NMPRA NEWS RELEASE

Recvd 4/5/73 Dm Officers

NATIONAL MINIATURE PYLON RACING ASSOCIATION

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

APRIL, 1973 Editor: ED HOTELLING, 3180 N. Goldenspur Drive Camarillo, California 93010

FROM THE PRESIDENT, Ed Rankin, 6072 Wonder Drive, Fort Worth, Texas 76133:

THE NMPRA NATIONAL CHAMPIONSHIP RACE SCHEDULE HAS BEEN SELECTED! 1973--Mile Square, Fountain Valley, California, 1974--FMPRA selected site in Florida, 1975--Corpus Christi, Texas. Tremendous! The SoCal NMPRA District will host the 1973 race with all four C.D.'s in the district pitching in to support it. Chuck Smith will be doing the pre-contest planning. Mile Square is located in beautiful country very close to Disneyland. Tentative plans for extra activities are to have a Disneyland Night on Friday night and the NMPRA awards banquet on Saturday night. Let's all get busy and work hard to qualify for this tremendous "Tournament of Champions" Race. Make plans now to attend and bring your families. We hope to have 100 Formula I and 50 FAI entries. The percentage in each district who will be eligible was originally set at 20%, but this will be modified when a total membership count is complete. Progress on the contest plans will be reported when available. Put these dates in your schedule: November 22,23,24,25.

The racing season is about to begin for most of us, and we need to keep SAFETY in mind in the conduct of our contests. Please study the AMA rules and the NMPRA Contest Procedure Guide published in the July 1972 RCM. Some have expressed concern, and rightly so, for the safety problem created by a new pilot attempting to enter a race with a fast racer he is incapable of controlling. If this situation does present itself, then I would suggest that AMA Rule 28.9 "Flight Requirements" be enforced. In the Contest Procedure Guide, notice that Championship Points can be lost if safety procedures are violated. One of the V.P.'s has requested me to honor this rule when a petition by a safety committee is submitted. Since this is an NMPRA rule, I can assure you that I will honor it when requested.

Having a Season Championship, based on points accumulated during the year, has not been decided because I haven't had time to receive opinion polls. However, I am assuming that the membership wants it, so send your contest results to me for season point tabulation. Gil Horstman, NMPRA Sec/Treas, has set up awards for this commensurate with our budget, and a statement of them is contained in this newsletter. The method described in the February 1972 newsletter will be used. This system is very equitable and a true Season Champion can be selected by using it. I have mailed point tabulation charts to all V.P.'s. Certified Racing Pilot (CRP) awards using the same point system will be made this year for those who earn 300 points or more. The 1972 CRP awards are in the process of being mailed. There will be District Champions, and I have suggested that this point system be used.

I would like to pass on a good idea to you from Frank Cox of the Fort Worth Thunderbirds. He has secured the services of the CAP to help run our pylon races. They are extremely receptive to helping us because they can earn CAP points for this service, and they do not expect any monetary reward. You may want to investigate this possibility to solve contest manpower problems. We found the use of Explorer Troops last year very successful.

I sent a letter to Kemp Bunting (AMA Nats R/C Mgr.) to renew our proposal for the AMA NATS, since the contest site has been chosen as Oshkosh, Wisconsin. There may be a possibility that our request will be considered since the NATS is not under the Navy and some latitude in time allocation is possible.

I understand that all FAI rule changes published in AMA-CN, Mid-Dec 1972 are effective in 1973 for AMA meets. Cliff Telford's official appointment is confirmed as Vice Chairman of Pylon Racing on the FAI R/C Sub-committee. He will be appointing five people to serve with him. Cliff's address is 8612 Rayburn Rd., Bethesda, Md. 20034. We encourage Cliff to use our newsletter for timely information.

The new product report on the ST40 Schneurle contained in this newsletter is really encouraging. Hopefully, this will ease the hard feelings on the K&B Schneurle distribution.

The results of the opinion poll concerning Quarter Midget and "Unlimited and Standard Class", 95 total votes:

- Quarter Midget: 82 for, 12 against, 1 blank
- QMPL Rules: 43 for, 47 against, 5 blank
  (most votes "against" favored AMRC rules or Toledo Conf. results)
- Unlimited & Standard Class: 35 for, 59 against, 1 blank
- Simpson's Proposal: 25 for, 67 against, 3 blank

A copy of the acceptance letter is in this newsletter, also a summary of the QM meeting results. We are now ready to elect the QM officers. Please send candidate names for these offices to me so that a vote can be taken.

As you can see, great things are happening in the NMPRA this year, and enthusiasm is running high. Spread the word and help enlist new members. Let's all work together to make this year a successful one.

The NMPRA officers have "received the message" from you, and we are investigating potential rule changes. The first one which we think will help improve interest in our event concerns the availability of engines, and that opinion poll is enclosed in this newsletter.

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EDITOR'S PAD, by Ed Hotelling, 3180 N. Goldenspur Dr., Camarillo, Ca. 93010:

This year's first new product report is included in this issue. Hopefully, this will inspire you to send me new product reports directly to keep the NMPRA membership informed.

Several V.P.'s have indicated the members would like articles about new technical ideas and new building or design techniques which concern racing. Your contributions will be most welcome and will be published as soon as space permits.

On the subject of space, please try to express your ideas in one double-spaced typewritten page (or one half a single-space page) if possible. If your letter or report is edited down to this size after I get it, more chance for error exists than if you do it yourself.

