

N M P R A

NEWS RELEASE

Rec'd 2/5/73

NATIONAL MINIATURE PYLON RACING ASSOCIATION

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

JANUARY, 1973

Edited by ED HOTELLING

FROM THE PRESIDENT, Ed Rankin: "The new year's business started with a bang with many items requiring immediate attention during the month of December. The two big items were: Making plans for our National Championship Race, and making a proposal to the Nationals Executive Committee to change the conduct of the racing event at the AMA Nationals.

I can report to you that your District Vice Presidents are 100% involved in their duties, and I am really impressed with their performance thus far. If each of you would communicate with your V.P. on all business issues, you would make a great contribution to the organization by making his job easier in expressing a collective point of view. Remember, he represents the NMPRA in your district and you will be voicing your opinion on all issues through him. Please write to me anytime, but always send a copy to your V.P. for his comments.

Establishing a National Championship Race is one of the biggest advancements that the NMPRA has made in many years and the initial plans were published last month. We are all very excited and are really looking forward to it. D.C. May, Gale Helms, and Chuck Smith have reported that they are working on candidate sites and the possibilities look good. Jim Simpson reports that he does not recommend having the race in his district due to bad weather conditions during the Thanksgiving holidays.

To make changes in the conduct of racing at the AMA Nationals, the NMPRA must have a proposal to AMA Headquarters by the second week in January for distribution to the Nationals Executive Committee in time for their meeting on the first of February. This information was not available for last month's newsletter. I am drafting this proposal with the help of the district V.P.'s. In addition, I have asked Glen Spickler to help us since he was the C.D. in '72 and has accepted the same job for '73. I would like to restate my position on the '72 Nats. I personally feel that Glen did a tremendous job last year, and we are all grateful for his dedication of time, talent and financial sacrifice to work at the Nats. All our comments have been against the "system" and not against the job he did. We want to improve the Nats and not tear it down. Consequently, we have three basic proposals consisting of the following: (1) improved safety procedures, (2) discontinue qualifying rounds based on best time, and (3) proportionate time allocation for Formula I and FAI based on number of entries. As of December 28 we have completed our second draft, and it looks like it will be changed a third time before it is sent to Nationals Executive Committee. I will publish this final draft next month.

Activities for the 1973 season are really taking shape for the Northeast and North Central East, as reported in the District Activities section by Adam Sattler and Jim Buchmann. Sattler has sent a tentative

list of 16 contests for his district. Wow! Gale Helms reports two contests already sanctioned for the South Central West District with many more to come. V.P.'s, please send in your contest schedules when they are confirmed. We plan to publish a contest calendar each month and keep it up to date.

I'm happy to report to you that nearly 100% of the changes proposed for FAI were passed by the CIAM. Congratulations to Cliff Telford for an excellent job. The changes are published in the December AMA Competition Newsletter. Compare these to the ones published in the June NMPRA Newsletter; they are the same without modification.

We need to investigate the possibility of incorporating Quarter Midget into NMPRA again this year. AMA Headquarters has also asked us to consider this. In addition, many V.P.'s have asked for action on this subject. Consequently, I have asked for an opinion poll centered around the proposal of Marv Kowalenski and Bob Penko from the Quarter Midget Pylon League. I would like to hear from other Quarter Midget Pylon supporters.

Another opinion poll item that I have included is concerning the "Unlimited and Standard Class" proposal by Jim Simpson, Vice President, NCW. Jim assures me that this is the collective opinion of his district. He has traveled all over his district asking the question, "Why don't you fly pylon racing?" The answer was always the same: "Racing is for the expert and there is no place for the beginner." He proposes that this change will erase the "For Experts Only" image of the NMPRA and will aid in our growth. We must honor all proposals from Vice Presidents and consider them valid.

Please vote on these proposals. Send them to me with a copy to your Vice President.

I had real nice visits from several members during Christmas week. Please call me when you come to Ft. Worth; you are always welcome in my home."

