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N M P R A

NATIONAL MINIATURE

NEWS RELEASE

PYLON RACING

ASSOCIATION

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

NOVEMBER-DECEMBER, 1972

Edited by BOB STOCKWELL

From the out-going President

Since this issue is November-December combined, it's a bit thick, so I'll be brief for a change.

As promised in the last issue, here are the results of the Rules Clarification Opinion Poll:

- #1. Engine displacement: 29 for, 11 against
- #2. Fillets not part of fuselage: 33 for, 7 against
- #3. Rudder = positive ground steering: 33 for, 7 against
- #4. Convex taper permissible: 29 for, 11 against
- #5. Registration No. on wing: 26 for, 13 against, 1 no vote
- #6. Registration No. on tail: 19 for, 21 against
- #7. ROG, no mechanism: 36 for, 1 against, 3 no vote

*Gene
Poll in Aug*

Results of informal poll:

- #8. Allow pushing: 17 for, 23 against
- #9. Heat racing at Nats: 32 for, 4 against, 4 no vote
- #10. Slow them down: 8 for, 32 against

Poll in Aug

There were some interesting comments on some of the replies, some **totally** unfit to print, some not so bad. A very disappointing number of replies. **Some** of the fliers who have bitched the loudest, did not even bother to answer. Normal?

Although most of the issues are relatively clear-cut, the new officers will still have some fun with clarifications this coming year.

Our election is over, and it was with pleasure that I announced Ed Rankin as new President and the 1973 list of officers of NMPRA at the RCM Winter Nats in Tucson (list with addresses in this issue: cut out and save).

Ed and I spent a good deal of time together in Tucson in order to attain the smoothest possible transition. His enthusiasm and dedication is very evident; we can be grateful Ed has accepted the task for next year! Already full of plans and ideas, he has already started the communications links so very vital to our organization.

Without the strong efforts and countless hours spent by a lot of people,

NMPRA would be in sad shape. My sincerest thanks to Bob Stockwell, Gil and Clara Horstmann, to our dedicated VP's, to our committees, our manufacturers, the modeling press, and all the supporters of our hobby for their help this year!

Without AMA, we would have no nationwide event. My thanks to John Worth, Bill Northrup, and John Clemens for keeping the communication lines open.

Get behind your new "board", give them your ideas and support; let's all think safety and help make '73 a gung-ho year for racing and NMPRA!

See you on the starting line!

---Bror

From the 1973 President

I want to thank the NMPRA membership for the vote of confidence in electing me to the presidency of this dynamic racing organization. I will pledge to do my best to promote racing and to continue with the open line of communication that has been established with the AMA. We want AMA Headquarters and the entire AMA membership to understand that the NMPRA represents the modeler's voice in all matters pertaining to R/C racing, including rules and the conduct of contests. I can assure you that Bror Faber and I are in complete agreement on all NMPRA matters; we have coordinated all business items; and a very smooth transition will be made between the 1972 and 1973 presidents.

I do not plan to make any major changes in the conduct of NMPRA business for 1973. However, in my "position statement" made in the October Newsletter, I told you that your district VP was going to shoulder more responsibility in the NMPRA and he will represent you in the initiation of rule proposals and clarifications in addition to his other coordination duties. I have already started to implement this goal by asking the VP's for an editorial comment which will be published in the newsletter. This comment will represent the opinion from his district on all matters pertaining to rules, contests, newsletter, and controversial issues. So you as an NMPRA member should sit down now and write your VP. It only takes a small amount of effort, and unless you put your ideas on paper and send them to him, he can't express a collective viewpoint.

Another important matter that needs immediate attention is the plans for conducting a National Pylon Championship Race which the membership has been wanting for many years. This race would hopefully settle the controversy on how a national and event champion should be selected. National standings would be determined according to how they placed in this race. Here are the plans as of this date:

1. RCM Magazine has pledged to sponsor the race for three (3) years in succession. A renewal agreement can be made at the end of that period.
2. Each of the seven district Vice-Presidents will submit a candidate place, host R/C club, and date from their district. (Members will help the VP find candidate spots.)

GUIDELINES. The time should be chosen before school starts or during Thanksgiving holidays to give students a chance to attend. Weather should be considered when selecting the candidate place and date. At least three days should be scheduled for the race.

3. Three (3) places will be "drawn by chance" from a hat by the President. Two other drawings will be made to determine the "1-2-3" order.
4. The top 20% from each district will qualify for the Championship race, based on their point standings in their districts. The district VP will keep records on each individual's point standings. He will determine who will qualify, and standings will be reported monthly in the Newsletter.

NOTE. The national point system initiated in 1972 will be continued as a back-up in case these plans fall through. In addition, district champions will be determined in the same way. See the Feb. 1972 Newsletter for details on the National Point System.

The 1973 Newsletter will have essentially the same format as was used for 1972. This will consist of the following: (1) President's letter, (2) rules proposals, (3) editorial comments, (4) opinion polls, (5) new product reports, (6) contest reports and pictures, (7) National and District point standings. Please send all contest reports and new product reports direct to Ed Hotelling, our Editor for 1973. Please send all editorial comments, rules proposals or general discussions to me and a copy to your district VP. These items will require your VP acknowledgement or approval before they will be published in the Newsletter. This system will filter out all "odd-ball", "rabble-rousing" press that does nothing for the NMPRA and doesn't represent the viewpoints of the true hard competition pilots in each district. When these items are sent to me be sure you enclose a comment by your VP because no official action will be taken unless this is done.

The deadline for VP editorial comments will be February 1, 1973, and the deadline for candidate Championship Race sites will be March 1, 1973. Please feel free to call me any time.

See you next month,

Ed Rankin
6072 Wonder Drive, Ft. Worth, Texas 76133
817-292-0465 (home), 817-732-4811 (office)
Office extension 4022, 4126, 3028

EDITORIAL COMMENT. As some of you may have heard, I came down with a kidney stone on the last day of the Winter Nats at Tucson, and was incapacitated for some two weeks thereafter. That's why there was no November Newsletter. Further delay came about when the President's letter was twice lost in the mail.

This is my last issue. I seem to be unloading everything at once. This is also my last year as Chairman of Linguistics at UCLA. And that kid who was always underfoot around the house has gone off to study architecture at Berkeley. We've acquired three cats to replace him, but they don't fly as well as he does. Anyway, he expects to continue racing at least during the summer, so we'll still be quite active.

It has been a privilege, as well as a considerable chore, to edit your Newsletter. On the whole I would defend my policy of publishing any competitor's views, even when his views are not representative. A democracy would be in a hell of a shape if it allowed only representative views to be published. So I hope I can say to Ed Rankin, as a good friend, that I think he is wrong to institute a filtering system on letters from the membership, of any kind. Jim Maki's views may not have been representative, but if that is true, the rest of the membership in his area own typewriters or pencils and are capable of expressing those respects in which they disagree with him. I didn't agree with him, either, but I felt, and I still

feel, that he went to a good deal of trouble to express his opinion, and we owed him the courtesy of publishing it, without filtering it through his VP or through the President. I myself will cease to write anything for the Newsletter under the conditions imposed in the new president's letter above, even though I know that both he and the So. Cal. VP, Chuck Smith, are unlikely to "filter out" anything I send them: I want to be sure that any member's views can be heard in the Newsletter, even if they have to be editorially truncated somewhat, as I have had to do to the letters in this issue, for simple reasons of space. But I have never modified their content, and I don't think anyone should; and I have never refused to publish a letter because it was not "representative". I think that is a very important matter of policy.