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FROM SECRETARY/TREASURER, Gil Horstman, P.O. Box 356, Milpitas, Ca. 95035:

Lifetime Memberships: All past presidents will be life members of NMPRA. Their racing number will be changed to a special series beginning with the number One and followed by their initials. For example, Bror Faber becomes 1 BF, Pete Reed becomes 1 PR, etc. Each of the past presidents may keep his old number if he wishes, but he must pay dues to do so.

Proposed Awards for 1973 Season Championship Program (subject to needed changes):

Formula I: 1st thru 3rd - Trophy, Patches, Shirt, Free Dues
4th thru 10th- Plaque, Patch, Free Dues
F II/FAI: 1st thru 3rd - Trophy,Patch, Free Dues
4th thru 10th- Plaque, Patch, Free Dues

While on the subject of awards, I want to make a special effort to thank the sponsors of the 1972 awards: R/C Modeler Magazine, Model Airplane News, Kraft Systems, and K&B Mfg. These people have supported NMPRA for years and if you received an award, it would be nice if you droppeded them a line of thanks, because we need their continued support.

Membership: We need to continue our drive to get new and renewal memberships. If you need some application blanks, see your V.P. or request them from me.

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CORRESPONDENCE

From Bob Smith, 16443 Vanowen St., Van Nuys, Calif. 91406, dated March 12,'73:

The following quote, which was attributed to me, appeared in the February-March NMPRA Newsletter: "I was only just able to keep up with it when I turned a 1:23.4." To set things straight, I do not ever remember making that statement. I would like to clarify my feelings on the speeds that we're flying in Formula I today. Flying the low 1:20's to me doesn't feel much different than flying the mid 1:30's. My own experience is that the faster a Formula I flies, the better it will groove on the course. The fact is that in Southern California, in 1972, we had the safest season we have ever had, as far as not endangering the spectators or the pilots. The reason for this record was because safety limits were strictly enforced, and they will be even more so this next year. Also protective barriers were set up to protect all the pylon workers. Instead of pushing so hard to slow them down to make it safer, we should concentrate on enforcing all the safety requirements, and protect all helpers with protective barriers. This is where the real problem is, not the speeds we're flying.

From Regis P. White, dated February 22,'73:

A few years ago, pattern flying ran into serious stagnation. The old classes I, II, III were then scrapped in favor of the present ABCD system. Although many predicted failure for the ABC pattern system, the A and B steps with their relaxed requirements actually revitalized all pattern flying. In fact, it is unusual not to find more class A entries at a pattern contest than other classes and often the class A entries outnumber all other classes combined. The "secret" is class A is an event for the novice, the inexperienced. The Sunday flier can use the same plane, engines, etc., as the expert.

Since 1965, when all NMPRA fliers were rookies, proposals have been made to slow down those "dangerous misguided missiles". However, I suggest a novice class for Formula I, not unlike the rookie races that have proven so successful in Southern California, and not unlike the class ABC pattern structure. Would anybody suggest to a newcomer to R/C, who shows an interest in pattern flying, that he jump right in at the top, class C or D? We all realize how foolish this idea is.

I propose that for the novice pylon flier:

1. No scale judging, proto-type of scale Formula I OK
2. .40 engine, no pressure (alternate to no pressure - a maximum carb. throat area of .10 sq. inch), must idle, (could require muffler)

3. Low nitro fuel, supplied at contest
4. NMPRA Certified Racing Pilots excluded
5. Other NMPRA rules basically the same

Hindsight enables us to realize many reasons for the success of the class system in pattern. And one of the most important of these, I am sure, is the fact that the novice participant can use the same model and equipment that the "champ" uses.

I do not believe that any non-Formula I will serve the purpose of recruiting. Large bore racing carbs are not reliable without pressure (and non racing carbs do not require pressure). Some suggest no nitro fuel to slow down Formula I. This would really be disastrous for the novice. A good alky engine costs four times the price (be it in $ or ¢ or time and effort) of a good nitro engine.

The real heart of this proposal is keeping the event low keyed. It is an event where the individual can take his time and gain experience. The emphasis would be on reliability and not on speed. The prototype and no scale judging is designed to make it a little easier for the novice and again to keep the event low keyed. Those who perform well and win will move up and out, as with the ABC pattern (procedures modified to meet pylon racing needs). Large cash awards, spectacular trophies and valuable merchandise prizes, should be discouraged in an effort to keep it low key. Likewise, entry fee should be kept reasonable, enough to cover expenses.

Let me emphasize that this is <u>not</u> a change to the present Formula I rules. Nor do I consider this a new event. The planes and engines will be the same and the race the same. When the novice graduates to the expert class he merely has to change his carb. Those areas that have good participation in the Formula I events would find no trouble in getting novice entries. I personally believe in those areas where they are having difficulty in getting a good turn out in Formula I that by including novice Formula I on their schedule they will actually increase their participation.

I have one final idea I would like to present. There are many R/C flying locations which due to limited paved areas are not suitable for flying pylon racers. Many of these could easily be made usable for contests or practice by the simple addition of badmitten or volleyball nets across the end of the runway at ground level. The idea is to roll into the net, not fly into it. Almost as soft as falling into goose feathers. Try it, you'll like it.

