

# N M P R A

## NEWS RELEASE

## NATIONAL MINIATURE PYLON RACING ASSOCIATION

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

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AUGUST, 1973

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

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

You will probably receive this newsletter at NATS time. I hope that we will have a good turn out for the NMPRA meeting.

Notice that last month's newsletter was sent third class mail and probably was a little late. This was done to stretch our funds to the end of the year. When we exceed 12 pages, the postage doubles which amounts to an extra \$40.

The June AMA-CN reports that the following rule proposals have passed the "preliminary vote" through the AMA contest board: (1) Q.M. rules, (2) moving the race course, (3) 1000 engine minimum. All of these were approved and recommended by the NMPRA to the CB for passage. The ".20 engine/idle" and "one pylon design" proposals were defeated, which were recommended by the NMPRA as "unacceptable in any form." This demonstrates the sincerity of the CB to act on the recommendations from the NMPRA. Please use the form in the June AMA-CN or in the back of this newsletter to vote for these new rules, and mail to your AMA-CB member.

On June 19, I received a letter from Bob Murphy (Shamrock Competition Imports, P.O. Box 26247, New Orleans, La. 70126) saying that 200 OPS .40's have been received and are now available. By the end of the year they will have received 1000 OPS .40's. A sworn statement was sent to AMA and a copy to me that they are manufacturing 2000 of these engines.

I received a copy of a letter to Bill Northrop from Jerry Nelson (HP Engines) on June 29 concerning the "1000 engine" rule proposal. He states that as of July 1, 1973, they have received 1000 HP40R engines. He also states that he is in favor of the new rule proposal (as previously stated) provided there would be at least one full year allowed before the final rule would come into effect. He raises several questions as to enforcement of the rule, which have some merit. Remember the intent of this proposal was to create more interest in the pylon event by having more engines available.

I received a safety report from Ray Van DeWalker on the recent BARKS pylon race. He reported that a model crashed while turning #3 pylon, and part of the debris slid into the pit area. He complained that the owner retrieved the debris without sufficient concern for what damage might have been done. Chuck Smith, the VP in that district, investigated this incident and was satisfied that this was not the case, and that all safety precautions had been fulfilled. The pilot did determine the condition of others, and did determine the damage his racer did to other property. This incident is of national importance in that we should have great concern as to the well being of our fellow modelers and their property when an accident does occur.

I haven't received applications for the Junior Championship awards nor any notation of Junior participation in the contest reports. We may have to cancel this program if no one enters it.

I have reviewed the NMPRA Pylon Book with Terry Prather. Advertisements are almost complete and the book is ready to go to press. This is tremendous news and we are all looking forward to its publication.

It's time to start thinking about new officers for next year. All of these positions are voluntary, and are not nominated. You know your own talents; step forward and volunteer because we need you.

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CORRESPONDENCE: The following is an excerpt from the letter referred to in the President's column from Ray A. Van DeWalker, 15619 Leibacher, Norwalk, California 90650:

...The property damage in this case was not heavy nor was it mine, it was sustained by one of my party. ...The point I want to make is if we are unlucky enough to crash into any area where it appears the model may have caused injury or property damage, the pilot should have enough consideration and concern for the other parties to investigate his crash. It might not be a bad idea to have the safety committee inspect such a crash along with the pilot and document it for future reference, insurance or whatever.

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NATIONAL POINT STANDINGS - July 10, 1973

<u>Place</u>	<u>Name</u>	<u>Formula I NMPRA NO.(DIST.)</u>	<u>Points</u>	<u>No. of Contests</u>
1	D. C. May	11S(SCE)	525.0	6
2	J. Maki	22T(SCE)	505.4	6
3	E. Rankin	IER(SCW)	453.8	5
4	B. Williamson	21T(SCE)	442.4	6
5	J. Bertken	30B(SoCal)	437.0	5
6	B. Smith	51C(SoCal)	391.6	4
7	K. Nogy	12C(SoCal)	381.5	4
8	J. Bertoglio	29G(NCW)	376.2	5
9	R. Sizemore	28I(SCW)	375.9	5
10	T. Prather	93B(SoCal)	354.4	4
F II/FAI				
1	A. Sattler	41K(NE)	244.6	4
2	H. DeBolt	IK(NE)	235.8	3
3	K. Landerfeld	76L(NE)	227.4	3
4	P. Reed	IPR(NE)	219.7	3
5	C. Telford	IQ(NE)	199.7	3
6	J. Schuy	25E(West)	175.3	2
7	R. Awe	44E(West)	140.4	2
8	D. C. May	11S(SCE)	139.7	2
9	Mikko	45E(West)	139.4	2
10	L. Sperderg	27E(West)	127.5	2

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

Know any parasites? By parasites I wasn't thinking of ticks on dogs, but rather the human variety who like to receive free benefits without

paying for them. For example, there are non-AMA members who enjoy flying R/C models on frequencies obtained for R/C by AMA. By the same token, there is a small minority of non-NMPRA members who enjoy racing under procedures standardized by NMPRA, with engines which will become widely available due to NMPRA efforts, and even compete at the Nationals in racing made possible by NMPRA.

