.	1:56.6	16
5.	Roymore Sizemore	Okla. City, Okla	Ballerina	K & B	1:48.9	11

HOWELL, MICHIGAN. FOURTH ANNUAL MIDWEST PYLON JAMBOREE, July 16, 1972. Reported by Jack Josaitis. "Thank you for attending our meet and for making it the success that it was -- particularly you guys who came all the way from Dayton and Chicago! In spite of a rather slow start, things did move along very smoothly, due largely to the excellent cooperation we received from all of you right down the line! It makes the CD's job an easy one, and when you work with a real good crew of helpers that any CD would be proud to work with, well you just can't miss! We had a total of 20 contestants, eleven of whom flew multiple events. We raced Formula I (11 entries), 1/4 Midget (10 entries), and Novice Sport Pylon (10 entries). For the third year running, we were hit by high winds followed by a heavy rain. Luckily, we got through the awards this year, but didn't quite finish getting our equipment stowed away. The storm did pass, the sun came out, and I did get to test that new sailplane after all---looks good!"

RESULTS, HOWELL July 16, 1972 Formula I, 11 entries

1.	Dave Keats	Troy Mich.	15 pts.
2.	Wm. Hager	Dayton, Ohio	15
3.	Pete Waters	Livonia, Mich.	13
4.	John -Krauer	E. Detroit, Mich.	11
5.	Ron Piorek	Oak Park, Ill.	10

MORRIS, ILLINOIS. CPC Races, July 9th, reported by Jim Buckmann, 6209 1/2 W. 175 St., Tinley Park, Ill. 60477 [Note: this is a new address for Jim, who is VP for NMPRA NCE District -- but Jim, send the new address also to the Sec'y-Treas.; such record-keeping is not in my bailiwick.] "I am happy to say our July 9th bash went over big. All the biggies were there. Well, the midwest biggies anyway. I personally had a little crosswind problem which gave me a bad afternoon but looking at the meet en masse, it went! At the time of this writing the full results are not known yet. We broke up at the field a little late and the last I saw of Jerry Nelson and the stat sheets they were headed thataway. I was very busy myself both flying and trying to get my pylons repacked, and flags re-collected plus fold up my tent so to speak. I finally looked around and I was the last to leave, very tired but happy. I cannot say enough about wonderful fellows who belong to the S.A.C. Club (my club now) that come just to help put it over. The attitude of this club toward racing is one of the most refreshing feelings I've had in a long time. As I told my former club (Chicagoland), "So long armchair Sunday fliers, I'm going to race land". How sweet it is. Also Mr. Wagner of the Morris Airport for letting us use the last 700' of his north-south runway to race. No conflicts whatsoever. Even though full sized planes used it part of the day. But it was very confusing to the flagmen when they didn't turn at #1

when the flag was dropped. The extra business we brought in at the restaurant helped also to promote the P.R. so necessary for repeat invitations...plus policing the area when the dust settled...right?"

RESULTS, MORRIS, Ill., July 9, 1972 Formula I

- 1. Hank Pohlman, Davenport 1:52
- 2. Jim Duda, Davenport 1:58
- 3. Ron Piorek, Chicago
- 4. Bruce Balko 2:05

[EDITOR'S LAMENT: How about it, guys? I appreciate the stories, but PLEASE ALWAYS give me the following information, no matter what else you give me:

- 1. Total number of entries in each reported event
- 2. Names of the top five or ten, along with --
 - a. Airplane they fly.
 - b. Engine they use.
 - c. Fastest time they put in.
 - d. Where they're from, if not all from immediate area.
 - e. NMPRA number -- but don't omit anyone just because he's not a member.
 - f. Points accumulated to win each position.

If you use the standard entry form described in the Contest Procedure Guide, you'll have that information readily available.]

CHICAGO, ILLINOIS. CHICAGOLAND RACES, AUGUST 6th, 1972. Reported by Frank Morosky and Jim Buckmann. [I have two independent reports, one from each of these gentlemen: the following is a discreet combination of the two, and each can blame the other -- or more likely both blame me -- for any part he doesn't want responsibility for.] "At this time we are thinking of changing our logo that appears at the top of this letter. Instead of the pylon and arrow we should show a fellow doing his flying in a raincoat while holding an umbrella. Three of our four race dates so far have been rained on with the first being a complete washout. It didn't stop us at Morris, nor did it at Chicago (results below). As things stand at present we have two race dates left:

Sept. 10, Davenport R/C Club, Formula I and II, to be held at Mercer County Airport. Contact CPC or Hank Pohlman.