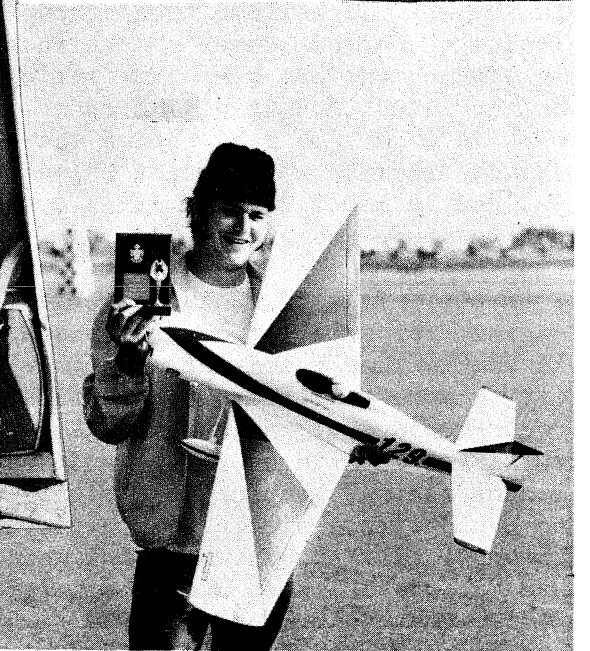
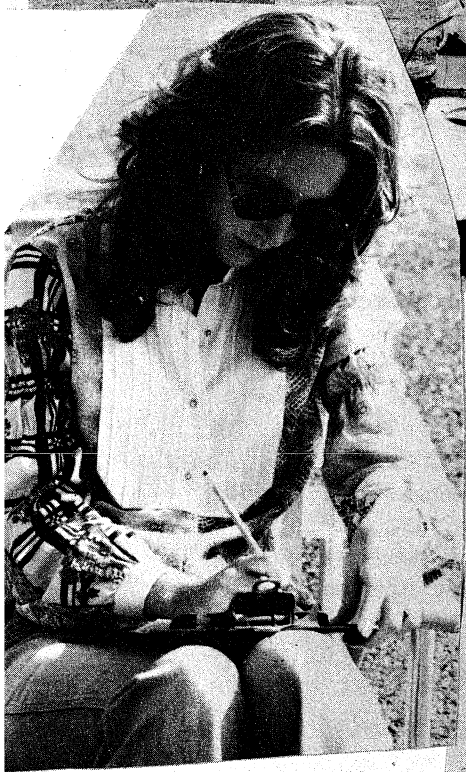
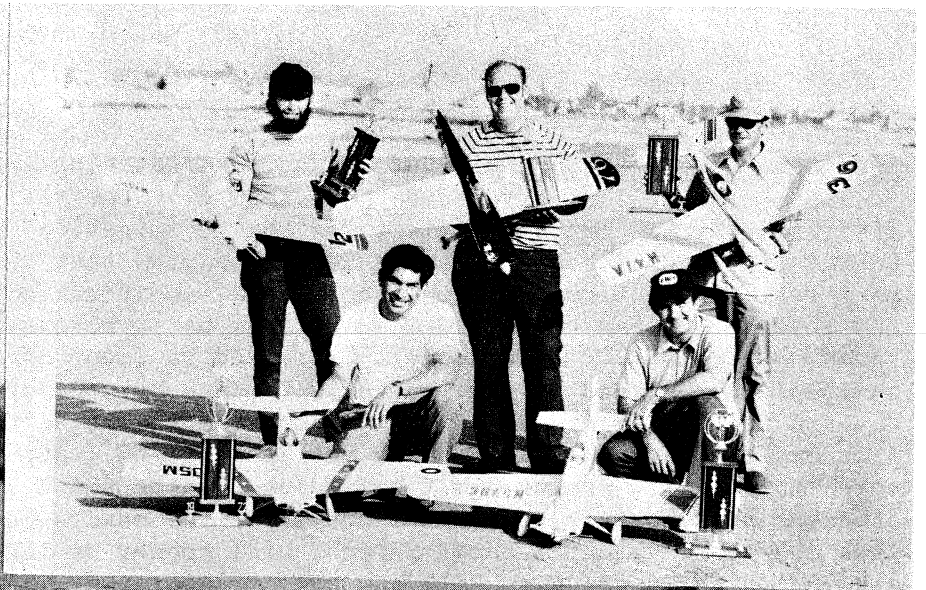
And now, while I have my last uncensored and unfiltered say, I want to make a point about speed, in particular about the views of Maynard Hill published in the January Flying Models. He thinks we should go to engines with a displacement of .19 cu. in. in Formula I. Now, it is well and good to argue for slowing them down somewhat. But this proposal is absurd. We can go to bigger props, stock except for sanding one blade for balance; we can lengthen the course; we can restrict the carburetor venturis; we can go to colder fuel; we can build models that are closer to scale, especially as to fuselage cross-section; we can increase the spectator clearance (though 300' is pretty good, I think); but it would be simply the death of the event to go to .19's. And I think that people like Chuck Smith have made some good arguments to the effect that the safety hazards are not any greater now than they were two or three years ago. You have to realize that we have flown several hundred thousand laps in the last three or four years without a single serious accident and with only two or three close calls. Nevertheless, even the best fliers admit that the speeds now are very close to the limits of their reflexes, which means that a great many racers are flying beyond their limits and are in fact hazardous. So I urge the new officers of NMPRA to do something serious about slowing them down, before some idiot takes seriously the proposals of Maynard Hill and his ilk. Someone just might take him seriously, and if he or they is/are in a position of power within the AMA, we could lose our insurance: and that, you may be sure, would indeed be the end of Formula racing as we know it.

It is a fact that is hard to communicate to nonparticipants that Formula racing is a very special kind of sport: exciting in a way that no other modeling event begins to be, stimulating in the ways that only racing can be, demanding and exacting of every skill, every talent, every ounce of dedication in order to succeed at it, aggravating and even exasperating at times, mind-blowing at others. A few who are fanatics about absolute speeds can kill it all. And a nut who is a fanatic about the hazards can also kill it. There will have to be compromise between these extremes. Our New Year's Resolution for 1973 should be to find the right and best compromise. And now...in my favorite role as Whit's mechanic and caller, no longer as editor, free of any responsibility except to enjoy the sport, I look forward to seeing you all on the starting line in 1973.....Yours, Bob Stockwell.

NOTES AND NEWS. Granger Williams, 1968 NMPRA Grand Champion, and the only competitor in recent years to win TWO major R/C Nationals events in the same year -- both Scale and Formula I -- has resigned as Secretary-Treasurer of the F.A.S.T. Club, with apologies to the original F.A.S.T. club members for what he calls "my failure to hold the club to its original concepts", and saying that "I enjoyed immensely the several years of flying R/C pylon racing, but I prefer it at a slower pace. I feel that I know my limitations, how many of you know yours?". He further says, "In my opinion, safety is being completely ignored by the majority of the new membership, with their continued push for higher speeds and refusal to do something to curb this headlong dash to catastrophe." Strong language. Maybe some people will listen: there was never a milder man, less given to strong language, than Granger.