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DISTRICT NEWS

<u>So. Calif. District</u>: From V.P. <u>Chuck Smith</u>, 8509 Lennox Ave., Panorama City, Calif. 91402

During the month of February, I sent out a questionnaire to the 180 members in the So. Calif. District. I received 66 replies to the 16 questions that I felt were of immediate concern to the NMPRA. The following are the results from the questions which may have national interest:

89% of the members are in favor of two classes for Formula I during the '73 season. This will be done on a voluntary basis, with anyone entered in the "Expert" class generally capable of consistantly turning times under 1:40, which should divide our entries approximately in half. A committee will be appointed to resolve any disputes which may occur if a pilot enters the "Novice" class but is considered by some to belong in the "Expert" class. This problem should disappear after our first few contests, since any new pilot would enter the "Novice" class. Any pilot who enters the "Expert" class at his first contest of the year but feels he does not belong there would be allowed to enter "Novice" at his next contest, if approved by the committee.

SOUTHERN CALIFORNIA NMPRA BANQUET, Feb. 23, Los Angeles
All photos by Dick Tichenor

LEFT: 1972 National Season Champions (L-R) Bob Smith-Formula I, (Mrs. Bob Smith), Garry Korpi-Formula II/FAI

BELOW: Charlie and Bob Smith present "Helper of the Year" trophy to Mrs. Joe (Betty) Stream, for her help at every SoCal race during 1972

ABOVE: National Season Finalists
Kneeling (L-R): Bob Smith (1st), Larry Leonard (2nd), Dan McCan (3rd)
Standing (L-R): Terry Prather (4th), Kent Nogy (5th), Charlie Smith (7th)

RIGHT: SoCal Season Finalists
Kneeling (L-R): Bob Smith (1st), Larry Leonard (2nd), Terry Prather (3rd)
Standing (L-R): Dan McCan (4th), Charlie Smith (5th), Kent Nogy (7th), Ed Hotelling (8th)

On the question of how to determine when a "Novice" flyer would be required to move into the "Expert" class, none of the proposed solutions received a substantial majority, so a compromise system suggested by Garry Korpi has been decided upon. Five points will be given for placing first in the "Novice" class at a contest, 4 for second, 3 for third, 2 for fourth and 1 for fifth. When a "Novice" accumulates 10 points, he will be required to move into the "Expert" class.

80% felt that "Novices" should race only against "Novices" and "Experts" race only "Experts", thereby providing a much better rotation of the flyers in each class.

62% felt the two classes should be called Novice and Expert, but since 38% didn't like the word Novice, the names have not been definitely decided upon as yet. Advanced-Expert, Standard-Expert, Class I and Class II are also being considered.

The "Novice-Expert" classes will complicate our point system. The "Novices" could not have a separate point system since the top "Novices" will be moving into the "Expert" class before the season ends. There is a divided opinion about the solution to this problem, but since 54% said they would not object to the system stated in the questionnaire, it will be used this year. This is how the system will work: If a contest has 30 entries in each class, the first place pilot in "Novice" would finish the equivalent of 31st under the district point system. From these points, the top 20% will be eligible for the championship race. For the national point system, however, only the "Expert" points will count, with the points calculated as only a 30-entry contest instead of 60. This system is being used because we knew that there would be a protest from other parts of the country if pilots in So. Calif. received points for pilots they couldn't race, but it puts us at a disadvantage in the national point system, since even the flyer who finishes in the bottom 20% in the "Expert" class here would more than likely finish in at least the top 20% in any other contest in the nation.

To the question "Should something be done to limit the speed that Formula I will be capable of in the future? (In other words, restrictions which would make it very improbable that a plane would fly under 1:20), 57% said no, but among the active pilots (members that entered at least one contest last year), 67% said no. To the question "Should there be restrictions applied to Formula I in '74 or '75 which would drastically slow the planes down, say by 20 or 30 seconds?", 65% said no, but among the active pilots, 76% said no. Of the restrictions that have been proposed, stock engines and restricted fuel were the most acceptable.

Among other questions, 56% objected to requiring hardhats or helmets for pilots and callers. Opinions were split right down the middle over whether pre-entry should be required two weeks before every contest and only 25% allowed on any one frequency. The average age of those answering the questionnaire was 37, with a range of 12 to 55.

In the Feb-March issue of the newsletter, Adam Sattler asked for comments on the proposed clarification of the engine size rule of 6.6 cu. cm. (.4030 cu. in.). Special, larger parts are not needed to reach this size. The K&B .40, for example, is usually .398 cu. in. new with a bore around .8395 and .840. If a sleeve is scored from dirt, it can be honed out .001" and the ring bent larger so that the engine will run good as new. The gap between the piston and sleeve usually varies between .002" and .004". If a piston begins with a .002 or .003 gap, an increase of .001 will still remain within the tolerance for good performance. If a piston begins with a .004 gap, then the piston must be replaced with another with a size on the larger size of production tolerances. But the sleeve does not have to be replaced, which is the most expensive part of this operation.

There has been some criticism of this proposal by people who say that some manufacturers and customizers will set up their engines right at .4030 to begin with. I doubt that there would be any advantage to someone that did this since it probably would cost hundreds of dollars to buy a tac that could measure the difference in rpm that .003 cu. in. makes. The only purpose of this proposal is to save the modeler money.

The above information was provided by Clarence Lee, who has repaired more K&B .40's than even the K&B factory. Clarence's expertise in the model engine field is rather indisputable since his Lee Custom K&B .40's finished 1, 2, 3, 5 and 7 in the 1972 NMPRA Season Championships.

From Mel Santmyers, 10550 Western Ave. #153, Stanton, Calif. 90680, dated 2/18:

At the 1972 pre-season NMPRA organizational meeting I was appointed Safety Chairman for Southern California district.

At the first race we had available for the flagmen, starter and timers hardhat helmets and a safety kit which consisted of bandaids and other medical items including a book on injury. These items were all purchased from donations most of which came from clubs in the area that sponsor races.