EDITOR'S PAD: First, I would like to thank Bob Stockwell for all his work editing the NMPRA Newsletter in the past, as well as for his contest reports. Bob had the guts to bring up a lot of controversial subjects in the course of his writing. Whether or not you agreed with him on various points, you couldn't help but be interested and get involved. Since involvement is one of the most important aspects of any organization, every member of NMPRA ought to thank Bob Stockwell for his help in the progress made last year.

Next, contest reports have been made the responsibility of the District V.P. by our President. Volunteer to help your V.P. by offering to write at least one contest report this year. Simply save the form provided in this newsletter until the contest. Then fill in the blanks, add info as necessary, and mail form to me. Feel free to add any comments you desire, but do your share by volunteering to help your V.P. He needs it!

While you are tearing off forms, rip out the questionnaire Ed Rankin provided concerning Quarter Midget and Formula I classes. Give a lot of thought to these before returning them, because they are very important to the future of NMPRA. The newsletter has not publicized many races besides Formula I, FAI, and a little Formula II. However, there is tremendous interest in other types of racing including "TOAD" racing and especially Quarter Midget racing. Do you want to ignore

these groups or attract their interest in joining NMPRA? It would be difficult for a Quarter Midget enthusiast to justify the expense of membership dues in NMPRA unless he could expect to receive a newsletter with a contest calendar of forthcoming contests and reports of past contests in his area. Also, keep in mind the strength in numbers aspect of a larger NMPRA, as well as the new blood which would come into all events due to widening of members' interests. Regardless of how you feel, mail in your questionnaire today.

Why don't you District V.P.'s mail me your contest calendars for the year as soon as they are firmed up? Publication of contest calendars with periodic updates of any changes will produce better competition due to larger turnouts.

The toughest problem we all face this year is SAFETY! The chances of a serious accident increase with exposure to the hazards inherent in any flying. Therefore, we have to remove unnecessary hazards wherever possible, if we all expect to survive the year. AMA rule 23.2 on page 50 states, "Consideration of safety for spectators, contest personnel, and other contestants are of the utmost importance in this event. Any unsportsmanlike conduct or hazardous flying over a controlled spectator area will be cause for immediate disqualification of that flight." Page 52 shows a diagram of the course layout with a minimum distance of 300' between pylons and spectators, or 400' if the spectators are on the downwind side of the course. The contest director should never let the course be set up so as to violate these minimum safety precautions, or if he does, you as a contestant should refuse to race unless conditions are changed. Another procedure in the Race Procedures which should be self-evident is prohibition of landing between #2 & #3 pylons and the use of a pilot's caller by his side during landing to vector him and warn other personnel if necessary.

As hard as it may be to believe, it appears that all of the above safety precautions were ignored at a recent contest. One pilot was sent to the hospital with injuries received when his without warning by a plane with its engine shut off, gliding in to land between #2 & #3 pylons. Fortunately, his injuries were not serious. It does not take a lot of imagination to project the result had this pilot's own aircraft been airborne under power when he was injured, especially since the minimum crowd separation distances were not observed when setting up the course.

Although a contest director's license could be revoked, and the results of a race invalidated, the most effective means of disaster prevention is your refusal as a contestant to race until safe conditions exist. Besides the obvious legal and moral reasons for accident prevention, safe flying denies ammunition to those who would be quick to kill your favorite sport should a disaster occur.

CORRESPONDENCE: From Gil Horstman, P.O. Box 356, Milpitas, Calif. 95035, to Mr. Don McGovern of Flying Models. "Dear Mr. McGovern: I respectfully request equal space for a differing viewpoint regarding remarks made by Maynard Hill in the R/C Channel Chatter column of Volume 76, number 1.