From Daniel deG. Strong, Midland, Texas. [After claiming that the October Newsletter is full of erroneous views that miss the real issues about speed, and after criticizing Telford/Violett for the "abomination" they created with their BobCat FAI bird, Strong supports Jim Maki's view that the Newsletter should contain more real information about engines, props, modifications of models, fuel, etc., and less on contest reports. Then he goes on to make a very strong point about speed, as follows.] "The concern expressed in favor of slowing down the racers is completely missed by you, editorially, and by most of the top racers, and that concern is, (1) hazard and (2) low recruitment. As to the first, and primary problem, the fact that no one has yet been killed (they're getting closer and closer) doesn't mean 1:20 racing isn't hazardous. Maybe Smith and Stockwell and a few others can fly safely at those speeds, but few others can, and they'll soon be racing each other, only. Even they, though, will sooner or later lose their radio at a point which is going to kill someone, or seriously injure someone. When that happens, there'll be no more racing. How will they like that? And it will happen, Pal. If they don't do it, some poor slob who is trying to keep up will. It seems to me to be a real simple matter to slow the models down, at least for a while, by fixing one prop (probably large) and one fuel, no nitro, for all. Admittedly FAI (no nitro) times are getting way down there, and surely eventually someone would be back in the 1:20's on no-nitro fuel. Then you could do something else, I guess. Point is, that something must be done, before the model hits the fan. If the fan is some kid or some lady, you will find out real quick how high-priced things can get." In the opinion of your retiring editor, Strong has hit the nub of the matter. Though he has misunderstood my own position, which in the matter of speed is the same as his, he has nevertheless correctly analyzed the problem. It is not a question of making things slower so that other guys will start winning. Not at all. No one doubts that the most competitive fliers, if they continue to work at it, will win under any rules. The hazard, the out-and-out danger, however, increases exponentially with speed. And it is not beginners who are saying this. It is, for example, Cliff Weirick. No one can doubt that he can fly with the best. He has argued strongly for 11-5 props, with the further restriction that one blade must be stock, the other sanded only the little bit necessary for balance....The disturbing thing to me is that of nearly 500 members only 40 responded to the recent opinion poll, and of those 40 more than 30 were NOT in favor of restricting speed in any way. I believe that Strong is right in his belief that we are damned fools to continue unabated the race for speed at any price; and if someone tells me that no one has been hurt seriously yet, my reply is, when that happens it will be too late. And it will happen. It will. And God help the pilot that is flying when it does. In real racing there may be good reasons to go always after greater speed: there are important things to be learned by the engineers and scientists. But not in model racing: it's a sport, no more than a sport. It exists for fun, not to prove anything.

From Cliff Telford, Bethesda, Maryland. [After mentioning that he has 10 ST G-40 engines for sale, stock \$35.00 and reworked \$60.00, Cliff agrees with President-elect Ed Rankin that pylon entrants should have considerably more flying time at the Nats, either more qualifiers in the finals, or some sort of class system like stunt, or go round-robin heat racing all the way. He argues that NMPRA should provide workable rules for 1/4 midget racing and Sport Pylon, not allowing Formula I pilots in 1/4 midget racing, keeping it strictly a newcomer event; and restricting sport pylon to real pattern aircraft to get stunt fliers hooked on racing. He argues against the view that the guy with the most cubic money wins, pointing especially to Jerry Wagner, who has been NCRC champ for four years in a row with one airplane, one radio, and one engine which he reworks himself. Cliff's explanation of Jerry's success: TALENT (i.e. brain-power and flying skill). On that basis, Cliff argues



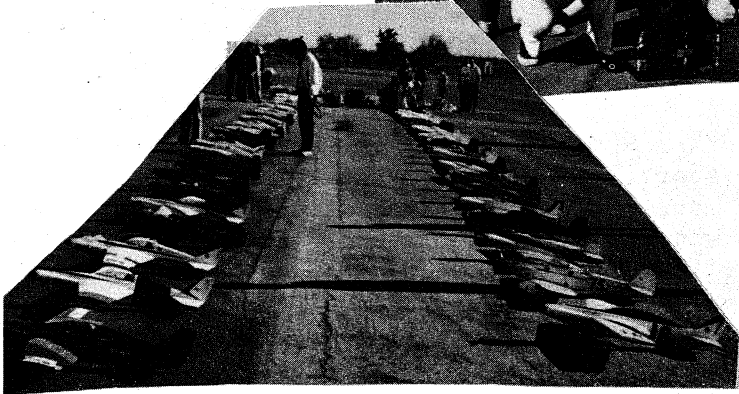
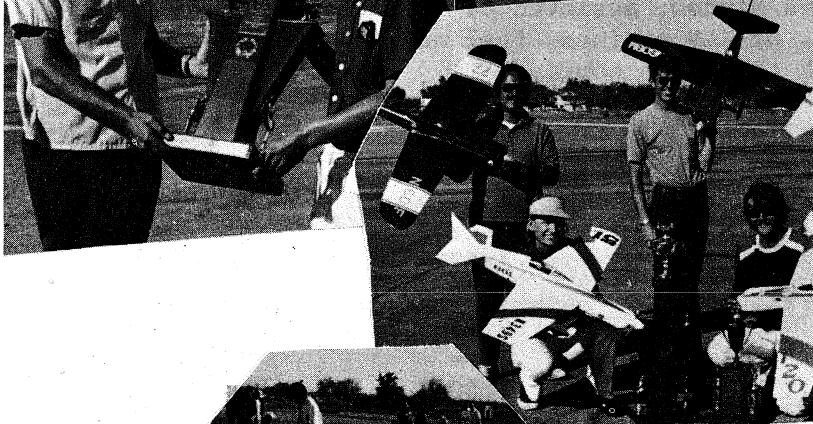
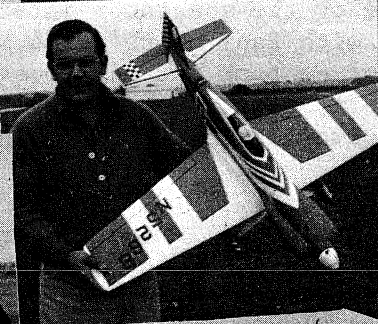
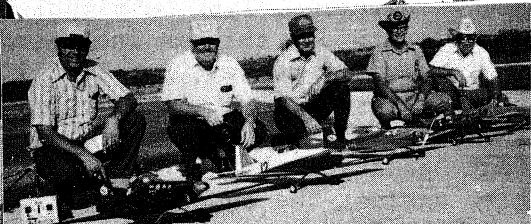
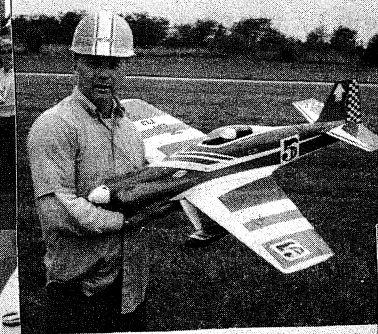
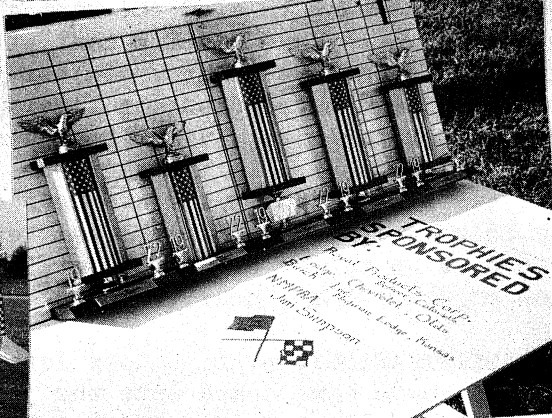
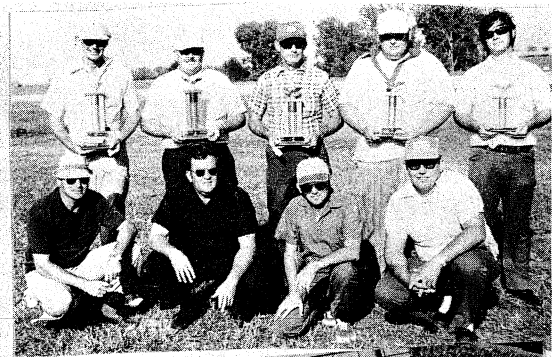
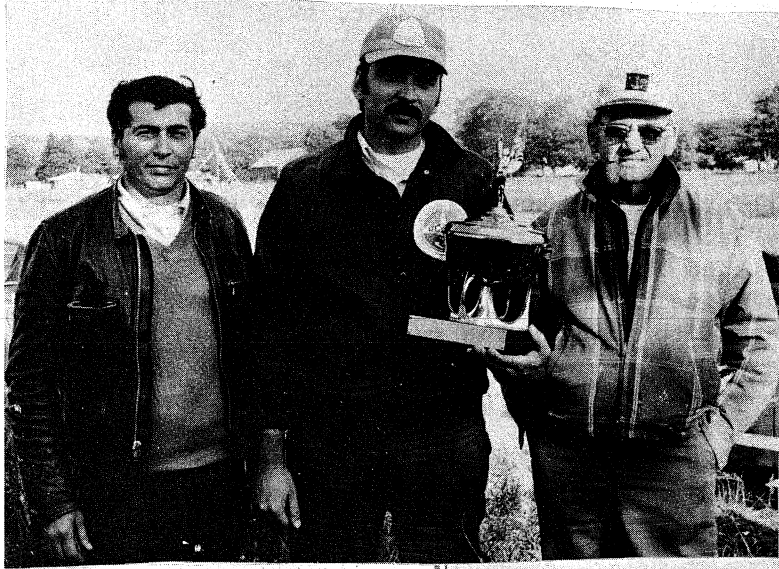
against claiming races because they would penalize the winner for winning. He argues also against the pit stop suggestion on grounds that it is obviously unsafe: who wants to fly with airplanes landing all around? And finally, he gets to the issue of slowing them down, as follows.] "Such ideas as requiring mufflers, stock eleven inch props, alcohol fuel, and restricted intake size have been mentioned. All of these ideas either make it more expensive and more difficult for the average flier or impose an additional burden on the CD to enforce the rules. It seems to me that if we want to slow the models down then all we have to do is reduce the engine size down to some maximum that will significantly reduce the maximum power output. There would be nothing new for the CD to enforce. There should be no squawks from the manufacturers or fliers if the new size would not become effective until a year or two after it was announced. FAI rules will probably go to 5 c.c. (.30 cu. in.) in 1974. This item is on the current FAI agenda. My recommendation is that Form I should be decreased to 5 c.c. by 1975. If they don't, the models will be doing in the low 1:20's consistently by then. The 5 c.c. engine should get them back up to the high 1:40 mark or slower. For some, maybe even that is not slow enough. Let's hear from you guys out there who race. What do you think?"

