

NMPRA

NEWS RELEASE

*Recd
7/10/73*

NATIONAL MINIATURE PYLON RACING ASSOCIATION

Business Address: E. 11223 La Crosse St., Spokane, Washington 99206

JULY, 1973

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

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

From the contest reports, I see that there are still a few flyers that attend all the races in their districts that are not NMPRA members. Fellows, you need to take advantage of membership privileges especially to be able to qualify for the Championship Race, the National Season Points awards, and to help formulate the race rules. Other advantages are membership purchase privileges of patches, decals, caps, shirts, racing books. The main advantage is receiving the newsletter with contest reports, and national events. Members, pass this information on to these people. The So. Cal. district requires NMPRA membership to enter their contests, and this is great.

Some have asked about product decals, and Gil advises me that we don't handle these anymore. But you can purchase them from Orbit Electronics.

The NMPRA Race Procedure Guide can be ordered from AMA Hdqrs. I have requested that Chuck Smith assign someone in his district to incorporate the So. Cal. new safety procedures into the guide.

AMA has confirmed our NMPRA meeting at the AMA Nats. It will be on Tuesday, August 7, at 7:30 p.m. So far, all of the NMPRA officers have indicated they will be there, so here is your chance to meet them.

Some have asked for clarification of the new FAI rules, especially the use of a tuned pipe this year (Yes). I have asked Cliff Telford to write a summary of the new rules, which is included in this newsletter. AMA has confirmed Chuck Smith's appointment to the FAI RC Pylon Racing Subcommittee (CIAM). Congratulations, Chuck! Also, congratulations to the Smith Family for their recent purchase of Larry's Hobby Shop, 8960 Reseda Blvd., Northridge

V.P.'s and members, you could help my work load if you could send your contest results for National Point tabulation to me immediately after the meet instead of waiting 2 or 3 weeks. Also, send your contest write-up to Ed Hotelling promptly.

Bill Cooper is doing a tremendous job for QM and NMPRA. He has enlisted a lot of new members. His latest endeavor is a QM Nationals at Rough River, Kentucky, September 8-9, sponsored by MAN.

My biggest job this month was making an NMPRA response to the Contest Board on the new rule proposals. We are charged by the AMA Executive Council to advise the Contest Board on all new pylon proposals. The official proposals were received on May 14 and the response was mailed to Hdqrs. and all NMPRA officers on May 17. The response is very long and will not be published in our newsletter, but I have requested AMA Hdqrs. to publish it in AMA-CN. See your V.P. for a copy. All of the new proposals are published in the AMA-CN. Our advice to the Contest Board was as follows: The proposals, "Change engine to .20 disp. with idle/safety rules" and "One design pylon racing rules", are unacceptable in any form. The proposals, "Quarter Midget Rules", "Moving Race Course", and "1000 engine minimum", are approved

by NMPRA. Remember that the "Race Course" and "1000 Engine" were sent to all NMPRA officers and engine manufacturers on March 20 for approval before they were submitted. World Engines representing ST responded on May 8 and voted for 300 engine minimum with other engine manufacturers responding by March 29 and voting for 1000 minimum.

I received a 28-name petition on May 29 sponsored by Bob Stockwell and sent to AMA Hdqrs. to "table" the 1000 engine minimum proposal. The petition stated that I had "made the proposal precipitously and prematurely without adequate consultation with the membership" and that the proposal be "tabled until it is clear what the consensus of the membership really is." Thank you fellows for your belated help and advice, but you and the membership had a chance to vote in the opinion poll but didn't. Chuck Smith advises me that this is a minority report and doesn't represent the majority in his district, and that it doesn't change his vote. This is an NMPRA proposal (not mine) and it was channeled through the proper organizational procedure. Premature? We have been discussing the subject in the newsletter for over two years. There is no "table procedure" in the AMA Contest Board procedure. They have a preliminary vote, then a Phase II vote. All of the membership should write their District AMA Contest Board member and express their opinions.

The President's letter is mailed to all the V.P.'s at the same time it is mailed to Ed Hotelling so that they can be informed of all business matters promptly.

Gil Horstman reports that our membership is 420 as of June 10. This is compared to 500 for last year. Also, Gil has moved and his new address is: 11223 E. La Crosse, Spokane, Washington 99206. Please send all NMPRA business to this address.

A summary of season activities: There will be a District Championship, Season Championship based on National Points, and a Flyoff Championship at the NMPRA National Championship Race which will require qualification to participate. Also, a Certified Racing Pilot certificate will be awarded to all members who have earned 300 national points or more. Qualification requirements for the Championship Race, Formula I: (1) Top 20% in each district or a minimum of 10, (2) Top 10 from 1973 AMA Nats, (3) All NMPRA V.P.'s, Editor, Sec/Treas, President (not counted in district quota). No qualification required for FAI, and this event will be open to all NMPRA members.