Oct. 7 & 8, SAC Club, Chicago, Local NMPRA Championships, two days of racing, Formula I & II, 1/4 Midget and Sport Pylon. Contact CPC.

We'd like to add a special "Thank you" to the R/C Manufacturers and local hobby shops that have donated prizes, money and time to see that our efforts do not fail. We had only two crashes: Ron Piorek with radio trouble, and Jim Buckmann with a small loss of aileron due to not plugging the aileron servo in!!!"

RESULTS, CHICAGO, Ill., August 6, 1972 Formula I, 10 fliers

- 1. Frank Morosky, Chicago
- 2. Bruce Balko, Chicago
- 3. R. Marinangel, Connecticut
- 4. Hank Pohlman
- 5. Jim Duda

FLASH!! RESULTS OF FAI PYLON INTERNATS, CRANFIELD August 26-28, 1972. Story by Bob Stockwell as relayed from Terry Prather when he got home on August 30. There are plenty of good things to say about the Internats: accommodations were great, lots of good fellowship, beautiful field, circus-sized tents for pit area, fueling etc. But there were some problems, too. Biggest problem was inadequate communication on cuts at scatter pylon -- no phone line from #1 pylon to starter, no system like at our Nats or now widely used throughout USA where highly visible indication of cuts is given on the face of the barriers at #1 pylon. Another problem was failure to flag on tenth lap, so that Terry Prather's own crash occurred on 12th lap when, as far as he knew, he was still racing! Major problem was radio interference. The flyers were restricted to 27 megacycles; there were lots of glitches -- more than the Americans have seen at one event in at least five years, and several crashes that were pretty clearly of a direct interference nature: Whit Stockwell and Terry Prather, on the same frequency, went in at the same spot on the back stretch out of #1; and Cliff Telford, on the adjacent frequency, went in at about the same point also in an early heat. There were also some curious interpretations of the rules: if you took off and flamed out, you could land, restart your engine, and complete the race!!!! If you flew low, like just below the top of the pylons, you were disqualified for unsafe flying!!! [Several of the best pylon fliers in America would never have finished a heat under those rules -- Bob Smith, Cliff Weirick, Ted White, Wayne Wainwright, to name a few who have been known to get below the top of the pylons once or twice.] [Once or twice, that is, multiplied by some small factor like 10^2 .] There were half-a-dozen reflies of heats where some minor midair occurred -- and three reflies of reflies, to say nothing of reflies of heats where the lights failed to work properly at the scatter pylon. Chuck Smith had to fly one heat THREE TIMES!!! And he finished up in eighth place substantially on the loss of 4 points by disqualification for flying too low once in a tight heat.

First place went, not surprisingly, to Bob Violett (really to the Telford/Violett team, since Cliff Telford was entered separately only because they would not permit a team entry under FAI rules, and Cliff crashed with a radio problem in an early heat and thereafter was really working entirely with Bob in their usual highly successful team effort). Bob had a perfect 8 heats, with a 1:40 best time. Allen Mann scared him, I gather, with a very tight race where the HP was clearly as fast as the Telford/Violett SuperTigre. That makes Telford/Violett world champions for the second year in a row, retaining the Sopwith Trophy in the U.S. Heartiest congratulations to Cliff and Bob, who have now outmoded all traditional FAI racers with their wheels-in-the-belly design that is so much cleaner than traditional gear. They put skids on the front-end which completely eliminated the take-off problem that cost them the U.S. Nats. Garry Korpi, with a similar airplane designed by Paul White, didn't have such skids, didn't have quite enough prop clearance, and three times nicked about half-an-inch off his prop on take-off, though he finished the races each time. What really hurt Garry, the 1972 FAI Champion at the Nats, was a battery pack in which one wire was not soldered, merely held by silicon rubber, and he had to take a zero in one heat to find the problem. He still ended up 6th, a damned good performance. The second-best American performance was put in by Jeff Bertken with his standard fixed-gear Miss B.S. Though he cracked his wing on one landing, he epoxied it back together and ended up 3rd in the final standings. The first three places were taken by three different engines: Telford/Violett with their SuperTigre, Phil Greeno of the United Kingdom with his H.P., and Bertken with a Lee K & B

Series '71. Terry Prather, at least, felt that the H.P. was the best engine for FAI fuel running at the Internats. The United Kingdom team all used them, and they were furthermore absolutely stock, broken in with about three hours of rich bench running. [Allen Mann told Terry that they had tried every modification that they could think of and were unable to improve the engines with different timing, different heads, or anything else except lowering the head clearance slightly.] Since the K & B Schnuerles, which are pretty obviously the best nitro engines around, don't run worth a damn on alcohol, we're likely to see quite a few more H.P.'s around the FAI track, assuming that the FAI track succeeds in tracking at all. I'm not so sure it will: there are too many ways in which the rules need to be tightened up to make the event consistently interesting.