I wondered what had become of Maynard Hill (I haven't read a Flying Models Magazine for about 2 years now) until a few days ago when a pylon racing friend called my attention to his column in the above mentioned issue. I can't believe that Maynard has made some of the statements that he did, for example: "You could hold a sensible conversation for any length of time you wished and not feel threatened by the

possibility of a stunt model descending between you and your friends," but its obvious that Ron Chidgey might not have felt that way because Maynard stated, "Ted White who has a loud engine and a tendency to fly too close and too low," "came screaming through close on several rolling maneuvers. Ron's ability to concentrate was doubtless shaken." And this is the "safe" event that Maynard is so pleased with. I personally cannot understand a person in Maynard's position advocating anything other than an attitude of "constant awareness" no matter where or what kind of aircraft or even who is flying. Do you know that a transistor or component could fail for anyone at anytime? How about interference? No one is immune. How about judgment? Even Ted White makes mistakes; besides flying too low, he has even hit himself while doing his famous "Sabre Dance." Don't you ever believe that safety is at hand while indulging in any kind of R/C flying?

Now let's take a close look at his comments on pylon. I don't know how Maynard found time in his busy schedule to fly and prove his suggested rule proposal but I'm sure he did or he would not have presented it--right? Wrong! Maynard has been opposed to all pylon, except his 1.7 meter event he tried to sell to FAI. The point I object to most is the approach used--he uses his column to "rabble rouse." If Maynard was really concerned he would have contacted some of the NMPRA officers and offered his suggestions for test and evaluation.

We have to remember that Maynard is also the one suggesting the use of long streamers to slow Formula I down, but that was back when the planes were just breaking 2 minutes. Maybe Maynard should concentrate his thoughts and effort on record setting and leave pylon rule making to the people involved. Why should "Joe Hacky" have any say as to engine size, course layout and size, etc.? It seems to me that possibly the "Pot" is calling the "Kettle" black--he states, "the activity of several hundred persons could adversely affect the activity of 40,000." At least NMPRA does represent several hundred. How many people have indulged in record setting? Very few! Are they organized? I wonder what would happen if a radio failed on a record setter at 17,000 feet or so. What if it hit an "air carrier." Look what happened when a small free-flight came into view. How about a seven or eight footer on the loose. The cartoon on the top of page 58 (same issue) tells a story also. What if we draw a young lady pushing a baby carriage at the point of impact--maybe she is 5 miles or more downwind.

Maynard infers that all pylon people are insensitive to the hazard. Most all of the NMPRA members are interested in a safer, more acceptable event. Many of the fliers want a slower event. It takes time to get things done and this is one that been underway for over a year on my part. There will be some positive steps made in 1973 to achieve this end.

Maynard is kidding himself and his followers when he states, "many of these 'sport' racers would join in," "if Formula I and FAI standardized at a .19 engine." Racing is a highly competitive event and if you look at the average "sport" flier, you find an individual that is scared to death of the word "race." In fact, just say the word "contest" and watch the faces turn white. I think we have to be thankful for that response in a lot of ways. As an example--What if 20,000 R/C pilots showed up at the Nats? What if 20,000 R/C pilots all decided to start racing! It would be complete disaster for the hobby--sport or whatever you call what you do. I truly hope that we never come up with an event that is so easy and simple that everyone wants to take part--sure couldn't be much challenge in it!

Understand that I agree with the point Maynard made about the "Novice" Formula I pilot. This is one good reason for a slow down. The most important one is the need to reduce the hazard exposure rate. At the speeds we are now going, the exposure has to be higher because of the reduced reaction time to do the right thing. We will be testing different ideas this spring to see what will work best. At first reading I don't feel that .19 to be the answer. We will be trying to slow the event down, not obliterate it.

Safety is for everyone in R/C not just Formula I and FAI."

DISTRICT NEWS

From Jim Buchmann, Vice President of North Central East, 6209 $\frac{1}{2}$ W. 175 Street, Tinley Park, Illinois 60477. "My first duty as Vice President in the '73 season is to submit "post haste" an editorial for the coming year. I cannot think of a better way, than to point up our meaning and direction, then to proudly point up what has taken place here in the past season. The six races planned for the '72 season got the ball rolling and saw the inception of the Chicago Pylon Club (CPC). The season ended up an overall success. So much so that CPC was invited to hold events at three Illinois airports, this combined with seven new events scheduled locally, two or three planned in the Decatur area (Jerry Bayless--bless him!!!) and up in Racine (Wisconsin) Rick and Ben have procured an abandoned (paved) stock car track and hope to convert this into a permanent course for pylon events. So with 15 to 20 races in the process for '73 I would say the facts speak for themselves. The active fellows in CPC deserve much credit.