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

Late Newsletters. Why didn't the last newsletter arrive on the first of June? Good question! For an answer take a look at the path your newsletter followed before arriving in your hands. After compilation, editing and typing, the original smooth copy of the June newsletter was mailed from here in Camarillo, California, on May 15th to the printer, Bob Francis, in Santa Cruz, California. Formerly, NMPRA Sec/Treas Gil Horstmann got the printed newsletter directly from Bob Francis and folded, stamped, addressed, and mailed it in the Bay area. However, Gil Horstmann has just moved to a new home in Spokane, Washington. By the time the printed newsletter was shipped up to Spokane, Gil couldn't mail it out until June 8th, even though he only took three days to process it. My copy didn't arrive back here in Camarillo until June 12th, exactly four weeks after the original was mailed. Obviously, all the NMPRA members could get faster reporting if the operation could be streamlined.

Hopefully, this July issue will be out earlier, but a permanent solution to the delays inherent in mailing the newsletter from editor to printer to distributor to member require that the editor, printer, and distributor all live in the same area. Since distribution takes several days work, it is unreasonable to have the same person edit and distribute the newsletter. Therefore, I propose that next year wherever the NMPRA editor lives, another member in his locality volunteer to distribute the newsletter to cut down this handling delay. As a matter of fact, if you would like to cut down on this delay now, why don't you volunteer to help now. If someone in the Los Angeles area, or preferably in the San Fernando Valley, will volunteer to take the smooth copy to the printer, and then fold, stamp, staple and address the newsletter, it could be in the mail a week after typing. Just call me at 805 482-7547 if you would like to help.

This suggestion is not intended to detract from the excellent job done presently by Bob Francis and Gil Horstmann, but rather to suggest a long range solution to the unwieldy delays inherent in the present process.

Incidentally, note the Sec/Treas's new address. All correspondence concerning business matters and your current address should go to him.

Wake Turbulence. If you had ever been in an airplane which rolled to the left up to a 90° vertical bank while you were giving full opposite rudder and aileron control only a couple of hundred feet off the ground, you would have become a believer in wake turbulence! Not just a result of prop wash or jet wash, wake turbulence results from the spilling of high pressure air from the bottom of a lifting surface around the edge to the low pressure air on top. Photographs made in translucent air of an airplane from the rear usually show a corkscrew spiral going clockwise from the left wing and counter clockwise from the right wing. Unfortunately, wake turbulence usually cannot be seen unless you fly in smokey air.

What does wake turbulence have to do with racing? Like midairs, you probably figure it won't affect you. However, if you encounter wake turbulence and consequent loss of controll, you may crash if you have insufficient altitude to recover in smooth air. I saw two of the nation's best pylon flyers crash airplanes after encountering wake turbulence around #3 pylon at Bakersfield. Their equipment and piloting ability are beyond question, but ten feet was not sufficient altitude to escape from the turbulent air and regain control.

Since high G loads and high angles of attack increase the severity of wake turbulence, the vicinity of all pylons is ripe for encounters. For safety's sake then, avoid wake turbulence by staying slightly higher than the plane you are following, especially around the pylons.

NATIONAL POINTS STANDINGS - June 10, 1973

Place	Name	Formula I		Points	No. of Contests
		NMPRA	NO.(DIST.)		
1	J. Maki	22T	(SCE)	428.6	5
2	D.C. May	11S	(SCE)	364.1	4
3	B. Williamson	21T	(SCE)	353.0	5
4	J. Bertken	30B	(SoCal)	336.7	4
5	K. Nogy	12C	(SoCal)	302.7	3
6	B. Smith	51C	(SoCal)	290.9	3
7	C. Krueger	44T	(SCE)	281.2	4
8	T. Prather	93B	(SoCal)	273.0	3
9	R. Sizemore	28I	(SCW)	269.1	3
10	E. Rankin	1 ER	(SCW)	255.3	3

NATIONAL POINTS STANDINGS - June 10, 1973 - F II/FAI

1	J. Schuy	25E(West)	175.3	2
2	R. Awe	44E(West)	140.4	2
3	Mikko	45E(West)	139.4	2
4	L. Sperderg	27E(West)	127.5	2
5	B. Root	26E(West)	117.3	2
6	J. Booker	43E(West)	114.3	2
7	S. Arstad	42E(West)	72.7	2

CORRESPONDENCE

From FAI R/C Pylon Subcommittee Chairman, Cliff Telford, 8612 Rayburn Road, Bethesda, Maryland 20034, to Ed Rankin, dated May 23, 1973:

I received your letter today requesting a column for the NMPRA Newsletter concerning new FAI rules, so here goes. I will be brief, and for further explanation I refer anyone interested to the December, 1972, and February, 1973, issues of AMA Competition Newsletter:

At the CIAM meeting in Paris, November 1972, the following proposals were acted upon:

1. U.S. proposal to clarify the "semi-scale" aspect of the pylon racers was referred back to the subcommittee. No change for 1973.
2. U.S. proposal to delete the requirement for a rotating barrel carburetor was passed. Rule 5.2.3. now reads similar to our Formula I rule which allows a "shut-off" which must kill the engine in five seconds.
3. Finland's proposal to allow a silencer with a single outlet of 7 mm. maximum diameter was referred back to subcommittee.
4. The sentence in 5.2.3.1 which prohibits the use of tuned exhaust systems was deleted. However, the Committee on International Sporting Aviation (CASI), a higher body than the CIAM, delayed the effective date of that deletion until 1975, for use at international contests and world championships. For U.S. purposes it was announced in the February, 1973, Competition Newsletter that the action of the CIAM should be effective immediately to allow the modelers the maximum length of time to experiment. So as it now stands, tuned pipes will be legal in the U.S. in 1973.
5. Add to rule 5.2.6.1 "Filletts are not considered part of the fuselage cross-section".
6. Change rule 5.2.6.3 to minimum wheel diameter of 57 mm. (2.24 inches).
7. Change rule 5.2.9 to read "80% methanol, 20% castor oil" instead of the 75-25 mixture previously used.
8. Rule 5.2.10. Change the fourth sentence to read, "All take-offs will be R.O.G.; no mechanical device will be used - - -, but hand pushing will be allowed."
9. Rule 5.2.10. Pylons will be between 4 and 5 meters high (13.12 ft. to 16.4 ft.).
10. Rule 5.2.12.2 was changed so that flagging at the No. 1 pylon is now like our Formula I rules.
11. Rule 5.2.12.4 defines how the sideline judge will flag to signal flying over the spectators and allows an "audible signal" for cuts at No. 2 and No. 3 pylons.
12. Rule 5.2.12.6 - Starting. The second sentence is deleted and an additional clarification was added to prohibit a pit stop or re-start after the two minute starting time.
13. Rule 5.2.12.10 was changed to allow simultaneous starts if sufficient room exists between all aircraft.

14. Rule 5.2.12.11. A sentence was added "Persistent flying below the top of the pylons may be considered dangerous to the course officials."
 Note: See 9. above. This could result in disqualification.

15. Rule 5.2.12.12 was changed to allow "team entries" of no more than two persons.

16. Rule 5.2.12.12 in reference to mid-air collisions was changed to be similar to Formula I rules. Note also that two models are permitted and either one may be used, but only one per heat.

17. Rule 5.2.13.1 was changed to use a 4,3,2,1, point system for scoring.

18. The U.S. proposal to use times for tie-breaking and finalize heat results immediately was referred back to the subcommittee.

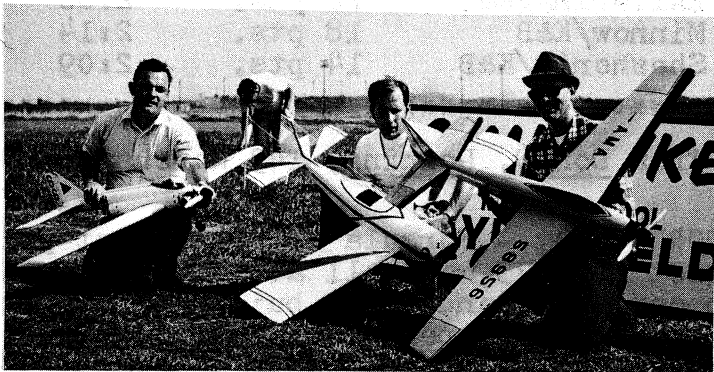
All of the above changes have been incorporated in the 1973 AMA Rule Book.

Anyone desiring to voice opinions or make proposals before the August 15 deadline should write to Chuck Smith, the U.S. FAI Pylon Delegate, with a copy to me. Note that items 1, 3, and 18 will be reconsidered by the subcommittee along with any new proposals.

DISTRICT NEWS

North Central West: From V.P. Jim Simpson, 2736 Ellsworth, Omaha, Nebraska:

The OMAHAWKS R/C Club sponsored their first pylon races of 1973 on April 29 in Omaha, Nebraska. Newly appointed QMVP Doug Ferguson and the very capable Bob Peterzen did an outstanding job. The results are as follows:



SPORT PYLON (R to L in photo)
 1st - Keith Paskewitz
 2nd - Dean Copeland
 3rd - Jim Phillips

QUARTER MIDGET
 1st - Keith Paskewitz
 2nd - Leo Prescott
 3rd - Olie Olson

On May 6, 1973, the Great Plains Pylon Racing Championships were held in Wichita, Kansas. CD Don Moden reports the day started dreary and they raced the weather all day long. There were 25 entrants total and the results follow:

Formula I Expert:			
1	Ed Rankin	Miss Dara/K&B Sch	1.38.5 20 pts.
2	Jim Bertoglio	Ballerina/K&B Sch	1.33.6 19 pts.
3	Romayne Sizemore	Ballerina/HP Sch	1.44.6 19 pts.
Formula I Novice:			
1	Terry Rollins	Ballerina/K&B .40	1.52.9 14 pts.
2	Glen Zellner	/K&B .40	2.00.5 11 pts.
Quarter Midget:			
1	Gale Helms	Minnow/ST .15	15 pts.
2	Monty Moncrief		11 pts.