I would say that the helmets were used much more than expected by the safety committee for the first year, but I sincerely hope they are used 100% by all people including flyers in 1973.

Also in 1972 the Smith-type pylons were used; these as you know provide complete safety for the pylon tenders as they are housed within. We also encouraged the use of ear plugs or other sound deadeners.

Last season we saw a good 80% reduction of people moving through the course during a heat. This of course should be 100%.

As Chairman of a committee of 18 people I appointed one man as Safety Director for each race. This turned out to be a big job, watching crowds, checking aircraft, and generally observing the entire race. I would like to see a separate card with safety duties listed, to be kept with the equipment in 1973.

I would like to say at this time that the So. Calif. District races in 1972 gave me an impression of complete organization. I have been flying in competition over 12 years and I was truly impressed. Now this is not to say we don't need improvement. After the season ended, a list of suggestions was compiled which showed the Safety men would like to see an increase in pit-to-course distance, possibly to 500', and the ready line at the pits. Some would like to see mandatory helmets for all. What would a helmet do? I, and others who wear them, tend to think they make you think safety. 'NUFF SAID.

I would like to see each club or group of clubs in a given district make up a safety kit to consist of helmets for flight line personnel, a first aid kit for cuts and bruises, three Smith-type pylons, plans for which I would like to see published in the newsletter, and Smith-type barriers for #1 flagmen.

I would like to see it made mandatory that each Contest Director appoint a Safety Director for each race who should send his contest Safety Report into the District V.P. immediately after the race.

On the question of speed, we seem to have few problems until the Schneurles came along. In some cases, I noticed that the aircraft were too fast for the flyers' reflexes. I believe the safety official should call the person down and tell him to go practice and learn to handle his plane. If this situation continues early in 1973 with more people having this problem, then I will agree we should slow these aircraft down. Remember Safety doesn't have to wait for AMA or other governing bodies, it can be changed and should be changed immediately. As long as common sense is maintained and rules followed completely, I believe the speeds attained in my district during 1972 were safe, except as mentioned above.

I must admit I am amazed at the laxity of many flyers in regard to their own health. If they are told and constantly reminded, they will do things. But these guys are supposed to be ADULTS. Safety is of course everyone's business, and one of the easiest to ignore. REMEMBER it should really be simple. This whole report could be summed up in four words:

"SAFETY IS COMMON SENSE" Use it!

The following is a guidefor Safety Regulations:

A. Duties
   1. District V.P.
      a. Appoint one (or more) responsible individuals to be District Safety Representative at each race.
      b. Compile the Safety Representative's comments and send them to the NMPRA President at least once a month during the season.
   2. District Safety Representatives
      a. Note any incident in full.
      b. Report any safety problems to the Contest Director and suggest that it be corrected before continuing the event.
      c. Report in writing or by phone at least once a month during the racing season.

B. Equipment
   1. Safety shields at #1 Pylon, minimum size ½x4x8 plywood supported by a stable method such as angled 2x4's, etc.
   2. Hard hats must be provided for the flagmen and pylon tenders.

C. Procedures
   1. Starting area
      a. Minimum number of people on line
      b. No one allowed in the most hazardous area which is just upwind from #3 pylon, and outboard from about 15' inboard of a line from #3 pylon toward #1.
   2. Pits - AMA rules in effect
   3. It is strongly recommended that ear plugs or other sound deadeners be used by all flyers and their pilots, and flight line personnel.
   4. No one shall enter or leave the pylon course during the running of a heat.

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Western District: V.P. Garry W. Korpi, P.O. Box 239, Milpitas, Cal. 93035:

I have known Ed Von Adelung for about 15 years. He attended the first pylon race ever at Turlock in 1965, and has been active since then in pylon. To my knowledge, he is the oldest active pylon flyers in the country at an age about 74. His letter(following) represents my district's minority point of view concerning speed in Formula I:

I think all this hysterical concern about "safety" in Formula I pylon racing is absolutely ridiculous. As you know, I have been active in Goodyear and Formula I racing since the kickoff in 1965, and flew AMA pylon before that. I have never seen or heard of a serious accident, and I don't think there has been a serious accident. I have seen many more near misses in pattern contests that in Formula I racing. The dangerous plane is the plane that is out of control, not necessarily the fast plane. An 8½-pound stunt ship is just as lethal as a pylon racer, and a few hundred feet does not protect the spectator. On the other hand, to kill a person with an R/C airplane would require a direct hit with the spinner in a vital spot. The chances of such a direct hit seem extremely remote. Liability insurance in a first line company covering model airplane flying can be obtained at a very low rate, with no restrictions on the airplane or flying rules.

How about safety in other sports? Baseball - In every town in this country they smash line drive foul balls into masses of unprotected spectators in every game. Do they do anything about protecting the spectators? No. Golf - In my own experience I have personally known of two men who have lost an eye from being hit by a golf ball. Does that keep anybody off the golf course? No. Skiing - Dozens of broken legs and more serious injuries every season. Yet more people are heading for the slopes every year. Boating - Many people lose their lives every year. Yet that does not keep anybody away from the water. Hunting - Every season a certain number of deer hunters are shot and killed by other hunters. You better wear a red jacket! I won't even talk about auto racing, road racing, drag racing or hydro racing. Did you ever see an ambulance or fire engine standing by at an R/C event?