There were 32 entries in all, from 6 countries.

RESULTS, FAI INTERNATS, Cranfield, England, August 26-28, 1972

1.	Bob Violet (Telford Violet Team)	USA	SuperTigre	32 pts.	1:40.0
2.	Phil Greeno	United Kingdom	H.P.	28	
3.	Jeff Bertken	USA	Lee K & B	27	
4.	Clive Wall	United Kingdom	H.P.	26	
5.	Don Beaumont	United Kingdom	H.P.	24	
6.	Garry Korpi	USA	Roy K & B	23	
7.	A. Griffin	United Kingdom	H.P.	23	
8.	Chuck Smith	USA	Lee K & B	21	
9.	R. Nichols	United Kingdom	H.P.	21	
10.	N. Barker	United Kingdom	H.P.	20	
11.	Larry Leonard	USA	Lee K & B	20	
12.	Allen Mann	United Kingdom	H.P.	19	
13.	Peter Pilsworth	United Kingdom	H.P.	19	
14.	D. Day	United Kingdom	H.P.	19	
15.	R. Svenningson	Sweden	H.P.	18	
16.	D. Handley	United Kingdom	H.P.	18	
17.	Doug Spreng	USA	K & B	18	
18.	T. Jolley	United Kingdom	H.P.	18	
19.	G. Karlson	Sweden	?	17	
20.	Fred Maire	USA	K & B	17	
21.	J. McNeil	Ireland	?	16	
22.	G. Martenson	Sweden	?	16	
23.	R. Jennings	Ireland	?	14	
24.	W. Turkington	Ireland	?	13	
25.	J. Sederholm	Finland	?	12	
26.	G. Brouquieres	France	?	12	
27.	Cliff Telford	USA	SuperTigre	8	
28.	Whit Stockwell	USA	SuperTigre	5	
29.	L. Olsen	Sweden	?	4	
30.	Terry Prather	USA	SuperTigre	3	
31.	Dowdeswell	United Kingdom	?	0	
32.	J. Rocchini	France	?	0	

[The bottom six all crashed in early heats with radio problems.]
When the rest of the gang gets back, we'll run some more information about this event. Right now that's all I have.

HAWAIIAN HOLIDAYS -- BIRDS -- PYLON RACES, June 24-July 1, Honolulu. Story by Whit Stockwell as related, loosely, to the Editor. Story was supposed to be by Johnny Brodbeck, who hereby gets the needle for his oversight. "Not much to tell. Had fun. Got drunk. Beat Brodbeck in one heat. Got beat by Brodbeck in another heat. Chuck Smith goofed and ran out of gas for zero one heat or would have won whole show. Had a fuel line break myself or would have been second, maybe. Bob Anderson ran contest very well. 14 entries in Formula I. Liked Honolulu. Fun trip. End of story."

RESULTS, HONOLULU June 24-July 1, 1972. 14 entries.

1. Johnny Brodbeck.	Minnow.	K & B Schn.	1:33.2	14 pts.
2. Chuck Smith	Miss DARA	K & B Schn.	1:34.8	12 pts.
3. Joe Martin	Little Mike	K & B Schn.	1:54.1	12 pts.
4. Marcel Davila	Minnow	K & B '71	1:52.3	12 pts.
5. Whit Stockwell	Miss DARA	SuperTigre	1:34.0	10 pts.