PHOTO IDENTIFICATIONS, p. 6. Upper left, Bob Bleadon, starter at the So. Cal. Rookie Race, puts some oomph into the job; Upper right, the top five winners in that race -- kneeling, left to right, 1st and 2nd place Juan Martinez and Tom Christopher, with 3rd through 5th standing, Don Powell, Jerry Silverman, and Tony Amezcua; upper center, Don Powell's wife prepares to turn loose -- she upgrades the spectator interest in the sport rather noticeably; lower center is Loretta Hall, boxed in, as it were; center left, more of the spectator interest, is Cathy Smith, nee McCan; center right, Cliff Weirick with Paul White's 1/4 midget Minnow which Cliff flew against the rookie race winner -- took the .40 three laps to catch the new K&B Schnuerle-ported .15; bottom left, Mike Johnson with Larry Leonard calling; bottom right, Charlie Shaw with his HP-powered Minnow that set the fastest pace, 1:40.8, at the Rookie Race.

SOUTHERN CALIFORNIA ROOKIE RACE, October 21, 1972. Reported in full by Ed Hotelling, considerably truncated here. "Perfect weather. 21 novice pilots, many members of F.A.S.T. Club out to help them. Seven rounds in one day, finished 4:00 P.M. Fastest time Charlie Shaw with HP-powered Minnow, assisted by Dan McCan as his caller. K&B generous with prizes, and the number of K&B engines, fuel and Superpoxy being given away made a lot of old-timers wish they were novices."

1.	Juan Martinez	27 pts.	1:46.5
2.	Tom Christopher	26	1:54.0
3.	Tony Amezcua	24	1:56.5
4.	Don Powell	23	1:42.2
5.	Jerry Silverman	21	1:57.8
6.	Henry Bartle	20	1:50.4
7.	Rick Governale	20	2:07
8.	Harry McCoy	16	====
9.	Charlie Shaw	12	1:40.8
10.	Steve Sica	12	====

B.I.R.D.S. FORMULA I RACES, October 28-29, 1972. First day times were unbelievable, like 1:18. Turned out the course was 25 ft. short. So cancelled the times, kept the heat results. Second day, with properly measured course, times still fantastic: new record 1:23.4 now held by Kent Nagy, who won the contest. Second best time of 1:23.8 by Terry Prather. Bob Smith a slow (!!!!) third at 1:24.3. Not sure how much faith to put in any of these times except Nagy's, however. After first two rounds on Sunday, I went down under the scatter pylon to help call cuts, since



it was obvious that a couple had been missed. Turned out the youngsters doing the flagging had been misinformed, to the effect that if they dropped the flag they could not thereafter call a cut on that turn even if the pilot turned back inside. Not sure where the misinformation came from, but it was not from the C.D., John Elliot. Anyway, after a few cuts were then correctly called, the fastest time except for Nogy's was 1:26, which is mighty fast but not quite so surprising. Nogy's time was for real, at least on the scatter pylon: I was there, and I never saw ten more perfect turns, not even from Bob Smith. However, I had to call two cuts on Smith and one on Prather, and after that the pilots took somewhat more pains to go around the scatter pylon; one has to remember that the pylon is assumed to go straight up to the clouds: even a wingtip over the pylon is a cut, because it would hit the pylon if the pylon were higher. Results, with 55 entries and 7 rounds:

1.	Kent Nogy	K&B Schn.	28 pts.	1:23.4	Miss DARA
2.	Chuck Smith	K&B Schn.	28	1:30.3	Miss DARA
3.	Bob Smith	K&B Schn.	27	1:24.3	Miss DARA
4.	Terry Prather	ST (Aldrich)	26	1:23.8	Minnow
5.	Mike Bridges	ST	26	1:28.2	Miss Dallas
6.	Joe Vartanian	ST	25	1:28.4	Miss Dallas
7.	Arlen West	ST	25	1:31.0	Minnow
8.	Dan McCan	K&B Schn.	24	1:26.8	Miss DARA
9.	Tom Tusing	ST	24	1:33.2	Miss Dallas
10.	Dennis Dunn	K&B Schn.	22	1:35.0	Minnow

The contest was marred by some bad crashes: Larry Leonard (twice), Nupen/Faber, Chuck Hebestreit, Lee Frey and Howard Reed in a mid-air, Harry Gould, and Roger Owens. But the scheduling and desk work were very efficiently run by Betty Stream, Jackie McCan, Cathy Smith, and Jane Reed.

PHOTO IDENTIFICATIONS, p. 8. Upper left: UPRC 1972 Champions -- 1. to r., Carl Malta, Jamestown., N.Y., Sport Pylon Champ; Dave Gierke, West Seneca, N.Y., Open Pylon and Grand Champ; H. deBolt, Buffalo, N.Y., Formula I and II Champ. Upper right: Entrants from NCW District at FIRST DISTRICT CHAMPIONSHIPS, Salina, Kansas -- kneeling 1. to r., Leo Prescott, Jim Simpson, Larry Bagot, Jim Moden; standing 1. to r., Jim Bertoglio, Loren Tregallas, Jim Brittian, Pat Jones, Larry Klusman. Below them, trophies for the NCW District Championships, very handsome and a great finish to their first independent season as a new district. Upper middle left: NMPRA Sec'y-Treas. Gil Horstmann presents first-place FAI trophy to Garry Korpi at West Coast Championships, Madera, Calif. Upper center: Jim Buchmann, NMPRA VP for NCE, and below him Jerry Bayless, both at Aledo; right center: winners at Oklahoma City, October 8: 1. to r. Ted White 1:48, Loren Tregalis 1:45, Roymayne Sizemore 1:46, Ed Rankin 1:41.5, and Gale Helms 1:48.2. Next to bottom row, left, Bob Morse presents Western States Pylon Championships perpetual trophy to Bob Smith; center, the five winners of the WSPC, kneeling 1. to r. Bob Smith and Kent Nogy, standing 1. to r. Ed Foster, Dan McCan, and Chuck Smith; left, Kent Nogy and Bob Smith, who between them have held all the West Coast pylon records now for two years. Bottom left, the line-up for judging at the WSPC, Madera. Bottom right, the WSPC FAI Champs, Garry Korpi (kneeling), Jeff Bertken, 1971 Champ and 2nd to Korpi in 1972, Joe Foster at left with his Francis Products P-39, and Paul Benezra at right.