Some inspired masterminds have even prophesied that the first serious accident we have will kill Formula I pylon racing. Not a chance! The only thing that will kill pylon racing is a lot of drastic restraints and controls. I think we have too much of that right now. The very essence of racing is speed. Who wants to spend the time, money and travel to compete in an artificially stifled race? Beyond question we now have one of the safest sports in the country. I think we should take reasonable precautions to keep it so, but I see no reason why we should adopt a cringing defensive attitude. Pour in the nitro - let's GO!

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Northeast: From V.P. Adam Sattler, 29 Waldorf Pl., Schenectady, N.Y. 12307:

UPRC Race at Olean, New York, is changed from Aug. 5, 1973, to July 22, 1973, so as not to conflict with NATS, now scheduled at Oshkosh, Wis., August 6-12.

From Bill Hager, President of Ohio Pylon Racing Association, 5200 Rye Drive, Dayton, Ohio 45424:

We have been reading a lot lately on Formula I and how to slow it down. Slow it down so the beginner can compete. Slow it down for safety's sake. The latter is the only one that I can agree with, and even this is debatable. Would it really make any difference if you were hit by a 5-lb. airplane going 170 miles per hour or an 8-lb. airplane going 100 miles per hour? The biggest point for safety is crowd control. Keep the spectators at a safe distance and keep the airplanes away from the crowd.

We have FAI, a bigger airplane running on the coldest of fuels with a muffler. We have Formula II, a bigger easier-to-fly airplane. We have Quarter Midget, which was designed for the Sunday flier and the beginner. This is a fine event and it has already brought many new people into racing. We also have open pylon, which we encourage in this area. This also has brought many new fliers into racing.

Put a muffler on it. Would auto racing be as exciting if you put mufflers on the cars? Vision the Daytona 500 or the Indianapolis 500 races for example, with mufflers!! USAC had a bout with this with the turbine cars. The noise is part of the excitement! I'm not opposed to mufflers. I use them on every plane that I own except Formula I.

We need one event for all out racing. Do we need another event? I don't think so. Let's all work to improve the events that we already have: Open Pylon, Sport Pylon, Formula I, Formula II, FAI and Quarter Midget.

Don't slow down Formula I for the new pilot. Where would the challenge be if just anyone could fly Formula I? Let the beginner work his way up the ranks like we did. In pattern competition a beginner doesn't start out in C Expert; why should racing be any different? THINK ABOUT IT.

Endorsement of Bill Hager's letter by N.E. District V.P. Adam Sattler:

District opinion is to slow down Formula I. Most opinions I have received from Buffalo and Endicott say reduce carburetor size. However, mufflers and Unlimited/Standard class division are not currently favored here.

Excerpts from letter by H. DeBolt, 49 Colden Ct., Buffalo, N.Y. 14225, to Cliff Wierick:

You keep "harping" on slowing Formula I down, but I have seen no real evidence as yet for the need. Frankly, the quality of flying seems to be better than ever and the speed does not seem to detract from it. Personally, I find it hard to detect a difference in pilot skill required between a 1:30 flight and a 1:45 and I am no kid! But I do believe that from the imminent crash standpoint, the safety of the course is of extreme importance. You have to keep the spectators away from it. Right now 300 ft. seems ample; all the close ones I have seen have been well within that distance. Sure as heck, if no one is in the way you can't hit them no matter what the speed. Then, too, of course, it makes little difference if you clobber someone at 100MPH or 150, the result will be the same! Better that you keep people out of the way...a couple of for instances..I saw a guy get his back broke when hit blind by a FREE FLIGHT in the glide...then too, I guess you know that many of the pattern jobs are now flying over 100 MPH so what do you do to slow down and how far do you go?

I would think that you would have to get up to the 2:00 bracket before you would accomplish any of your goals speed-wise. And you would have to do it without disturbing things too much or else you would have a revolution. You sure as heck can't do it with the airplane, Formula II and FAI prove that and any other change would be too big. The prop idea would do it but the result would be something else. Only way would be a "one design," perfectly stock prop and you can bet the cheating would start and we sure don't want to encourage that!

The only answer seems to be to reduce power and you have to do it so that there is no radical engine change needed, to keep the troops happy. I would expect that you know that there is a way to do it which would not upset anything that we are doing now and would be adaptable to ANY engine. The only way you can reduce the power on ANY AND ALL ENGINES is to reduce the AMOUNT of fuel feed to them. No matter how exotic the engine is, if its fuel intake is limited you just can't improve the power a great deal. With our current engines at such a high state of development it seems unlikely that any great improvement could be had through changed engine design. Right now they are engineered to devour gobs of fuel and if you restrict the amount available there would be little that could be done to get any more through the engine.

The stock car boys have used the idea with success and I believe so have the boaters. So we have some experience to draw on as they have the same desires and problems which we have.

I suppose you have guessed that I am talking about a restricted venturi and that it is not a new idea. To support it I only have to say that I have never heard any real engine man say that it would not work. Most of them just shake their heads because a restricted venturi defeats real quickly all the fancy work they have done with the rest of the engine to make it more powerful!

How to do it: All of our engines today have removable carburetors so all we need is an "accessory carb" with the smaller hole. Very quickly some engine man could find the needed size, a couple of hours work by a good man would do it. About a 4000 RPM reduction is needed with the best engines. Probably 15K on a 9-6 would be 2:00 in Formula I. If you want a guess as to size you probably would have to go back to about a 3/16" diam. venturi bore.

The catch would be not to make it too small to start with; it takes SOME POWER to fly a Formula I SAFELY if you think about it, especially the take off. Also remember we got down to the 1:40s with the old front rotors and these new engines make them look like coffee grinders! An asset, of course, is that you would always have a CONTROL over the power, as needed from year to year the hole size could be changed.