Following contest report from Simon Dreese, Rt. 1, Box 48, Broanview, Montana 59015, whose wife called no cuts for him in all five rounds (!):

Date - May 5-6, 1973; Location - Cowley, Wyoming; Contest Director - Bob Wilson; Event - FORMULA I; Weather - Excellent; Results as follows:

1	Simon Dreese	39G	Minnow/K&B 71	19 pts.	2:17
2	Dan Santich (Denver, Col.)	9G	Ballerina/ST	16 pts.	2:09.4
3	LeRoy Bangert	38G	Minnow/K&B	15 pts.	2:11.8

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Following contest report from Melvin Reed, 5649 Alabama Dr., Helena, Montana 59601:

Date - May 19-20; Location - Helena, Montana; Contest Directors - Mel Blanchard and Frank Flynn; Events - FORMULA I and SPORT, Novice and Expert; Weather - Cloudy with 30 mph. winds; Results as follows:

1	Simon Dreese	39G	Minnow/K&B	16 pts.	2:15
2	Darald Cady	42G	Mustang/K&B	15 pts.	2:05
3	Chuck Blanchard	14G	Shoshonik/K&B	14 pts.	2:08

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Following report from Simon Dreese:

Date - June 2-3; Location - Billings, Montana; Contest Director - Bob Willson; Weather - Windy and wet. Formula I Results as follows:

1	Speed Leckie	45G	Ballerina/K&B	20 pts.	2:06
2	Simon Dreese	39G	Minnow/K&B	18 pts.	2:14
3	Chuck Blanchard	14G	Shoshonik/K&B	14 pts.	2:09

South Central West: Contest Report from Don D. Downing, 143 Manchester Dr., #140, Euless, Texas 76039:

Oklahoma City, May 20, 1973 - TORKS Meet - Formula I. The first pylon meet in the South Central West District for '73 was well attended with 21 entries. The Torks field was in top condition and their built-in facilities, underground PA system, light system, sprinklers, permanent restrooms and drinking fountains are difficult to surpass. The meet was "blessed" with winds in excess of 25 mph, and 90° to the runway. There were several mishaps due to the weather conditions. Nevertheless there were many close races, especially the fly-off for 3rd place between Ed Rankin and Jim Bertoglio with Ed barely edging out Jim Bertoglio. Also the fly-off for 1st between Gerry Heithold and Romayne Sizemore was very close. In all it was a very well run meet and a thanks goes to the Torks.

(R to L) 1st - Gerry Heithold
2nd - Romayne Sizemore
3rd - Ed Rankin



Final results of the Oklahoma City, May 20, Torks Meet:

1	Gerry Heithold, Ark.	App.	Little Mike/HP	16	1:48
2	Romayne Sizemore, Ok.	28I	Ballerina/HP	16	1:45
3	Ed Rankin, Tx.	1 ER	Dara/K&B Sch	15	1:37
4	Jim Bertoglio, Ks.	29G	Ballerina/K&B Sch	15	1:39

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Contest Report from Don D. Downing:

Fort Worth, May 27, 1973 - Thunderbirds meet - Formula I. The second pylon meet in the South Central West District for '73 was similar to the Oklahoma City meet of the previous weekend with 19 entries and a 90° cross-wind. This time, though, the wind was 37 mph. plus gust. Take-offs were something to see--if you could get off at all. Monty Moncreif flew his new all-wood Dara--barely 5 lbs. and it moves. Thanks goes to the Civil Air Patrol Cadets for their help plus many Thunderbirds members who saved the day when not quite as many CAP's showed as had been trained. Final results:

1	Don Downing, Tx.	66H	Dara/ST	18	1:41.6
2	Monty Moncrief, Tx.	33I	Dara/HP	15	1:37.4
3	Romayne Sizemore, Ok.	42I	Ballerina/HP	15	1:43.0
4	Wayne Browning, Tx.	44I	Minnow/ST	14	1:57.2
5	Gary Clay, Tx.	23I	Minnow/ST	13	1:52.6
6	Glenn Zellner, Ok.	42I	Minnow/K&B	13	2:04.4
7	Ed Rankin, Tx.	1 ER	Dara/K&B Sch	12	1:39.8

Northeast: Contest Report from V.P. Adam Sattler, 29 Waldorf Place, Schenectady, New York 12307:

May 6, 1973, Hadley, Massachusetts. The 1973 racing season opened in New England with 12 entries in Formula I and 9 in FAI. Weather was overcast with occasional bursts of brilliant warm spring sun. Five rounds of Formula I racing yielded the following results:

1	Jerry Wagner	ST	1:37
2	Bob Barkowski	ST	1:51
3	Butch Schroeder	ST	1:39

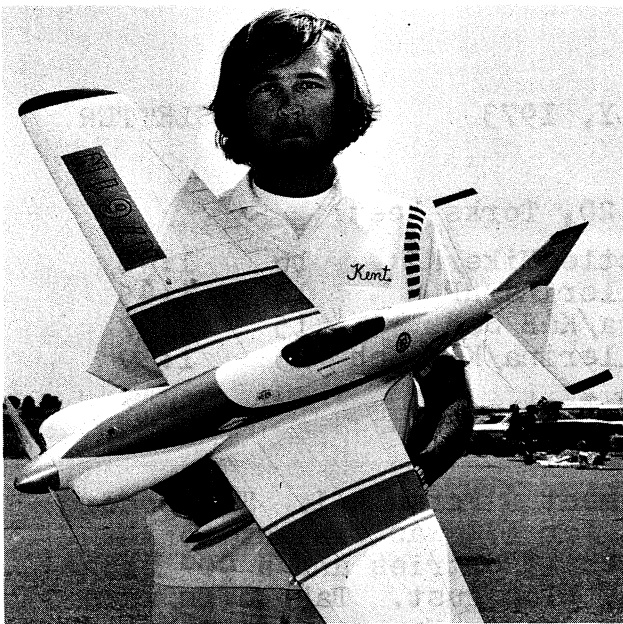
First place was determined by best time. Adam Sattler and Pete Reed dropped out early due to engine problems. Butch Schroeder shaved 13 seconds from day's previous best time by using one of Jerry Wagner's props. Jerry is still using a prop first put on in June, 1972. (It's wood) Six rounds of FAI resulted in following results:

1	Jerry Wagner	ST	2:07
2	Jack DePace	K&B	2:25

Adam Sattler and Bob Noll mid-aired at the scatter pylon following take-off in round five ending Noll's bid for first place. Noll's best time was 1:59 until the mishap.

Note: Due to the Nationals, the second Olean race has been moved up from August 5 to July 22.

Editor's Note: Please remember the deadline for submitting material is the 10th of the month for the following month's newsletter.



Expert - 1st KENT NOGY



Standard - 1st JACK LEE



Expert - 2nd WHIT STOCKWELL



Standard - 2nd JOHN POWELL



Expert - 3rd CHUCK SMITH



Standard - 3rd LOUIE ZIENNEKER

Southern California: V.P. Chuck Smith, 8509 Lennox Avenue, Panorama City

Thanks to Dick Tichenor for these pictures from SGVRCL Formula I Race May 5&6 at Mile Square. See June issue for Jerry Silverman's complete report. Dick's excellent pictures are on opposite page.

From Chuck Smith, a report on the Valley Flyers Formula I Race, May 19-20, Mile Square Field, California:

The second race in the So. Calif. race schedule was very successful with 60 total entries, 31 in the Standard class and 29 in the Expert class. Eight highly competitive rounds were flown with virtually a complete rotation of all the flyers. As can be seen by the similarity of the fastest times in the results, there were many extremely close and exciting races in both classes.

Lou Governale used his high speed and consistency to fight off all his competitors and finish the contest undefeated and in first place. This was his first trophy in Formula I, which was true of all the trophy winners in the Standard class.

Whit Stockwell beat everyone in the Expert class except Dan McCan for a well deserved first place win. Whit's smooth, consistent flying demonstrated how it's not necessary to practice in order to stay on top in pylon racing. Whit put in one test flight before our first race this year and that was the first time he had touched his transmitter since last December. The same story applies to several other top flyers in this district.

Glen Spickler and Jerry and Jean Christensen came down from Bakersfield to do their usual superb job on the flight line and Bob Bleadon kept the contest going at a quick pace as Contest Manager. Jack Fabri organized a great group of Boy Scouts who did an excellent job as lap counters and flagmen.

Standard Class

1	Lou Governale	Miss Dara	K&B	1:45.2
2	Loren McCray	Miss Dara	K&B	1:42.7
3	Bob Wilde	Midget Mustang	K&B	1:47.0
4	Tony Brown	Miss Dara	K&B	1:48.4
5	Howard Reed	Minnow	ST	1:47.0
6	Henry Bartle	Cosmic Wind	K&B	1:46.7
7	Tad Sato	Ballerina	HP	1:53.0
8	Rod Schmidt	Minnow	ST	1:46.9
9	Mike Atzei, Jr.	Minnow	K&B	1:56.0
10	Robert Johannes	Miss Dara	K&B	1:43.9

Expert Class

1	Whit Stockwell	Minnow	K&B	1:24.9
2	Kent Nogy	Minnow	K&B	1:26.6
3	Bob Smith	Miss Dara	K&B	1:24.9
4	Joe Foster	El Bandito	ST	1:26.6
5	Terry Prather	Minnow	ST	1:28.0
6	Charlie Shaw	Miss Dara	K&B	1:30.4
7	Larry Leonard	Miss Dara	K&B	1:26.5
8	Dan McCan	Miss Dara	K&B	1:26.5
9	Chuck Smith	Miss Dara	K&B	1:28.4
10	Ron Sheldon	Miss Dara	ST	1:29.5

From Glen Spickler, 4208 Santa Cruz St., Bakersfield, California 93307, a report on the B.A.R.K.S. Bakersfield Air Races, June 9 & 10:

They came to race and we were ready for them with new pylons, new barrier at No. 1 with lights instead of flags, new protection for lap counters, and plenty of help. 85 entries showed up to fly.