Our regional championships held at S.A.C. field last year will again be held in '73 (same time in October). The point system devised by the "Bror Brood" is one of the most significant NMPRA achievements to date. It has given incentive to pro and beginner alike. There is always room for constructive criticism (positive direction) and by this will we have the best organization of fliers in the country. Continued growth and improvement for NMPRA, the fliers and the sport will be the banner in '73, and as long as I am in racing.

I'm glad somebody finally got through. Chuck Smith is one of these people. Point for point he put down some of the knit-picking bug-a-boos that plague our great sport. And it was done with reason and no malice.

Recently some of this flack was in the form of a letter from Jim Simpson listing the things he wanted to see or thought ought to be done in NMPRA. Some of the things Jim has done and proposals made are constructive. These are the easy ones to field. The reply to some of the more difficult ones came via Chuck Smith. I winced a bit at the directness but couldn't help feel this is exactly what was needed. It was the quickest way to let the light in so that we could see a little clearer.

Many times a problem is brought about by local conditions which constitute solutions peculiar to that area. But in all fairness I could not see where Jim's proposals were influenced by a local condition, so I must assume he had in mind to institute his desired changes for the whole of the United States.

This time and money syndrome that many of us seem to have toward the inhabitants of the mecca of racing had some light thrown on it. The facts and figures brought forth by Chuck and the editor as to the "secret" of their success made me wonder a little what would happen if we talked

less and worked a little harder.

In short, for us, NMPRA, racing in general, we need to progress. This cannot be accomplished by reorganizing what already is. Let us take what has been successfully done (in the past 6 years we've come a long way), build on this--for the foundation is good and sound--and create for ourselves a sport for which there will be a measure of pride in saying, "I fly model aircraft racers; I belong to the NMPRA." That says I'm with a group of guys who are the best fliers in the world . . . and mean it. Good luck to all in the coming season."

From Adam Sattler, Vice President of Northeast, 29 Waldorf Place, Schenectady, New York 12307. "Plans for the 1973 season are well underway. Recent discussions with Kent Landefelt, new prexy of the United Pylon Racing Circuit, and Art Simmonds and Bernice Williams from the Northern Connecticut R/C Club coupled with support from Hadley, Mass., and my own club (Schenectady Thundervolts) indicates sanctions will be or have been submitted for 15 racing meets. Four will be 2-day affairs. Of the 15, UPRC boasts support of 9, as a result of their growth to a 5-club membership. Opportunity exists for the Aeroguidance Society of Endicott, N.Y., to continue support with 1 or 2 meets should they desire.

With so many races planned in the relatively short Northeast season, a few conflicts of dates remain. I have corresponded with the Contest coordinator and the affected organizations and will continue to correspond as necessary to reconcile to the satisfaction of all concerned. A final, confirmed schedule will be sent out when available.

UPRC events will continue with Sport Pylon, Open Pylon, Formula II/FAI, and Formula I as before. Connecticut and Schenectady events will include FAI and Formula I. District opinion is currently divided therefore on the need to concentrate resources for either FAI, Formula II, or both. I will continue to solicit opinion on this matter at every opportunity this year to assist in presenting a unified District position. I personally favor the FAI event over Formula II but I do not intend to initiate action to drop Formula II as an event unless that represents a majority District opinion.