Editor's Note: Another letter submitted to Adam Sattler (with no signature visible on my copy) seemed to favor Formula II over FAI and suggested bigger props, mufflers, smaller carbs, and/or lower nitro fuel as a means of slowing down Formula I. Adam Sattler's comments follow:

As you can see, there is still strong feeling from many in Northeast to keep Formula II as an event because it fits our local field conditions so well. Unfortunately, it makes it difficult for a C.D. to get in five rounds of Formula I, FAI, and Formula II in on a one-day meet. Some meets in Northeast in '72 ran FAI and Formula II together, but required FAI planes to keep landing gear extended. This year Connecticut, at my suggestion, listed FAI unrestricted and dropped Formula II. Some of us would like to fly I, II, and FAI but it can't be done practically. I suspect Formula II ships will be allowed to fly the FAI event but will have to use cold fuel. This year will be the year of decision for the Northeast.

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South Central West: From V.P. Gale Helms, 5709 Waltham, Ft. Worth, Texas 76133:

1973 Contest Schedule

✓May 27	Ft. Worth, Texas
~~✓June~~ 2-3	Oklahoma City, Okla.
June 23-24	Oklahoma City, Okla.
Sept 23	Ft. Worth, Texas
?	Dallas, Texas
?	Corpus Christi, Texas
?	Oklahoma City, Okla.

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South Central East: V.P. D.C. May, 1916 Piedmont Rd., N.E., Atlanta, Georgia
After two races, District standings are 1 - J. Maki, 2 - D.C. May, 3 - C. Krueger

From Norm Holland, Suite 214, 807 W. Morse Blvd., Winter Park, Fla. 32789:

The FMPRA sponsors another racing event besides Formula I to give the over the hill group something to do between Formula I races and also to encourage racing in general. The FMPRA generated a set of Ugly Stik rules which call for a stock aircraft with stock pattern type engine and then fuel supplied at the race. We now have normalized the aircraft and have an event of skill. We have gone one step further to encourage the beginner and that is we offer two classes of pilots, Novice and Advanced, both competing for the same trophies. However, we handicap the Novice pilots in seconds greater than 2:30 and start all advanced pilots head to head, at a zero time equivalent to 2:30 handicap. All in all, it's an exciting day for beginner and advanced pilot alike and there are two main points that we have accomplished. We have generated racing interest in pilots that would not normally compete, and second and most important, we have many more R/C's that now have interest in helping out at the Formula I races.

On February 25 at Ft. Lauderdale, 21 pilots entered FMPRA's first 1973 Ugly Stik race. First place went to Bill Williamson with a time of 2:14, second place M. Goldberg, Miami, with a 2:29, and third is a new young pilot from St. Pete, Mike Duncon with very fast times of 2:16. Fourth was T. Hettler with a 2:34.

As an added event, there was a fly off of the four fastest aircraft with Mike Duncon taking the race with a 2:12.7, Williamson, 2nd, Fehling, 3rd, and Maki, 4th. Should anyone like to receive a copy of the FMPRA Ugly Stik rules, drop me a note.

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North Central West: Excerpts from letter by V.P. Jim Simpson, 2736 Ellsworth, Omaha, Nebraska 68123, dated February 16, '73:

I did not submit a candidate from our district for the National Championship race, because our flying season is the shortest of any district. Check date of first snow in Montana-Wyoming where most of our activity is scheduled. Instead, I voted in favor of So. Calif./Texas/Florida sites to be rotated and to be held in Thanksgiving-New Year's time frame. Thus we have legitimate excuse for one week winter vacation with wife (hereafter known as caller-pit man) at a time when we need it most. Seriously, I checked the Global Weather Central Office for seasonal norms and it is really just too dang cold to justify a contest up here this late.

Now, let's consider how you get to that national contest. Win our district contest! As proposed, the top 20% of each district would be eligible for the National Championship. Please get your flying buddy to join--that way we will get more pilots to the National Championship Race.

Our upcoming contest season is rapidly taking shape. So far I have heard from Simon Dreese (my assistant for Montana, Wyoming, Colorado area), Mel Reed of Helena, Lee Hamilton of Cody, Wyoming; Jim Bertoglio and Don Moden of Kansas and Doug Ferguson from Omaha. These gents have provided the contest calendar as outlined below.

NCW Contest Calendar

April 8	Billings, Montana	Pylon/Sport
April 29	Omaha, Nebraska	QM/Sport
May	Helena, Montana	Formula I/Sport
May 5-6	Cowley, Wyoming	Formula I/Sport
May 6	Omaha, Nebraska	QM/Sport
May 13	Salina, Kansas	Formula I/QM
June 2-3	Billings, Montana	
June 17	Omaha, Nebraska	QM/Sport
June 24	Wichita, Kansas	All Pylon
July 14-15	Freemont, Nebraska	Formula I
July 14-15	Cody, Wyoming	Sport
July 22	Omaha, Nebraska	QM/Sport
Aug 12	Omaha, Nebraska	QM/Sport
Sept 1-2	Billings, Montana	Formula I/Sport
Sept 16	Salina, Kansas	Formula I/QM
Sept 29-30	Council Bluffs, Iowa	All Pylon

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North Central East: From V.P. Jim Buchman, 6209½ W. 175th St., Tinley Park, Illinois 60477:

The Feb. 11 Chicago Pylon Club meeting scheduled the following races:

~May 20	Muscatine, Iowa	F I and F II
~May 27	Chicago-Checkerboard	F I, QM, Open
June 17	St. Charles, Ill.	F I, QM, Toad
June 24	Spring Valley, Decater	F I, QM
July 15	S.A.C. (Flossmoor Rd. and Central)	F I, Open
Aug 5	Chicagoland (Rt. 53&72)	F I, QM
Aug 26	Morris, Ill. (Airport	F I, QM
Sept 9	Aledo	F I, F II

Also, my assistant V.P., Jerry Bayless, from the Decater contingent gives two additional dates, April 22 and August 12, as yet unconfirmed. Any clubs in area surrounding Chicago within 300 miles please correlate with the above schedule, and by all means contact the Chicago Pylon Club (CPC) or Horace Cain, who is the AMA contest coordinator for this area. Anyone interested in joining the CPC, please write to: 2445 Hamilton Dr., Elk Grove, Ill. 60005, or call: (312) 437-7070.

The CPC discussed the proposal by Jim Simpson concerning Standard and Unlimited classes of racing. In districts such as California where it is no problem to get 30 to 40 racers, they can be split into two classes and still have a race. However, here in the Midwest, we cannot afford to split the entries, or to have another class. This proposal could be implemented only when desired by a host club, and then all advance race notices should publicize the two classes. However, even in this optional form, I am against it altogether on the basis of my district's best interests.

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QUARTER MIDGET

Memo from: Ed Rankin, NMPRA President, 6072 Wonder Dr., Ft. Worth, Tex 76133, dated February 16, 1973:

Based on a membership opinion poll, the NMPRA has voted overwhelmingly to accept the Quarter Midget Event into the NMPRA. We will be exceedingly happy to welcome into our organization the enthusiastic pilots who fly these racers. We encourage all of the Quarter Midget Leagues and flyers to join the NMPRA immediately to receive the full benefit of membership in this dynamic racing organization. A portion of our newsletter will now be devoted to this activity which will further aid in its growth. Please write Gil Horstman, Sec/Treas, P.O. Box 356, Milpitas, Calif. 95035 or your NMPRA district V.P. for a membership application card.

Because of the anticipation of large Quarter Midget membership, and to preserve the intent of the event, a parallel organization will be established. An Executive Vice President will be appointed who will be responsible for all activities and report to the President. In addition, an Associate V.P. will be appointed in each of the seven NMPRA districts who will be responsible for activities in their districts and report to the QM Executive V.P.

Until these appointments are made and the parallel organization begins to function, I have appointed John Elliot, 19412 Olana Lane, Huntington Beach, Calif. 92646, phone (714) 962-2701, to coordinate all activities with NMPRA and AMA. He will also coordinate the differences between the QMRC and QMPL and help evolve a compromised set of rules that can be submitted to the AMA Contest Board for making it an official AMA national event. I suggested that these issues be discussed and settled at the Toledo Conference which was scheduled for the end of February. Also, a list of candidates for the Quarter Midget offices should be compiled which can be submitted to the NMPRA for membership vote.

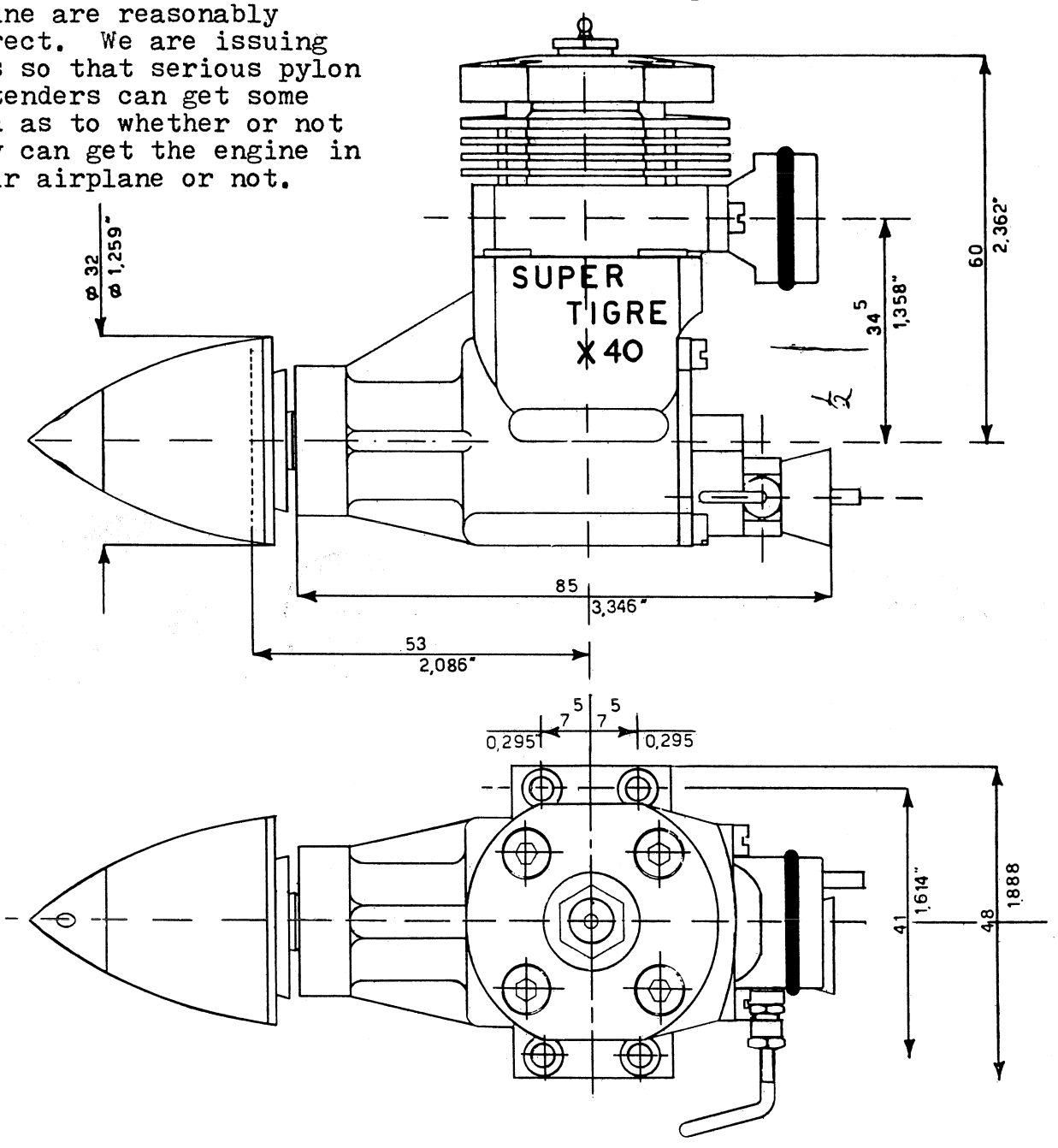
From Bob Penko, President QMPL: Here is the gist of the Quarter Midget Conference at Toledo on February 24, 1973:

It took 30 guys from all over the U.S. about six hours to thrash out a set of rules to be presented to the AMA so they can make Quarter Midgets a provisional event. We used the Los Angeles group's set of rules as a basis and went down the line and voted on each paragraph. There was much revision and we came up with a good set of rules. The thinking on all rules was toward the "slow" philosophy and even the canopy width was considered. In spite of this the group felt that it would not matter if the most important part of the plane, the wing, was not covered by a tip thickness rule. So in spite of my presentation, we will have only the root dimension, 7/8" minimum, with straight line taper, as the wing rule.

General:	Back up airplanes must be on same frequency. No Deltas or tailless types allowed. Cross country racers OK.
Engines:	Stock R/C type. Carburetor must be stock R/C .15 size catalogued for the engine used. No reworking allowed on either engine or carburetor. Both must be available through normal retail channels and made in quantities of 1000 or more. No pressure allowed.
Props:	Commercially available through normal retail channels--only balancing allowed. Nylon, fiberglass OK to use.
Fuselage:	2-3/4" wise, 5" deep. These points need not coincide.
Landing gear:	No retracts, no brakes, wheels free rolling. Minimum diameter 1-1/2".
Wings:	7/8" minimum thickness measured outside wing fillets, straight line taper. 300 square inches. Biplanes: 5/8" top wing, lower wing may be 1/2" thick if its area is greater than 2/3 of the upper wing.
Weight:	2-1/2 lbs. minimum, 4 lbs. maximum
Idle Requirements:	Engines must idle well enough to pass an idle take-off or idle landing rule, option of the C.D. or both may be used. On idle take-off, plane must not roll for 10 sec. before each heat. Penalty is zero score for that heat. On idle landing, engine should be running at point of touch-down. No "controlled crashes" allowed. Penalty for dead stick landing is 1/2 point.
Race Procedure:	One and a half minutes allowed for starting engines. Race-horse starts or draw lots for starting position (optional). Ten laps are run, pylon judges compare notes after the heat. Score is: 4 points for first, 3 for second, etc. For a dead stick landing, delete 1/2 point.
Cuts:	Same as Formula I. One cut costs plane one lap, two cuts results in a zero for that heat.
Race Course:	2 miles long, 10 laps. 3 pylons, base of pylons 100' apart. Starting line is 100' up from base leg. Long leg of course is approximately 478', but race course may be other than an isosceles triangle to fit the terrain or if a C.D. prefers the staggered third pylon layout. Use one judge at each pylon.
Fuel:	15% nitro maximum. Brand must be specified in advance and available through normal retail outlets.

NEW PRODUCTS: From John Maloney, World Engines, 8960 Rossash Ave., Cincinnati, Ohio 45236, dated February 8, 1973:

Mr. Garofali of Super Tigre didn't make it to Nuremburg this year, because he is home struggling to get the new X40 Super Tigre out for the coming summer season. He reports that quite a few of his new die castings are complete and that he has run many of the parts that will be required to assemble the first batch of these engines. We are producing a full size drawing of this engine, which is a very preliminary drawing. We have reason to believe that there have been quite a few minor changes since this drawing was made; however, we think that the basic mounting dimensions and the size of the engine are reasonably correct. We are issuing this so that serious pylon contenders can get some idea as to whether or not they can get the engine in their airplane or not.



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OPINION POLL (Send to Ed Rankin and your V.P.) Shall the NMPRA change the engine production rule to require an increase in the minimum number produced?

Circle one: 1. 100 (no change) 2. 500 3. 1000

We would have made two copies, but obviously, we are running out of room.....

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

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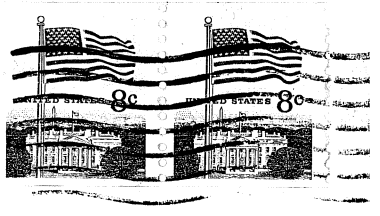

FIRST CLASS

TO: Ed Rankin
6072 Wonder Dr.
Ft. Worth, Texas
76133