We had the good fortune this year to be sponsored by Model Airplane News. Walt Schroeder came through with a beautiful display of trophies, twenty in all. This provided trophies to almost 25% of the contestants. We also had a new perpetual fast time trophy (won by ever fast Bob Smith). In addition, we tried something new for distribution of merchandise. Every contestant and every worker was given one ticket for a raffle (no tickets were sold). Raffle prizes were provided by Kraft Systems, C-B Enterprises, Royal, Kraft-Hayes and K&B (K&B also donated the SuperPoxy for the pylons and it is super). Some prizes which were varied--hinges, wheels, gastanks, glow plugs, etc.--were given away throughout the contest. Then on Sunday, prior to trophy presentation, we brought out the big guns: a Veco .61 for the workers, a K&B .40 Sch for Standard Class, another K&B .40 Sch for Expert Class, and finally, a Kraft 4 chnl. radio. We always try to do something different every year at Bakersfield and we felt that this method of passing out merchandise would be accepted (it was) and would provide some interest to the often forgotten workers. I have watched help become more and more of a problem every year at other races and make a strong effort to keep my help by providing good working conditions and some other incentive to make these people want to work. We rotate our work crews every hour: one hour lap counting, one hour flagging, and one hour off to watch the races. It works. I have had people say, "That's easy to do when you have so much help," and the answer to that is we have the help because we do it. No one wants to stand out in the hot sun for two days waving a flag; they may do it one year, but chances are they won't be back next year.

Walt Schroeder also brought with him some beautiful paper weights made from marble with an enamel and chrome medalion. These were given to all contestants and workers.

Now on to the racing part of the program. 85 entries broke down into 40 experts and 45 standards. Due to the large number of entries we only flew 7 rounds. The temperature was on the warm side and the humidity was high for Bakersfield so no outstanding times were turned, but we did have a lot of fine, close racing throughout. We had a three man fly-off for first in Expert Class that had an interesting side light in that all 3 were from the same club (Valley Flyers), used the same engines (Lee Custom K&B .40 Sch), flew the same airplanes (Miss Dara's) and used the same brand of radio (Kraft). There has to be something significant about this???

One of the grand old men of racing, Ed Von Adelung, with team mate Murphy took the Standard Class. Ed is 76 years young, but you wouldn't know it on the flying field. Bob Violet flew out and teamed up with John Brodbeck and was doing great until their Minnow and Kent Nogy's Dara decided to take up the same airspace. Bob had to sit out Sunday's races. I have a hunch he will be back next year and bring two airplanes. Hope so anyhow. Pete Reed also flew out but couldn't get a flight that would get him here Saturday, so he left his birds at home. We were invaded by a large contingent from Mexico City, a great bunch of flyers and the happiest group on the field. Jack Frye and Bill Hager came out to show their RAF engines but couldn't seem to find the right combination for our Bakersfield weather. Better luck next year, Jack.

All in all, it was a successful race, lots of good people (aren't all pylon flyers?), a good banquet Saturday night (183 attended) where we had a birthday cake for Whit Stockwell (182 people sing Happy Birthday real loud). Don't know what we can do to improve on it for next year, but the B.A.R.K.S. are going to try!

Expert Class

1	Larry Leonard	1:24.4	28
2	Dan McCan	1:22.5	28
3	Bob Smith	1:22.2	28
4	Joe Foster	1:26.8	25
5	Ron Sheldon	1:27.0	24
6	Tom Christopher	1:30.5	24
7	Joe Vartanian	1:23.2	23
8	Wes Morris	1:30.0	22
9	Whit Stockwell	1:33.1	22
10	Terry Prather	1:25.9	19

Standard Class

1	Von Adelung/Murphy	1:41.4	27
2	Tony Brown	1:46.5	22
3	Michael Johnson	1:55.5	22
4	Joe Stream	1:47.9	21
5	Ron Neff	1:46.6	21
6	Nick Maire	1:43.6	20
7	Ron Schmidt	1:41.3	19
8	Jerry Silverman	1:58.8	19
9	Bob Novak	1:47.5	19
10	Tad Sato	1:45.0	18

All ties were broken with fly-offs.

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Editor's Note: The following letter seemed to represent so many people's feeling, it deserves space here. From Edward von Adelung, 3015 Garber Road, Berkeley, California 94705, to Bakersfield R/C Club, c/o Glen Spickler, dated June 12, 1973:

Many thanks for a very pleasant weekend.

With over 100 airplanes and new record times, the B.A.R.K.S. Air Races tops anything in the country. You had all the leading talent, and that fly-off for first place between Larry Leonard, Dan McCan and Bob Smith was the most exciting race I have ever seen.