Tentative plans for 1973 racing season - AMA Districts I & II

		<u>FAI</u>	<u>FORM I</u>	<u>FORM II</u>	<u>OPEN</u>	<u>SPORT</u>
✓ 5/6	Hadley, Mass.	X	X	?		
- 5/20	London, Ont. (UPRC)	X	X	X	X	X
- 6/3	Hadley, Mass.	X	X	?		
6/10	Granby, Conn.	X	X			
6/17	Jamestown, N.Y. (UPRC)	X	X	X	X	X
6/24	Olean, N.Y. (UPRC)	X	X	X	X	X
6/24	Schenectady, N.Y.	X	X			
7/1	Lockport, N.Y. (UPRC)	X	X	X	X	X
7/8	Buffalo, N.Y. (UPRC)	X	X	X	X	X
7/15	Granby, Conn.	X	X			
8/5	Olean, N.Y. (UPRC)	X	X	X	X	X
8/18-19	Rochester, N.Y. (UPRC)	X	X	X	X	X
8/26	Jamestown, N.Y. (UPRC)	X	X	X	X	X
9/9-10	Granby, Conn.	X	X			
9/22-23	Buffalo, N.Y. (UPRC)	X	X	X	X	X
9/29-30	Schenectady, N.Y.	X	X			

OPINION POLL: Consider the following two proposals, then fill out the opinion poll tear-off, and send to Ed Rankin, 6072 Wonder Drive, Ft. Worth, Texas 76133. Please send a copy to your District Vice President also.

Item 1 - Quarter Midget Proposal

From Marv Kowalewski, Quarter Midget Pylon League Liason to NMPRA. During the year an attempt was made to drum up feelings regarding the issue of Quarter Midgets and NMPRA. It is believed that the letter from Penko in December AMA Competition Newsletter does an excellent job of representing the problem.

QMPL, as originally stated, began as a separate organization to "test" interest and popularity without dragging NMPRA into the picture. It has gained tremendous support from the average modeler to the seasoned racer. Numerous issues of magazines have articles, plans and generally promote this phase of racing. With an established 150 members and many other separate organizations throughout the country, QMPL and Quarter Midget appears viable and strong. To deny its existence is foolish; to say it does not foster racing is wrong for evidence is strongly in favor of this group.

I recommend that NMPRA consider "picking up" QMPL and Quarter Midget, back the MARCS - AMA rules and philosophy, and establish a sub-group to maintain its original intent with communications solved by additional pages to the newsletter.

Item 2 - Unlimited and Standard Class Proposal

Delete current rules 23.4.1 and 23.4.1.1 and substitute the following:

23.4.1 Engine(s): Maximum total nominal displacement shall be .4030 cubic inches. An exhaust extention may be used, provided its sole purpose is to carry exhaust fumes and residue out of the cowling. There shall be two classes for engines but they will not be separated for racing. One set of awards will be provided for each class.

Unlimited: No restrictions.

Standard: Standard class entrants must be willing to sell their engine for the advertised retail price not to exceed \$60 (if offered) anytime after the last race and prior to awards presentation, or be ineligible for the standard class awards. Note: Unlimited Class flyers and ineligible for Standard Class awards but Standard class flyers may win both classes.

Rationale is as follows:

- (1) The proposed Standard Class removes the criticism that special engines are necessary, and that there is no place for a beginner.
- (2) There is no difference between Unlimited as proposed and all Formula I as it is.
- (3) Standard Class as proposed will permit competitive racing with truly stock engines and really prevent extensive handwork or modifications.
- (4) With Unlimited as proposed the necessity of keeping 23.4.1.1 engine inspection rule is eliminated.

CONTEST REPORT

From Tangerine, Orlando, Florida - January 1, 1973. Formula I

Place	Name	Pts.	Engine	Two Best Times
1	T. Prather	40	ST	1:26:0 & 1:25:0
2	Bob Smith	38	K&B	1:24:3 & 1:27:1
3	I. Funderburk	36	K&B	1:36:1 & 1:39:0
4	D.C. May	35	K&B	1:28:0 & 1:32:0
5	J. Bertken	34	K&B	1:29:4 & 1:30:5
6	H. Coleson	34	K&B	1:27:6 & 1:29:0
7	J. Martin	30		1:43:9 & 1:44:9
8	J. Fehling	29		1:41:3 & 1:46:0
9	R. Leidner	28		1:47:8
10	B. Williamson	27		1:35:9 & 1:37:5