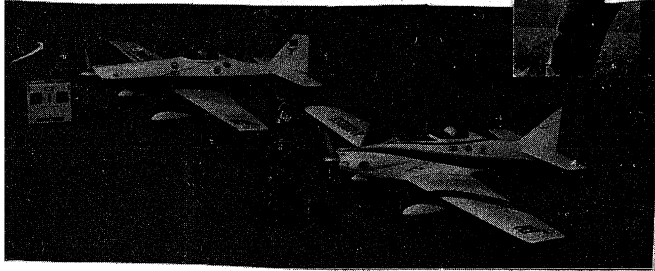
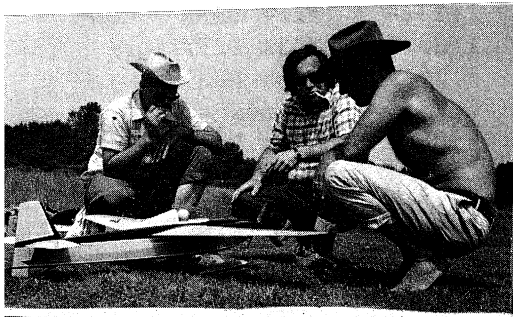
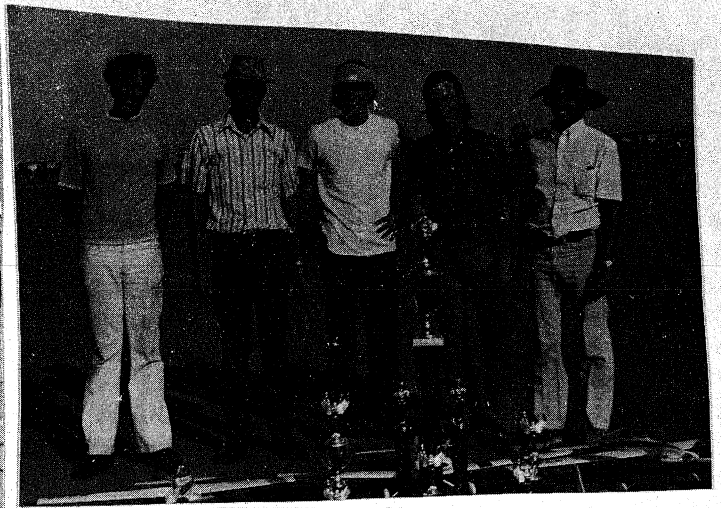


PHOTO IDENTIFICATIONS, p. 10. Upper left: Winners of the B.I.R.D.S. Formula I races, Oct. 28-29 -- kneeling, Chuck Smith (2nd) and Kent Nagy (1st); standing -- Bob Smith, Terry Prather and Mike Bridges. Upper right: winners of the Pop White Memorial Formula I Races, sponsored by the F.A.S.T. Club: r. to l., from first to fifth and from shortest to tallest (how about that for symmetry?), Larry Leonard, Whit Stockwell, Bob Smith, Clarence Neufeld, and Jeff Bertken. Upper middle left: Sam Griswold, Jerry Wagner, and Pete Reed examining Jerry's super-fast midwing Cosmic Wind; upper middle: Bob Barkowski, 3rd in Formula I and 1st in F II/FAI at July 9 NCRCC races. Upper middle right: Bernice Williams, C.D. at NCRCC July 9, with Dick Davis and Zautner-designed Platypus. Lower middle left: Jim Bertoglio's beautiful Ballerinas, K&B power. Lower middle: Mike Barna with caller Chuck Hebestreit -- Mike qualified for Nats finals with 1:40, nosing out competition like Whit Stockwell, Ed Rankin, Joe Martin, just tenths of a second slower that day. Lower right middle: Winners at Ft. Worth May 28: 1. to r., 1st to 5th, Jim Bertoglio, Ed Rankin, Gale Helms, Ted White, and Deeds Bigelo. Bottom left: Phil Breitling, designer and builder of this beautiful and very fast Cosmic Wind belonging to his partner and pilot, Roger Owens; bottom right: Hal deBolt, who is retiring as NMPRA VP for the NCE District after serving in that capacity for more years than anyone else can remember, -- but Pappy says he's still gonna be racing, and the youngsters had better look out for him this new year. I suspect his overall win and loss record over the years is the best in the entire sport: if Bobby Smith is the Jack Nicklaus of the model racing game, then Pappy is the Sammy Snead of this game.

MONROE, NORTH CAROLINA, October 21-22, 1972. Results, including new FAI record set by Telford and Violet:

Formula I, 14 entries, 5 rounds

1. Telford/Violett	4R/4Q	H.P.	1:31.9
2. C. Baucon	22Q	K&B	1:38.9
3. T. Baker	23Q	K&B Schn.	1:48.1
4. H. Coleson	69T	K&B Schn.	1:30.5
5. D.C. May	11S	K&B Schn.	1:34.4

Formula II, 3 entries

1. D.C. May	1:48.8
2. Telford/Violett	1:50.1
3. J. Moorhead	2:10.6

FAI, 6 entries, 5 rounds

1. Telford/Violett	ST	1:34.8
2. I. Funderburk	ST	2:00.0
3. J. Moorhead	ST	2:13.8

Tucson WINTER NATIONALS, sponsored by R/C Modeler Magazine and the Tucson Radio Control Club, over the Thanksgiving Holidays. Would you believe 64 entries, where past experience led them to expect about 45? Created problems, because they also had well over 100 pattern entries. We got in a total of 5 rounds, flying in the afternoons only, from about 2:00 P.M. to 4:30 on Friday and Saturday, finishing around 2:30 on Sunday so people could get started on the long drive home. There were contestants from Kansas, Texas, New Mexico, Arizona, and California. And M. Davila came all the way from Mexico City, along with a couple of friends. The race management did a fine job, with Bob Angus as C.D., with excellent phone

communications to the scatter pylon, with flip-cards to indicate the cuts (which they did an excellent job of picking up). There was some griping about the handicap judging, but I didn't think that much of it was justified: it has simply become too difficult to discriminate between the very large number of beautifully built and finished airplanes that we get at contests these days, and most people agreed that the system has to be changed once more. There is no doubt that starting first is a big advantage when two planes are identical in speed, which is about the way it is between any two of the top ten or even twenty competitors. A proposal that has been around for several years is simply to divide the entries into three or four classes: say, outstanding, good, indifferent, and poor; then flip for starting position when two or more from the same class show up on the line. The trouble is that it's not really any easier to draw the line between any two of these classes than it is to draw the line between any two particular airplanes under the present system. I think we'd do just as well with the FAI system (draw the starting positions out of a hat), except that we would have to have some additional criterion to keep the models looking good.

Another thing we have got to avoid in the future is juggling the make-up of heats after the numbers have been assigned and the rotation started. Ties should be broken in fly-offs at the end, not by juggling rotation. And if it appears that there are simply too many entries to get a full rotation in the time available, the CD has to have the guts to go the only fair route, which is some kind of elimination, either on the basis of points or of qualifying times, after the early rounds.