As usual, your organization was complete and faultless. It takes a lot of capable and dedicated people to conduct a meet of this size so smoothly, and you certainly had them.

I was again impressed by the way Jerry Christenson handled the "Starter" job, and I liked your lap counting system and your new lights and pylons very much. Everything went off without a hitch.

The ladies at the table really kept things moving and results of all races posted up to the minute. Also your announcer giving the results and times of each race added a lot of interest in the event.

Congratulations to everybody who helped! I was very happy I could be there.

West: From Bob Root, 1318/144 S.E., Bellevue, Washington 78007:

The second race of the 1973 Pacific Northwest season, sponsored by the Pylon Racers of Puget Sound (PROPS), was held in fair weather on May 26&27. The race took place at Bethel Field courtesy of the Mount Rainier R/C Society. Of the five fields in the greater Seattle area, this is currently the only one which is satisfactory for racing without mufflers (Formula I).

Saturday and Sunday mornings were set aside for 1/2A racing to encourage new people to racing. There were eleven entries with Nelson Eddy winning and Darrel Cheshire, Stu Arestad, and Don Burt finishing 2nd, 3rd, and 4th respectively. Cheshire and Arestad have started racing FAI this year with good results. The 1/2A racing over the winter has definitely helped their flying.

Although the weather was poor for best engine performance, Jim Booker and Rod Awe from Boise, Idaho, led the six rounds of FAI troupes on Saturday afternoon with faster times than we have seen before in this area. However, John Schuy with his usual excellent flying pushed them throughout the race and had the fastest time (1:50.3). He had trouble setting the needle valve consistently, apparently due to the weather. Flyoffs were necessary to determine 1st and 3rd places.

Six rounds of Formula I were run on Sunday afternoon with seven entries. In the second round there was a mid-air between John Haskin and the Mikko/Howard team at the far pylon. In this area where we have so few racers it is always unfortunate when two airplanes are totaled in such a complete manner.

In general the Formula I was a really good race with all airplanes close in speed capability and everyone being beat at least once. There wasn't any type of engine which predominated. The old K&B's, H.P.'s and Supertigres all seemed to work equally well although the Aldrich modified engines seemed to be slightly better, especially in FAI.

FAI

1	Rod Awe	44E	Rapid Rat	Aldrich HP	1:53.2
2	Jim Booker	43E	Rapid Rat	Aldrich ST	1:50.6
3	John Schuy	25E	P40Q	ST	1:50.3
4	Mikko/Howard	45E	P 51 Bad News	HP	1:59.0

Formula I

1	John Schuy	25E	Loving's Love	K&B	1:43.2
2	Jim Booker	43E	Miss Dara	Aldrich HP	1:40.0
3	Nelson Eddy	46E	Midget Mustang	K&B	1:44.2

South Central East: From V.P. D.C. May, 1916 Piedmont Road, N.E., Atlanta, Georgia, the Formula I results at Valkaria, Florida, June 10, 1973:

1	H. Coleson	69T	Minnow/K&B	15	1:32.6
2	Walt Schoonard	01S	Shoshonik/ST	14	1:37.0
3	D.C. May	11S	Minnow/K&B	13	1:38.6
4	B. Williamson	21T	Ballerina/ST	12	1:33.1
5	A Chambers	57T		12	1:42.2
6	Luke Potter	12T		12	2:14.1
7	Jim Maki	22T	Ballerina/ST	11	1:30.9
8	C. Gray	62S	Minnow/ST	11	1:42.8
9	G. Doe	7S	Minnow/K&B	11	1:46.0

25 entries - 5 rounds

QUARTER MIDGET

From Bill Cooper, Executive V.P., 1700 Lynn Way, Louisville, Ky. 40222:

The biggest news to report this month is the announcement of the "1973 Quarter Midget Nationals," to be held at Rough River State Park in Kentucky. Model Airplane News is the sponsor, and the event will be hosted by the Kentucky Department of Parks and the Bluegrass Racing Association.

Call or write: Rough River, Lake Resort Park, Falls of the Rough, Kentucky 40119. Entries close at 8:00 p.m. September 7th. Racing starts at 8:00 a.m., September 8th & 9th. Pre-entries recommended. Send them, along with \$7.50, to me at the above address.

We have trophies through 5 places, plus \$100.00 cash to the winner, plus merchandise until it runs out. Lodging is available at the park or motels on park boundary. When you call, be sure to tell them you're a contestant--that way you'll get a room. We'll be flying off a 2500' runway, which will be open all day Friday for incoming flights, and at short intervals Saturday and Sunday. AMA-NMPRA provisional rules to be used. For more information, write to me.

At this writing (which is early June), the provisional rules seem to be working pretty well. Most of my letters of controversy concern the course, and they are pretty equally divided between those who would like to move #1 closer, thus shortening the course, and those wanting to lengthen it to Formula I dimensions, so that both events can be run concurrently. Still others are using variations they prefer, and this is the beauty of the rule the way it was written. That is, it can be changed at C.D.'s discretion and depending on regional preferences. The two-mile, three-pylon course does give us a standard though, by which we can compare times. To change the course for Formula I does require that #1 be moved out, but not a whole lot. I would appreciate comments.