POP WHITE MEMORIAL RACES, MILE SQUARE, So. Cal. August 12-13, 1972. Reported by the Editor of this rag. Take comfort, you guys back in Chicago who have all the trouble with rain on the days you've scheduled races. WE got rained out the first day here in Lotus Land! For real: it rained until about 1:00 p.m. on Saturday, and we, not being used to this sort of disaster, had cancelled and gone home about 12:00 (it was beautiful all afternoon, but how were we to know?). So we raced on Sunday instead. 45 entries, 5 rounds. Good racing all the way. After 4 rounds there were three with perfect scores still: Chuck Smith, Larry Leonard, and Whit Stockwell. On 5th round, Chuck blew a plug for a zero, leaving Larry and Whit to fly it off. Right behind them, each down only one point, were Bob Smith and Clarence Neufeld and Jeff Bertken. Bertken had the slowest time and settled for 5th place without flying. Smith and Neufeld had met in the fly-off for 1st at Bakersfield, when Neufeld failed to get off the ground. This time he got off, in a simultaneous start with Smith (to see who was really fastest). Smith won, but Neufeld gave him a good race. In the fly-off for 1st, Leonard went to the starting line with the faster time and therefore the choice of whether there would be a simultaneous start: he was not willing, and Whit very early took a cut at #1 trying to make up the starting difference. Probably the most exciting race of the contest was the one in which Roger Owens beat Bob Smith. In another exciting race Roger took a second place with a 1:29!!! Roger's two identical mid-wing Cosmic Winds, built by him and Phil Breitling, are clean, fast, and pretty. And finally -- you won't believe this -- Bob Smith no longer holds the pylon course record. But it's still in the family: Chuck Smith did a 1:27.0 to post the new course record.

RESULTS, POP WHITE MEMORIAL, MILE SQUARE, So. Cal. August 12-13, 1972.

1. Larry Leonard	Miss DARA	K & B Schn.	1:28.5.	15 pts.
2. Whit Stockwell	Miss DARA	SuperTigre	1:32.0	15 pts.
3. Bob Smith	Miss DARA	K & B Schn.	1:30.9	14 pts.
4. Clarence Neufeld	Minnow	K & B Schn.	1:32.2	14 pts.
5. Jeff Bertken	Miss DARA	K & B Schn.	1:32.5	14
6. Roger Owens	Cosmic Wind	SuperTigre	1:29.0	13
7. Chuck Smith	Miss DARA	K & B Schn.	1:27.0	12
8. Joe Martin	?	K & B Schn.	1:38.7	12
9. Bror Faber	Mustang	K & B Schn.	1:39.3	12
10. Jack Stafford	Mustang	K & B Schn.	1:41.4	12

I should have noted a couple of disasters in the Pop White report above: Ron Schorr, the very active President of the Valley Flyers, lost BOTH of his really beautiful

identically-trimmed Miss DARA's, both on take-off, which was downwind and more than a little treacherous because the C.D., John Elliot, stuck strictly to the rules and would not allow any pushing whatever. Kent Nogy, who is perhaps the most successful newcomer to the sport in this area, along with Ed Hotelling, crashed his Nats Miss DARA coming around the #3 pylon in a very close race. Joe Vartanian finally arranged for the merciful demise of his old and hacked-up, but still sturdy, Miss Dallas. Actually it wasn't Joe who arranged it, but his radio which apparently finally decided it was being disgraced by its exterior. (Joe and I are friends, which is why I hope I can get by with these dirty digs, because he's bigger than I am, with biceps about the size of my thigh.)

NCRCC NOR'EAST AIR RACES, West Suffield, Conn., Aug. 13, 1972. Reported by Bernice Williams. "Great racing weather, well-mowed, dry, field, rotten turnout, but once more some good close racing. And racing is the name of the game. Formula II saw us with a record low of 5 entries. Conflict with a two-day pattern meet in Endicott, N.Y. was the cause. When you take the boys from Schenectady away from our Conn. meet it really hurts. We very quickly ran off 5 rounds of racing. Bob Barkowski crashed and left us with four contestants. In spite of this the races were good and close. In the fourth round we had a real breath catcher between Mike Helsel and Pete Reed, and in the fifth round another between Pete Reed and the Depace/Wagner team. It only takes two close planes to make an interesting heat. Results of 5 rounds 10 heats:

1. Jack DePace/Jerry Wagner Team	Miss BS	K & B	1:42.4	15 pts.
2. Mike Helsel	Mustang	SuperTigre	1:42.4	13
3. Dick Mayer	Dee Kay	K & B	2:21.4	11
4. Pete Reed		SuperTigre	1:54.4	6
5. Bob Barkowski			1:57.0	2