These few non-members ignore the benefits they derive from NMPRA as they enjoy racing. If all they wanted in racing was to meet a couple of friends for an impromptu race with local rules, they wouldn't need NMPRA. However, NMPRA helps standardize rules nationally and organize racing so everyone can enjoy competitive racing. NMPRA provides a means of communicating to members and publicizing the members' needs to other groups like AMA.

Obviously, NMPRA requires money to operate and to communicate. If NMPRA runs out of funds, one effect will be a halt in the newsletter. The non-support of only a few people disrupts the national goals of NMPRA.

Southern California's answer to this problem is to require NMPRA membership to enter any races. This policy should be instituted nationally in all districts to eliminate parasites and to insure full support of NMPRA by those who benefit.

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DISTRICT NEWS

North Central West: From Don Moden, 410 Hart, Salina, Kansas:

Date--June 24; Location--Beech Field in Wichita, Kansas; Contest Direction--Roger Smith; Weather--HOT (107 degrees) and windy; 5 rounds of Formula I with 19 entries. "The Wichita Club put on a good meet for such an extremely hot day. The way the racing is shaping up in our district, it looks like it is going to be hard racing right down to the last meet."

1	Ed Rankin	1ER	Dara/K&B Sch	1:41.5
2	Romayne Sizemore	28I	Ballerina/HP	1:49.5
3	Deeds Bigelow	30I	Minnow/HP	1:54.3
4	Don Downing	66H	Dara/ST	1:51.9
5	Pat Jones	65G	Little Mike/HP	1:52.9
6	Jim Bertoglio	29G	Ballerina/K&B Sch	1:43.0

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South Central West: From Don Downing, 43 Manchester Dr., Apt. 140, Euless, Texas 76039:

Date--July 1; Location--Oklahoma City; Weather--winds 15 to 20 mph down the runway and temperature 95 degrees plus; 6 rounds of Formula I with 18 entries. See pictures top of next page, taken by Don Downing.

1	Ed Rankin	1ER	Dara/K&B Sch	18	1:40.5
2	Gary Heithold	5I	Lil Mike/HP	17	1:48.5
3	Jim Bertoglio	29G	Dara/K&B Sch	15	1:38
4	Pat Jones	65G	Lil Mike/HP	14	1:46
5	Gary Clay	23I	Minnow/ST	14	1:46.3
6	Gail Helms	1H	Dara/HP	14	1:47

Ed Rankin, the "old man" keeps on putting it altogether -- steady as a rock!



1st - Ed Rankin  
Caller Monty  
Moncreif



2nd - Gary Heithold  
and Caller



3rd - Jim Bertoglio  
and Caller-Son

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South Central East: From Jim Maki, 5241 SW 29th St., Ft. Lauderdale, Florida 33314, a report on FMPRA #5 at Valkeia, Florida, June 10:

Florida's fifth Formula I race this season turned out 25 entrants, some from as far as North Carolina. Harold Coleson's 15 points made a perfect score to take First Place for the day. Orlando's Walt Schoonard brought home the Second Place Trophy with his Tigre-powered Shoshoik. Third Place, sporting a new pair of Budweiser burmudas (see pic), was D.C. May.

FMPRA President, Norm Holland, following suit to the growing concern over Formula I safety, has instituted strict and more comprehensive safety standards in Florida. The newly formed Safety Committee headed up by Jim Maki and Bill Williamson will serve as the vehicle for this program.

It was a safe day of racing although the attrition rate was high. Bob Brogdon's engine and fuselage tried to dive under and ahead of me at the number three pylon, but his wing didn't want to go that fast. Ed Weitock tried Williamson's "hit the tree" trick and lost a wingtip, but did a beautiful job of landing his plane intact. Bill Williamson, tired of hitting trees, has a brand new maneuver. Enter with lots of airspeed at the threshold when landing, float past the number one pylon, and then pick a barricade 250 yds. away and hit it. Don't try it, you won't like it. Sorriest to see, however, was Jack Fehling's ill fated Dara which crashed on take-off in the first heat. Aileron servo gave out



L to R: 2nd-W. Schoonard  
1st-H. Coleson  
3rd-D.C. May

and impact knocked the nose clean off the fuse. Jack says he won't repaint the plane a fourth time.

No mid-air's.

Excitement ran high in a Florida fight for glory in a two-plane heat between my Ballerina and Hal Coleson's Atlanta Schnuerle Special. Despite a long pep talk with my plane and engine prior to take-off, it was only able to blow exhaust on Hal's Minnow for six laps when the #1 pylon moved out ten feet just when I was making my turn in the seventh. Hal Coleson and D.C. May had an exciting heat with Hal managing to maintain the lead in spite of D.C.'s climbing and diving techniques...which says something for the tight level course.