RESULTS, TUCSON RCM WINTER NATIONALS, 64 entries, 5 rounds

1. Bob Smith 1:26.9
2. Kent Nogy 1:27.0
3. Dan McCan 1:31.5
4. Larry Leonard 1:32.3
5. Jack Stafford 1:37.9
6. Arlen West 1:39.5
7. Henry Bartle 1:43.2
8. Chuck Smith 1:34.4
9. Terry Prather 1:25.9
10. Whit Stockwell 1:30.1

WHITTIER NARROWS, SGVRC FORMULA I RACES, Dec. 10, 1972. Bob Smith, having salted away the season championships both nationally and in Southern California, came to watch this one without risking an airplane: and without him to knock off the competition on 72.40, the group on 72.24 had a little harder time of it. It's been apparent all season long that there was considerable advantage in flying on Bob's frequency. Larry Leonard and Terry Prather were the only two not on 72.24 who managed to finish high with any regularity. Anyway, this was a good race: there were only 29 entries, and John Garabidian, the C.D., likes to give everyone lots of flying, like 10 rounds. In the end, only Terry Prather had a perfect score. We thought Jack Stafford put in a most impressive performance with his new Rickety Rat, and if he can get that bird kitted and available in time, we expect to see it give the Miss DARA a real run for the money in 1973. It is a spectacular one-piece bird, cleaner than anything else around, with an aspect ratio of 6 to 1 that enables it to groove and to turn like nothing else around. Stafford's best time was 1:28.4, but with a tighter course it could easily have

been more like 1:22. The race was unusually free of accidents except for one of those spectacular and unbelievable matings like the one which occurred also at Whittier Narrows last spring. This time it was Jim Jensen and Tom Tusing; and this time after flying around piggy-back for a while they managed to get them apart and down with minimal damage to Jim's Pit's Pellet and somewhat less than total damage to Tommy's Miss Dallas.

RESULTS, WHITTIER NARROWS, Dec. 10, 29 entries, 10 rounds

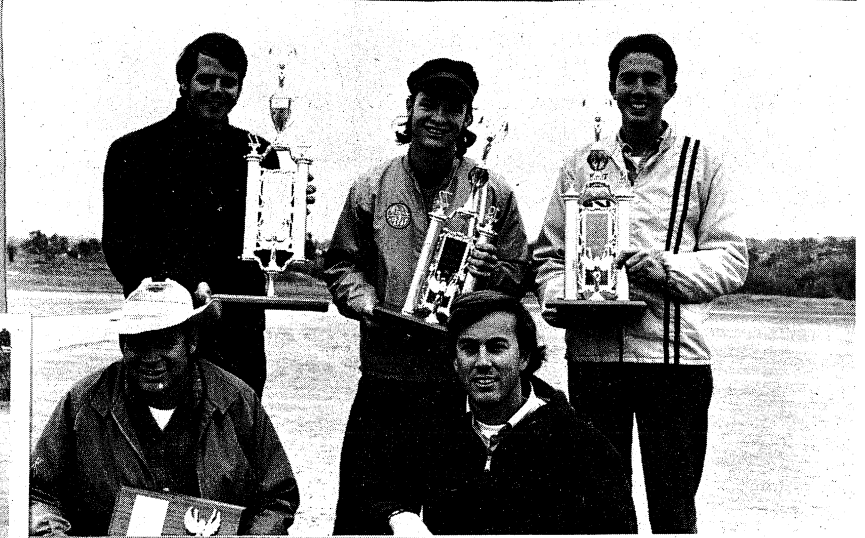
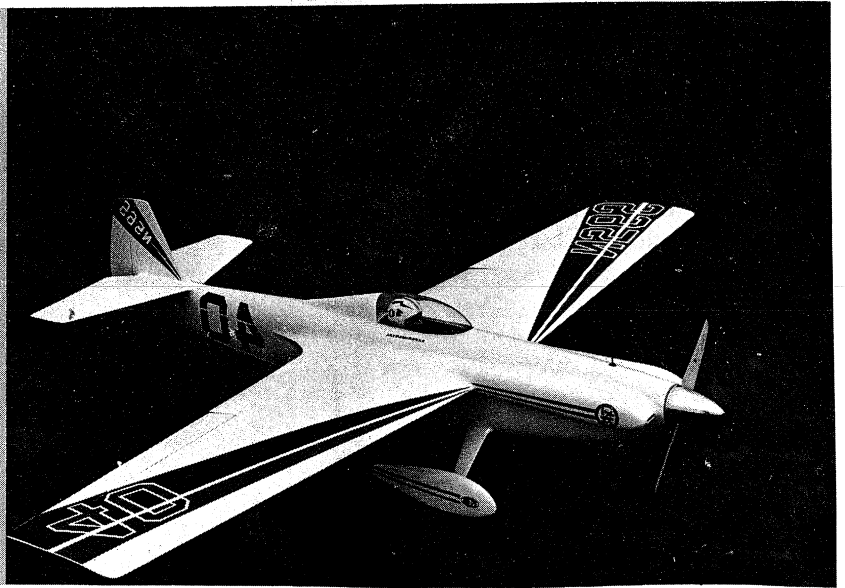
- 1. Terry Prather 1:27.5
- 2. Whit Stockwell 1:28.5
- 3. Dan McCan 1:27.8
- 4. Jack Stafford 1:28.4
- 5. Jeff Bertken 1:29.4
- 6. Larry Leonard 1:29.2
- 7. Ed Hotelling 1:29.8
- 8. Jack Hertenstein 1:37
- 9. George Flynn 1:37.2
- 10. Dennis Dunn 1:37.8

TORKS FORMULA I, OKLAHOMA CITY, Oct. 8, 1972. Reported by Ed Rankin. "The racing season was concluded in this district with a big bang at the TORKS beautiful flying field and facilities. You really have to see and fly on this field to appreciate the tremendous effort they have expended to put racing on the map. The Ft. Worth Thunderbirds frankly admit that they now have a better facility than we do. A vote of thanks to the TORKS! Something new was tried in this contest by giving cash instead of trophies (\$50, 40, 30, 20, 10) for the first five places. Entry fee was \$10 and \$1 was placed in the pot for each heat race which was collected by the heat winner. In addition, a "Calcutta Raffle" was held before the meet between the pilots. (I didn't participate in this.) Each pilot was "raffled off" to the highest bidder and at the end of the contest the raffle pot was split according to the placing. I personally do not think that racing for money is the right thing to do for several reasons. First, it is not fair to the novice pilot who can't win, and he is the one who has to pay for the cash prizes. This contest could have cost each of them \$16 which is taking an unfair advantage of the beginner. Next, it puts a dollar value on our hobby which isn't worth it compared to the investment we have in it. It also starts to make the race a professional contest and probably would kill the event in the end. We must always be on our guard against things which don't preserve our Formula I event!! Everyone enjoyed the contest in which the TORKS did an excellent job, but I don't recommend the cash prizes because of what it may lead to.

The calibre of racing in this district has improved so drastically that any one of 6 to 8 people can easily win the top honors. Ted White came out on top in this meet with 2 seconds and 4 firsts giving him 16 of a possible 18 points. He had only one pylon cut, and Roymayne Sizemore beat him once. There was a 3-way tie for 2nd, settled in a fly-off between Rankin, Tregales, and Sizemore (Texas, Kansas, and Oklahoma). Rankin led through 9 laps, with Tregales about 10 feet behind and Sizemore 100 feet behind. Rankin's plug blew in the 10th lap, dropping him to third....The K&B Schnuerle and HP engines seem to be taking over in this area, mainly because they are a much more consistent running engine than the SuperTigre."