In Formula I we had 17 entries and ran 5 rounds of mixed two and three plane heats. For the first time we had to rerun a heat because of an official error. This meet our old standby timers didn't show, so we had to train new ones on the spot. They did a terrific job and we are looking forward to their help at our two-day meet in September. The problem arose during a very close race between Butch Schroeder and Bill Landry. They both turned the #3 pylon at the same time. Butch cut, his timer caught it, but Bill's timer also caught it and took it for his cut. Since Bill already had one cut he was told to pull out. Nothing left to do but rerun the heat. I'll be darned if the repeat wasn't the same close ding donger as the first, until Landry cut giving Schroeder the heat. Those two planes sure were turning close. Bill wasn't going to enter because he left his props home on the kitchen table. He couldn't believe someone would lend him a prop but knowing the kind of guys that race I wasn't at all surprised to see him flying. We had three crashes in Formula I, three too many, but we still have novice racers in there pitching and doing well against the experts. Jerry Wagner and Mike Helsel had a fly-off for first. Jerry's engine quit (the first time that's happened this season), so Mike took first. Jerry didn't mind taking a second but you can bet he'll find out what's wrong with that engine! Results were:

1. Mike Helsel	Minnow	ST	1:39.5	15 pts
2. Jerry Wagner	Cosmic Wind	ST	1:31.6	15
3. Al Sager	Ballerina	ST	1:50.5	13
4. Bob Barkowski			1:53.3	13
5. Pete Reed		ST	1:51	12

NORTHERN CONNECTICUT R/C CLUB RACING, July 9, 1972. Reported by Bernice Williams. "Wow -- it's behind me! My first contest as CD. I must say it was a terrific day. The weather man cooperated with the best racing weather this season, the workers showed up and worked their heads off, the contestants were terrific even when I had to decide against my best friends, they accepted the decision without grumbling. Being a CD is not easy, but with the kind of help I had it wasn't any harder than any other racing Sunday. Now for the facts and figures.

"Once again we mixed Formula II and FAI. We had three FAI entries and Dick Davis, whose best time was 2:44.5 last month, proved you learn by doing and came in first in FAI this month with a 2:11.5. He got a first place trophy for his efforts. Dick was flying a "Duck" with a SuperTigre that he reworked himself. Thanks to Sam Griswold and Pete Reed for contributing the FAI fuel for our races this season. Overall, we had a fly-off for first between Bob Barkowski and the Secondo-Mitchell Team. Jack Secondo had radio problems during the fly-off and crashed. This plane was a twin to the one that collided with Pappy deBolt last month. Adam Sattler had the best time of the day in Formula II, but he lost out on first when he couldn't keep his engine going the full ten laps during his second round - Bill Landry lost his wing during the second round, and learned something about stress and G-forces. Mike Helsel was flying FAI and he told me it was the most fun he ever had at a meet. He and Pete Reed had problems keeping their FAI engines going.

RESULTS FAI/Formula II, 12 entries, 5 rounds, 16 heats

1.	Bob Barkowski	51J	P-51D	SuperTigre	2:06.2	18 pts
2.	Secondo-Mitchell		P-51	K & B	2:00.3	18
3.	Adam Sattler	41K	Platypus	Telford Tigre	1:55.1	16
4.	Bill Zautner	67K			2:06.8	13
5.	Dick Davis				2:11.5	13 1st FAI

"In Formula I, Jerry Wagner set a new field record with a 1:31. Sure are getting a lot closer to those fabulous Calif. times! All Jerry's times were in the 1:30's. First time up was 1:36.2, then 1:31, 1:32, 1:33, and 1:36.1. Consistently good. We had some extremely close races with plenty of excitement. It is amazing how the fliers improve as the season wears on. Barring, of course, the tough luck that seems to dog some fliers more than others. Butch Schroder had engine problems all day. Some different from the last two months when he took third place. Butch is a good flier and we like to see him fly! Al Sager also had engine problems but he finished all but one of his races. There are many newer fliers that you can see coming along. Dick Fifield, out of upper N.Y., Bill Landry from Mass., Bruce and Brian Richmond also from Mass. Two kids that compete like Pros in an adult sport. Our own Jack DePace, Guy Beaudoin and Tony Giovanetti. As Jerry Wagner says, you don't get there in just one season, it takes time.