CONTEST REPORT FORM

DATE(S) HELD _____
 LOCATION _____ DISTRICT _____
 CONTEST DIRECTOR _____
 EVENT(S) HELD (FAI, FORMULA I, ETC.) _____
 NUMBER OF ROUNDS HELD _____
 WEATHER _____
 FLYING SITE DESCRIPTION _____

PLACE	PILOT'S NAME	NMPRA #	FASTEST TIME	AIRCRAFT	ENGINE	POINTS	REMARKS
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							

TOTAL NUMBER OF ENTRIES _____ . PLEASE TRY TO LIST AT LEAST TOP 20% AS WINNERS ABOVE.
 HOW COULD THE CONTEST HAVE BEEN IMPROVED? (SAFETY, COMMUNICATIONS, FLAGGING, ETC.) _____

REPORTER'S NAME AND ADDRESS _____

HOW MANY PHOTOS ARE ENCLOSED (OR WILL FOLLOW) _____
 (WRITE CAPTIONS ON THE BACK OF PRINTS)

PLEASE MAIL TO: ED HOTELLING, 3180 N. Goldenspur Drive, Camarillo, California 93010

Use of this form is optional, as it is provided only to suggest which information is normally useful, and to save you time. Feel free to modify or report in any format.

OPINION POLL FORM. Please tear off and send to Ed Rankin, 6072 Wonder Drive, Fort Worth, Texas 76133. Circle "yes" or "no" for each question.

- (yes) (no) Shall the NMPRA incorporate the Quarter Midget Event?
- (yes) (no) Shall the NMPRA incorporate the Quarter Midget Event as proposed in Item 1? If "no", what are your suggestions?
- (yes) (no) Shall the NMPRA incorporate an Unlimited and Standard Class for Formula I?
- (yes) (no) Shall the NMPRA incorporate an Unlimited and Standard Class for Formula I as proposed in Item 2?

OPINION POLL DUPLICATE. Please tear off and send to your District V.P.

Northeast: Adam Sattler, 29 Waldorf Pl., Schenectady, N.Y. 12307
 NCEast: Jim Buchmann, 6209½ W. 175th St., Tinley Park, Ill. 60477
 NCWest: Jim Simpson, 2736 Ellsworth, Omaha, Nebraska 68123
 SCEast: D.C. May, 1916 Piedmont Road, N.E., Atlanta, Ga. 30324
 SCWest: Gale Helms, 5709 Waltham, Fort Worth, Texas 76133
 West: Garry Korpi, 1355 Danby Avenue, San Jose, Calif. 95132
 So. Calif: Chuck Smith, 8509 Lennox, Panorama City, Calif. 91402

- (yes) (no) Shall the NMPRA incorporate the Quarter Midget Event?
- (yes) (no) Shall the NMPRA incorporate the Quarter Midget Event as proposed in Item 1? If "no", what are your suggestions?
- (yes) (no) Shall the NMPRA incorporate an Unlimited and Standard Class for Formula I?
- (yes) (no) Shall the NMPRA incorporate an Unlimited and Standard Class for Formula I as proposed in Item 2?

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NMPRA MEMBERSHIP APPLICATION RENEWAL FORM

To keep your NMPRA membership current, please fill out this form, and send it along with \$10.00 (checks made payable to NMPRA) to Gil Horstman, P.O. Box 356, Milpitas, California 95035. This will be your last newsletter unless the dues are paid!

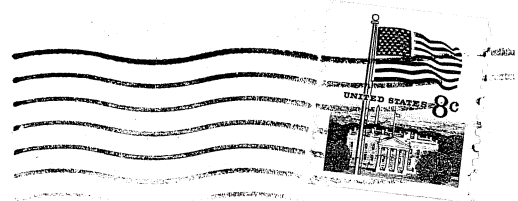
NAME _____

ADDRESS _____

ZIP CODE _____

RACING NUMBER _____

NMPRA NEWSLETTER
P.O. Box 356, Milpitas, Calif. 95027



F I R S T C L A S S

To:

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