RESULTS, OKLAHOMA CITY, Oct. 8, 17 entries, 6 rounds

- | | | | | |
|--------------------------|-----------|-----------|--------|--------|
| 1. Ted White, Okla. City | Ballerina | K&B Schn. | 16pts. | 1:48.0 |
| 2. Loren Tregales | Ballerina | K&B Schn. | 15 | 1:45.0 |
| 3. Roymayne Sizemore | Ballerina | HP | 15 | 1:46.0 |



VALKARIA, FLORIDA, Oct. 29th, Formula I Races. The FMPRA finished its 1972 racing season with a total of 17 entries. D.C. May took 1st, followed by Jim Maki and Walt Schoonard. There was plenty of excitement and crashes. Harold Coleson planted both his beautiful airplanes due to radio problems. Norm Holland planted his beautiful airplane due to Norm's problem. Harold is solving his problem with Phil Kraft. Norm is solving his with Bufferin. Ed Weitock led the pace by hitting a tree during landing. Ed took it in his usual (Polish) way by asking, "Who planted that tree there?" Bill Williamson followed Ed's pattern and had a much worse crash. He lost his airplane to the tree, lost his transmitter to the asphalt, and his sunglasses to his shoes. Wow! What a crash! After the pieces had been collected (balsa, transistors, and glass) Bill said, with the sun in his eyes, "I shall return." With determination such as this, fellows, Beware of big bad Bill. By the way have you guys noticed Jim Maki lately. He sure is moving with that stock (he says) engine. Probably using some Saki for fuel. Thank goodness Jim Demeritte got a good lead on you guys for the year, as he finished 4th with his new Schnuerle. As I am sitting here writing this last letter, the pizza business started slow and tapered off tonight, I see that Don King of Miami finished ahead of such names as Weitock, Williamson, Smith, Coleson, Brogden, etc. This proves that anything can happen in racing. You don't always have to be the fastest, but you do have to be consistent. Good flying, Don....Now on to some serious info. After the racing the FMPRA held its election of officers for the coming year. Norm Holland was nominated by Walt Schoonard and selected the T&D team as his running mates. Charley Gray was nominated by Harold Coleson and selected Jack Fehling as his running mate. Norm Holland was voted the new President with the T&D Team as Sec. and Treas. I know Norm will do a good job and I think we can look forward to another good year of racing especially with the T&D Team behind him. Good luck, fellows....In closing, I would like to say that I have completely enjoyed being your president for the year of 1972 and while I am not presently active in Formula I (due to business reasons), I, like Bill Williamson, shall also return. If I have offended anyone with some of my iron-handed decisions, I sincerely apologize, but I tried to call them as fairly as I could. If I have pleased anyone with my decisions I can assure you it was not intentional. Many thanks for your confidence fellows, I appreciated it. Good luck and Good flying -- Jim.

FMPRA FINAL STANDINGS 1972

1. J. DeMeritte	93 pts	13. J. Schweitzer	29	25. Thomas	4
2. E. Weitock	71	14. J. Fehling	25	26. S&T	4
3. T&D	63	15. N. Holland	23	27. E. Draft	3
4. W. Schoonard	61	16. D. King	23	28. J. Moore	1
5. D.C. May	61	17. S. Bingham	21		
6. B. Williamson	60	18. A. Chambers	16		
7. R. Leidner	60	19. J. Bloore	15		
8. H. Coleson	51	20. C. Krueger	15		
9. J. Maki	50	21. B. Brogdon	13		
10. C. Smith	49	22. H. Barnett	11		
11. C. Gray	48	23. G. Jacobson	11		
12. C. Baucom	33	24. J. Kerlo	5		

PHOTO IDENTIFICATIONS, p. 14. Top left: Stafford's Rickety Rat. Top right: top speedsters of 1972 -- Bob Smith and Kent Nogy (Bob held all the records until Kent did 1:24.3 at the BIRDS race). Middle left: winners at Whittier, Dec. 10 -- standing r. to l. Prather, Stockwell, and McCan; kneeling, Stafford and Bertken. Lower right: Terry Prather, winner at Whittier Narrows. Bottom left: the Texas/Oklahoma/Kansas contingent at Tucson Winter Nationals, including Gale Helms (kneeling, left), the SW NMPRA V.P., and next to him Ed Rankin, the new NMPRA President for 1973.

UNITED PYLON RACING CIRCUIT. Hal deBolt, after three great years of service and building up one of the best pylon circuits in the country, has resigned as UPRC manager. He has been replaced by Kent Landefeld, R.D.#2, 11151 Jamison Rd., E. Aurora, N.Y. 14052. In 1973 they will fly the same 4 events as in 1972, and their present plans call for 10 races in 1973. The following is deBolt's report on their season championship races as Jamestown in October. "You can bet we just completed the greatest year of R/C racing yet seen, 8 races that all went well climaxed by the biggest one ever: our Jamestown championship. We had 65 airplanes flying in 4 events, good close races, many happy fliers and the greatest of hosts, the Flying Aces with Carl Malta and Col. Dart who did the job right in spite of the lousy weather...many thanks from all to them, and we mean those that worked, too. The banquet was a success, fine eating and the raffle too. The raffles made us some operating capital and two fine modelers won great new radios. Winners were Bruce Knox of East Aurora and Bruce Janowski of Jamestown, both NEEDED the radios! The cold and rain did not help the entry list and it did slow up operations so with a record turnout in spite of the weather some humping was done by all to get the flights in. It was good to see a real turnout for Sport and Open pylon, many new faces flying and happy ones too. Young Phil Viney came through with a fine win in Sport and Dave Gierke again dominated Open with his fast model. Formula II saw a record turnout for the circuit, 18 flying. This continues to be the most popular event for the average fliers in the Northeast, perhaps other areas should take a look at it. By far the closest races were in Form II and the fastest fliers wound up killing each other off while Saul Green cruised to a comparatively easy win. Formula I was just about a repeat with no one outclassing the other hardly, many close heats were flown which wound up in a 3-way point tie for first so time had to determine the placing and the fastest clock gave Ernie Nikodem a deserved win!...Our Season Circuit Champion, Dave Gierke, went into this final race leading by less than 10 points but with some fine flying and a little luck he made a runaway of it before the Championship meet was over. Dave also was the year's Open Pylon Champ and Carl Malta did a consistent job all year long to get the Sport Pylon Championship. Sport had to be determined by a fly-off between Carl, George Baynes, and Bob Brown in which Carl easily took the win. The Form I and II championship was won on consistency more than anything else, make every race, place high and you get the points. deBolt did just that to take the two Championships and you better believe LUCK was riding with him!

SPORT PYLON

1. Phil Viney
2. Bill Messer
3. Dave Kelly
4. Frank Anderson
5. George Paine

OPEN PYLON

1. Dave Gierke
2. Phil Viney
3. Steve Nagy
4. Al Hemenger
5. George Baynes

FORMULA I

- | | | | | |
|----|----------------|---------|----|------|
| 1. | Ernie Nikodem | Minnow | ST | 1:47 |
| 2. | Kent Landefeld | Minnow | ST | 1:48 |
| 3. | H. deBolt | Mustang | KB | 1:51 |
| 4. | Bob Dart | Mustang | KB | 2:02 |
| 5. | Dick Davis | DARA | ST | 1:49 |

FORMULA II

- | | | | | |
|----|----------------|-----------|----|------|
| 1. | Saul Green | Sea Fury | KB | 2:24 |
| 2. | Dave Gierke | P-40 | ST | 1:51 |
| 3. | H. deBolt | Caudron | HP | 1:52 |
| 4. | Basil Derrough | P-51 | KB | 1:55 |
| 5. | Dick Davis | Palateous | ST | 2:00 |

CHICAGO PYLON CLUB AND NCE REGIONAL CHAMPIONSHIPS, Oct. 6 and 7. Reported by Jim Buckmann, NCE NMPRA V.P. "Our Oct. 6 & 7 Regionals for NMPRA, CPC, and our most gracious host the S.A.C. Club was a thumping success. We had 18 fellows show but only 11 or 12 flew due to one reason or another. I myself had to cancel

myself out of F-I because of an unairworthy aircraft -- 2 ounces over legal limit, moral, don't buy somebody else's airplane unless you're 1000% sure of the way they're built. However, the 12 hearty souls, most of whom entered in the F II, Open, and 1/4 midget events, had a full day of flying for both days. It must have been a success: why, heck, I even saw Jerry Nelson get off of the ground at least 4 or 5 times.