RESULTS FORMULA I, 19 entries, 5 rounds, 26 heats

1.	Jerry Wagner	Cosmic Wind	SuperTigre	1:31.0	20 pts.
2.	Mike Helsel	64N Minnow	SuperTigre	1:43.5	19
3.	Bob Barkowski	51J Minnow	SuperTigre	1:52.0	19
4.	Secondo-Mitchell			1:48	16
5.	Bill Landry	29J		1:46.5	15

LOCKPORT, NEW YORK, July 9th. Reported by Pappy deBolt. "Once again we had the pleasure of flying from what has to be the world's finest model field, the Niagara County Model Airport. Can you imagine a runway 600' by 1400' of golf green style grass mowed twice a week whether it needs it or not? You are really living when you fly there! Our damp summer did not affect us again and the Niagara Club were on the ball for some well run races which everyone appreciates. The total attendance was up by nearly a third which must mean we are doing something right. In Sport and Open the numbers were about equally divided and not too much greater than the Formula events which could indicate increasing interest in all events. Sport saw George Baynes continue his winning and gain his Seasoned Pilots rating. In Open Pylon it was Dave Gierke and no competition. He flew his new Open Pylon special and it's obvious that under our current rules if you build only for racing the result is a going machine on a par with the Formula types. Dave's is a real fine example of what can be done and the only question for the future is whether this is what we really want of the event."

RESULTS, LOCKPORT RACE, FORMULA I

1.	H. deBolt	DeNight Sp.	K & B	1:40
2.	Ed Mitchell	Mustang II	K & B	1:51
3.	Ernie Nikodem	Mustang	ST	2:10
4.	Jim Hansen	Minnow	ST	2:10
5.	Kent Landefeld	Minnow	ST	1:49

FORMULA II

1.	H. deBolt	Caudron	HP	1:43
2.	Dave Gierke	P-40Q	ST	1:45
3.	Basil Derrough	P-51	K & B	2:01
4.	Ernie Nikodem	Mustang	ST	1:58
5.	Saul Green (FAI)	Fury	K & B	2:13

SYRACUSE, NEW YORK, August 6th. Reported by Pappy deBolt. "The idea is to fly in Syracuse one time each season so that people in Eastern New York and New England can possibly join us and see what is happening. We failed in purpose this year as not one outsider showed up which is not very encouraging. Apparently conflicts with other meets was the reason. At least we got to race with the Syracuse gang and to meet new people and renew old friendships. Obviously something needs to be done about meet scheduling at the AMA level if our work is to accomplish its goals as desired. As for Formula I, what can you say about a race with only FOUR entries? Not much? Never. For here is an example of work paying off. Dave Gierke put out the big effort preparing for this meet and in Formula I begged an ancient bird off of Ralph Blenker, rebuilt it and won the race. How about that for what can be done with a little elbow grease? Formula II was better, almost a normal number of entries and some real close heats. Real great to see Bob Ball complete all his heats, go real fast and look good...he could not stand the prosperity though and wound up throwing the fuselage on the ground while loading the car! Roy Walder was back after building a house with a new Cobra which got him some good heats and a rather fast time, too."

WICHITA, KANSAS. 12th ANNUAL MIDWESTERN CHAMPIONSHIPS, July 8 and 9, 1972. Reported by Jim Simpson. "I take great pride in reporting this NCW District season opener! The credit goes entirely to the Wichita Radio Control Club for their efforts in administering the race and to each and every flier who made it such a success. Contrary to popular belief this part of the dog's backbone is quite alive and

very well. This race was part of the Midwestern Championships held in Wichita, Kansas, July 8-9. There were seven events with prizes to 9th place and thus only 5 rounds of pylon were flown, but what a five rounds they were. Happiness, tears, laughter, gripes, noise: it was all there! One of the real heartbreakers was when Ted White attempted a takeoff using the wrong transmitter, which broke his whining "snarly" and one of the closest races had to be Bertoglio (snarly) vs. Rankin (Aldrich ABC 40), what a crowd-pleaser! Both had a cut but Rankin was declared winner overall with Moncrief second, Bertoglio third and yours truly fourth. Take heart you new guys: I fly a two-year-old K & K Ballerina with monokote wing and tail powered by the world's most reliable Aldrich K & B (69 series). The District Championships for NCW will be a one day race this fall, run by the Wichita club with help from the Salina, Kansas, group. It will be held at Salina with cash awards plus trophies for NCW competitors. Below are the results of the Wichita race. Subtract 10-12 seconds from lap times for comparison with West Coast times! I guess the high Nitro-Benzine content in California smog accounts for the difference. All we ever have is clean air and brisk winds!"