The idle rule is causing little or no controversy. Since it only requires spot check by C.D., but leaves it at his discretion, all areas enforce the rule in a manner most convenient to them. Some require idle before every take-off, some a power-on landing after every flight, and others do a spot check. I have flown in all three categories, and they all keep you honest.

The definition of stock engines is causing the most controversy at present. My personal belief is that a blueprinted engine, by the true definition of "stock", is legal, but in keeping with the intent rule of Quarter Midgets, is not. We were supposed to have an event which didn't require a George Aldrich, Clarence Lee, Cliff Telford, or Joe Blow custom engine; and already, we are having to rely on these engines to match the ones that do come on strong right out of the box. I don't have the answer, unless it be that K&B, Super Tigre, and other engine manufacturers really knuckle down and produce consistent engines at least. Even at higher retail, it would be a bargain. I'm not trying to take business away from the hop-up guys either--I love their engines and would prefer to have every engine I own reworked by them--but the average modeler, who is the average Quarter Midget enthusiast, wants to buy it at the hobby shop, stick it together and race. At close to \$40.00, we should have blueprinted engines from the factory! By now the Tigre X-15 should be out, and hopefully, some good reports will be coming in.

Along these same lines, the prop rule has been the second biggest gripe, basically because it takes more than sandpaper on one blade to make the prop "stock." This, too, can get expensive, as we all know the story on props, pitch, etc. I've noticed that the prop rule has not been enforced at any of the four meets I attended in May.

I'll close with the only two contest reports mailed in since May 10.

Mint Julep Meet, Rough River, Kentucky, May 8&9, 58 entrants, 53 flyers:

1	Ellis Newkirk	Nashville, Tenn.	Ricky Rat/K&B
2	Dick Weidner	Louisville, Ky.	Minnow/ST
3	Bob Reuther	Nashville, Tenn.	Minnow/K&B
4	Bill Cooper	Louisville, Ky.	Minnow/K&B
5	Bill Weesner	LaFayette, Ind.	Minnow/K&B

Forks Annual QM & Sport Pylon, Lancaster, Ohio, June 3:

1	Fred Johansen	ST	4	Ed Tisdial	K&B
2	Tom Moss	ST	5	Bob Mellen	ST
3	Don Love	ST			

NEW PRODUCTS

Most promising new Formula I to come out in kit form since PB Products Miss Dara is the El Bandito, (see 3-views opposite), which has a wing very similar to the Miss Dara. Leon "Duke" Crow and Rudy Smoke Thomas have just started producing a polyester fiberglass fuselage and foam wing kit of the El Bandito with complete plans. Some kits are available at a very reasonable introductory price without any wood, but the price will increase as soon as the kit becomes more complete. Contact them at 297 E. Washington Street, Sunnyvale, California 94086 for details. Joe Foster flew his El Bandito to a 1:26.6 at Mile Square and a 1:26.8 at Bakersfield, so this new El Bandito is FAST!

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Stripped your cylinder heads lately? Try getting helicoils installed at \$3.00 per cylinder head by GRR Enterprises, 19 Eastwood Drive, Plainville, Connecticut 06062, as described in Clarence Lee's "Engine Clinic" column in July, 1972, RCM.

BUILDING TIPS

This section will benefit all in proportion to your contributions. These ideas are to assist you and are not intended for reprinting. If you like to receive these tips, then contribute your share. The following tips are contributed by Ed Rankin for this month's section:

1. A "Chef Boyardee Pizza Sauce" can makes a good 8-ounce fuel tank. Solder pressure line and pickup line before soldering closure plate to rear of can. Make closure plate from tin can top to fit exactly inside of tank.
2. White ABS Plastic sheet can be used for landing gear fairings which can be painted with any type of paint or used unpainted. Use the following procedure: (1) Cut out fairing after outlining two halves on flat pattern to desired shape, (2) Fold in the middle using metal ruler as a mandrel, (3) Press two halves together to make final sharp crease to form leading edge, (4) Secure to landing gear wire with GE Silicone, (5) Clamp trailing edge with wing TE stock and clothes pins until GE Silicone is cured, (6) Trim excess Silicone with knife.
3. A neat patch job can be made with Devcon 5 Minute Epoxy by applying masking tape over glue, then after curing, pull tape and wet sand for painting. This method can be used for: crushed wing leading edges, wing tips, epoxy fiberglass fuselage cracks, cracks in balsa fuselage or wing skins.
4. A quick and easy patch job can be made on paint finishes when small patches of paint are pulled up with tape while striping. Mask off damaged area, wet sand with 400, cover entire area with product decal.
5. Artist Aid Transfers (Rub on) can be used for lettering on models. They are available at Art Supply stores in a variety of letter sizes and shapes.

Quickie fiberglass parts