RESULTS, FORMULA I

1.	Heithold	19 pts.	1:45	Little Mike	HP
2.	Hiller	19	1:57	Minnow	HP
3.	VK Team	15	1:32	Miss DARA	HP
4.	Pohlman	13	1:41	Mustang	KB
5.	Nelson	13	1:44	Minnow	HP

A word or two in retrospect. On the whole it was an excellent season, because we made progress. The CPC was formed and proved we can function. I've been to more contests this year for racing than in all years past put together. CPC organized, planned, and ran 6 events this year. We are planning at least 7 next year. The cooperation of the surrounding clubs made it all possible. But CPC although warmly attended at the start has come down to the hard core people who make it work. For myself I feel we can do it again. It will probably take the continuing efforts of all hard core CPC'ers, but one thing I feel sure about is that we all want to have the club equal or surpass this year's record."

COUNCIL BLUFFS, Oct 1, 1972. The Council Bluffs Cobras conducted a one day racing meet on Sunday, October 1, 1972. The CD's, Marv Wilken and Jim Simpson, arranged the meet and were blessed with a beautiful day. 23 contestants entered five events (many pilots flew two or more events) and five rounds of each event were flown. Racing began at 9:00 A.M., there was a one hour break for lunch, and flying ended at 4:00 P.M. In case the significance of this hasn't hit you yet then consider this: 36 heats were flown in a six hour period, which averages one race every 10 minutes -- not bad for a first try! Our method is simple. All events were flown on the NMPRA course with NMPRA procedures. Marv Wilken organized each heat in accordance with the NMPRA race procedure guide. He handed the card to the pit boss (Lincoln McArthur, a retired sergeant now in police work) who then called the heat on deck where the four pilots reported to him, planes in hand, fueled and ready. They in turn each drew a penny from his hat and the 1972 penny started 4th, the 1971 3rd, and so on. The pit boss then sent this group with their card to the on deck circle and called up another heat. In the on deck circle they waited until the last plane of the preceding heat had landed before reporting to the flight line where the heat card was handed to Joe Gross (the starter flagman) who was already calling for identification. Joe then briefed the pilots as necessary and launched them. He was backed by a most able and cooperative Cobras Club group who manned the counters, clocks and pylons without error. All races were 10 laps around the NMPRA 3-pylon course. It was really great racing and quite unusual to hear pilots groaning about having to fly so much! We will do it again!

RESULTS, Formula I, 7 entries, 5 rounds

1.	Jim Brittian	Ballerina	KB	1:56.5
2.	Bud Atkinson	Ballerina	HP	1:31.2
3.	Doug Brueshaber	DeKnight	KB	2:07.4

Winners in other events: Bud Atkinson in F-II, Leonard McCoy in Open, Doug Brueshaber in 1/4 Midget, and Jim Simpson in Falcon 56. There were 8 entries in Open, 8 in 1/4 Midget, and 6 in Falcon 56.

SOUTHERN CALIFORNIA DISTRICT FINAL STANDINGS, 1972 (Best 7, out of 8, races)

1.	Bob Smith	389	Miss DARA	K&B
2.	Larry Leonard	340	Miss DARA	K&B
3.	Terry Prather	335	Minnow	ST
4.	Dan McCan	322	Miss DARA	K&B
5.	TIE: Chuck Smith		Miss DARA	K&B
	Joe Vartanian	305	Miss Dallas	ST
7.	Kent Nogy	301	Miss DARA	K&B
8.	Ed Hotelling	283	Minnow/Shark	K&B
9.	Jack Hertenstein	281	Shoestring	ST
10.	Whit Stockwell	280	Miss DARA/Minnow	ST/K&B
11.	Clarence Neufield	268	Minnow	K&B
12.	Arlen West	262	Minnow	ST
13.	Nupen-Faber	257	Miss Dallas	K&B
14.	Bob Bleadon	253	Miss DARA	K&B
15.	Jack Stafford	247	Rickety Rat	K&B
16.	Jeff Bertken	243	Miss DARA	K&B
17.	George Flynn	236	Minnow	ST
18.	Tom Tusing	233	Miss Dallas	ST
19.	Jim Jensen	199	Pits Pellet	K&B
20.	Roger Owens	191	Cosmic Wind	ST

NATIONAL NMPRA FINAL STANDINGS, 1972 -- FORMULA I (Best 7 races)

1.	Bob Smith	51C	771.7
2.	Larry Leonard	50C	722.6
3.	Dan McCan	25C	705.8
4.	Terry Prather	93B	703.5
5.	Kent Nogy	120C	687.6
6.	D.C. May	11S	672.4
7.	Chuck Smith	51V	664.3
8.	Harold Coleson	69T	639.3
9.	Joe Vartanian	49B	637.5
10.	Ed Rankin	17H	634.1
11.	Jeff Bertken	30B	632.3
12.	Hal DeBolt	1K	628.0
13.	Ed Hotelling	51A	620.6
14.	Jim DeMerritte	68S	618.8
15.	Jack Hertenstein	76B	615.0
16.	Whit Stockwell	51B	606.5
17.	Arlen West	97A	565.4
18.	Ed Weitock	67S	550.5
19.	Clarence Neufield	72A	547.7
20.	Jim Bertoglio	29G	539.9

NATIONAL NMPRA FINAL STANDINGS, 1972 -- FORMULA II/FAI (Best 6 races)

1.	Garry Korpi	69A	558.0
2.	Hal DeBolt	1K	539.1
3.	Dave Gierke	77L	493.7
4.	Joe Foster	4A	490.5
5.	Kent Landefeld	76L	458.8
6.	Adam Sattler	41K	440.3
7.	Mike Helsel	64N	384.4

8.	Bob Root	26E	377.1	(5 races)
9.	Pete Reed	34J	368.9	
10.	Bob Barkowski	51J	366.3	
11.	Bob Noll	14K	328.5	(4 races)
12.	Ernie Nikoden	99M	327.7	
13.	Basil Derrough	9X	307.8	
14.	B. Zautner	67K	302.7	
15.	M. Kowalewski	9P	297.5	(5 races)
16.	R. Mayer	57J	284.6	
17.	T. Prather	93B	272.0	(3 races)
18.	J. Schuy	25E	268.7	(4 races)
19.	S. Green	3L	266.7	(4 races)
20.	J. Hertenstein	76B	266.5	(4 races)

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SOME FINAL STATISTICS

Since we began the Newsletter in this format with the October issue of 1971 and December issue also 1971, followed by 11 issues in 1972 -- all covered by 1972 dues -- we have published 170 pages containing over 51,000 words, 20 pages of pictures containing over 200 photos, and 7 three-views. To do this we have sat in front of this typewriter over 500 hours during the past 12 months, and it has taken at least twice that many hours for the people, especially the Fabers and the Horstmans, who have stapled the thing together and put it in the mail. We have reported the results of more than 100 races. We have had occasion to mention the names of more than 250 individuals, several of them many times. We have had many nice compliments, for which we are grateful; and many critical comments, for which we are not. But in any case we are tired, and we are grateful most of all to ED HOTELLING and his charming wife for taking over this job. Good luck, good writing, good racing to you all!! --Bob Stockwell

Handwritten signature: Dick Mil

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P.O. Box 356, Milpitas, Calif. 95035

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