RESULTS, FORMULA I, WICHITA, KANSAS, July 8-9, 1972

1.	Ed Rankin	Midget Mustang	Aldrich Tigre	1:44
2.	Monty Moncrief	" "	" "	1:47.6
3.	Jim Bertoglio	Ballerina	K & B Schn.	1:48.2
4.	Jim Simpson	Ballerina	Aldrich K & B	1:55.3
5.	Charley Reed	Ballerina	H.P.	1:54.5

CORRESPONDENCE. From Steven C. Metzger, #41E, 2132 Washtenaw Avenue, Ann Arbor, Michigan 48104. "After our short talk at the Nationals I feel it is time to plead the case for some rather drastic changes in Formula I. I realize that the vast majority of the pylon activity in the country is in California. However, if this event isn't modified so that newcomers and less proficient pilots can participate in it, California will be hosting 100% of the activity. At present, most pilots who can compete in Formula I are above average to exceptional in flying ability. It would seem, in order for Formula I to survive, it must be an event requiring the skill of a competent pilot. In this area, I have talked with many fliers who show interest in Formula I (some of whom fly sport or quarter midget), but feel Formula I is just too fast, too expensive, or too dangerous. If slowing down the planes will bring some of these people into the fold, then the planes must be slowed down. After all, a slower event is still more exciting than an event with no entries. Two weeks ago I was in a race with five airplanes and the biggest race in this area all season (other than the Nats) was the Wright Brothers Memorial at Dayton with only 14 entries. It would appear that the handwriting is on the wall. It has been suggested that the use of 11" diameter props and mufflers would calm things down a bit. If these measures will, in fact, slow the planes and keep them slower for a period, then I, for one, am for it. As I understand the situation, it will be some time before we can make any changes in the current rules. We should use this time to develop limitations that we can live with. It is understood that regardless of what we do, the speeds will begin to climb once again. If any changes are to be successful for any length of time, they will have to be quite drastic. Perhaps we should institute changes in phases a year apart. An example would be as follows.

PHASE I. (1) Mufflers required (we're going to have to use them sooner or later anyway). (2) 11 inch diameter prop with a minimum blade width of 7/8" within 3" of the tip. (I think regulating pitch would be too difficult to enforce. The dimensions I have stated are somewhat arbitrary, but the idea is to have props

that can be quickly and simply gauged. (3) We could, at this point, limit the fuel also, but this complicates contests and the big props and mufflers will tend to limit the fuels anyway. PHASE II. (1) Increase minimum wing area to 500". (2) Increase minimum wing thickness to 1 1/4" or 1 1/2". (3) Require rotating barrel carbs once again. Phase II would make the planes easier to land and more suitable for small, rough fields; this, hopefully, would prevent the newcomer from shying away from Formula I by cutting the attrition rate. A couple of other little morsels for thought: Increase minimum wheel diameter to 2 3/4" and award bonus handicap points to aircraft equipped with working flaps. I am sure that not all of these suggestions will be greeted with enthusiasm, but none of them are unrealistic and all serve one of two purposes, either to slow the planes down or make them easier to handle. Hopefully some effort along these lines will entice new people into Formula I."

OPINION POLL ON RULES INTERPRETATIONS. Guys (and Gals, if any: I wouldn't want to be accused of male chauvinism), I'm plenty damned tired after 19 pages of single-spaced typing -- yes, dammit, I do type it myself -- but our Pres wants your feelings about the Formula I Rules Interpretations on p. 4 of the June issue. You can just cut off the bottom of this page, since it has only the address label on the back, and return it directly to BROR FABER -- not to me! His address is 13422 IOWA, WESTMINSTER, CALIF 92683.

FINAL NOTE. No pictures this issue. Sorry. Way behind schedule, way too many pages already. MANY THANKS for all the pics you've sent. Will try to use in future issues and in AAM column.

PATCHES: Your V.P.'s have NMPRA patches available - remember - the patches are a money raising project to help pay for this newsletter. Some of the V.P.'s haven't sent in any money yet so get on the ball and buy, now is the time !!

1973 OFFICERS: Now is the time to get the names in for ballot preparation. Deadline for nomination of volunteer officers will be October 6.

mailed Sep 19
rec'd Oct 2

TO:

TO: THE DIRECTOR
OF THE BUREAU OF
LAND MANAGEMENT
WASHINGTON, D.C.

FROM: THE DIRECTOR
OF THE BUREAU OF
LAND MANAGEMENT
WASHINGTON, D.C.