Many thanks to the Indian River Radio Kontrol Society (IRKS) for their hard day's work. Results follow:

1	H. Coleson	69T	Minnow/Sch	15	1:32.6
2	W. Schoonard	01S	Shoshonik/ST	14	1:37.0
3	D.C. May	11S	Minnow/Sch	13	1:38.6
4	B. Williamson	21T	Ballerina/ST	12	1:33.1
5	A. Chambers	57T	Minnow/ST	12	1:42.2

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From D.C. May, the results of Monroe, North Carolina, June 23 & 24:

Formula I - 5 rounds

1	Bob Violet	04R	K&B	15
2	Irwin Funderburk	48Q	K&B	14
3	Jim Moorehead	---	ST	12

FAI Pylon:

1	Jim Stegall
2	Cliff Telford
3	D.C. May

AMA Sport

1	D.C. May	1:57.8
2	Cliff Telford	1:58.2

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From Jim Maki, a report on SCE District Formula I Race, July 8, Albany, Georgia NAS:

Nineteen entrees were at the Albany Naval Air Station on July 8th to race Formula Ones, site of the Georgia State Championship Contest. Weather was extremely hot and humid without even a breeze for relief.

Best time of the day of 1:29.9 and the first place trophy went to Irwin Funderburk from Monroe, North Carolina. A tie for second place between Bill Williamson and Art Chambers was decided on best time since Art lost his plane in the last heat of the day. Art pulled up after the tenth lap and rolled when his built-up wing exploded, setting a new SCE District record for wingless flight. The fuselage ended up about 1/2 mile down the runway. With a best time of 1:31.8 Art won second place and Bill took home the third place trophy with a best time of 1:33.2. Art Chambers was also awarded the Georgia State Championship Trophy for Formula I, giving Super Tigre a clean sweep of all the hardware!

Bob Brogdon has finally stopped crashing his own planes and is now putting in borrowed ones, losing D.C. May's old Minnow in a power-on landing at the #3 pylon. Jimmy Stegall lost his Minnow in a test flight before the race. The battery quit 3/4 the way through a loop resulting in a perfect vertical exit ... straight down.

Hal Coleson and I had what started out to be a real good neck and neck race, until Hal started flying a modified course just inside the #1 and #2 pylons. The judges, unwilling to overlook this, waved Hal off the course with a double cut, ending the fun.

D.C. May and Bill Williamson also had a very close heat, but D.C. cut #2 giving Bill a first. D.C. said his thumb slipped off the stick just as the pylon moved.

Jack Fehling's very pretty new Dara did not crash today, but it doesn't start all the time either. A real pretty one-piece bird though, and it moves.

Many thanks to the Navy for the field and to the Albany R/C Club for a very hot day's work. Results follow:

1	Irwin Funderburk	48Q	Minnow/ST	15	1:29.9
2	Art Chambers	57T	Ballerina/ST	14	1:31.8
3	Bill Williamson	21T	Ballerina/ST	14	1:33.2
4	D.C. May	11S	Minnow/K&B	13	1:32.7
5	Jim Maki	22T	Ballerina/ST	13	1:33.2
6	Harold Coleson	69T	Minnow/K&B	11	1:31.8

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West: From Garry Korpi, 1355 Danby Avenue, San Jose, California 95132:

Date--June 23 & 24; Location--the 4000' runway of Madera Airport; Weather--warm and clear

FAI - 6 rounds with 6 entries

1	Garry Korpi	1A	Pelican/HP(Piped)	16	1:34.8
2	John Schuy	25E	P-40-Q/HP	14	1:42.9
3	Ed Foster	27A	Avanti/HP(Piped)	13	1:34.6(Fastest)

FAI is really going fast now. The guys are making the pipe work. The times will be in the mid-1:20's by the NMPRA Race.

Formula I - 9 rounds with 7 entries in Standard Class

1	Jerry Boyce	888B	Midget Mustang/K&B	16	
2	Brian DeFrance	---	Owl/K&B	15	(First Race!)
3	Allan Howell	105B	Minnow/ST	14	

Formula I - 12 entries in 9 rounds in Expert Class

1	Paul Benezra	13A	Shoestring/K&BSch	35	1:30.9
2	Larry Murphy	111A	Mustang/K&B 71	31	1:34.2
3	Clarence Neufeld	72A	Thunderchicken/ST	28	1:30.8
4	John Schuy	25E	Minnow/ST	26	1:37.4
5	Ed Foster	27A	El Bandito/ST	24	1:29.0(Fastest)

One contestant was disqualified for his model being undersized. Check those models before you ever get to a contest!

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North Central East: From Jim Buchmann, 6209 1/2 W. 175th, Tinley Pk., Ill.:

Chicago Pylon Club is really coming on strong. Our first meet of the year hosted by the "Flying Fools" of St. Charles, Illinois, turned out to be a real barn burner. We drew a large crowd who watched 17 F-1 and 16 Quarter Midgets give us a real day of racing. The day started out with

dark skies but it got better and better and more people began to come. In spite of a late start, we got in 5 rounds each in QM and F-1. C.P.C. outshined the rest of the field both by performance and with our new shirts and great jackets. Again Frank Morosky, C.P.C. President, overcame the problem of help. The host club was a bit overwhelmed by the fact of just what it does take to make a race go. Frank was everywhere--registrar, matrix schedule, pit boss, etc., etc. He kept it rolling. The following results (F-1) will show what happened. After the dust settled you will see that according to the times, the races were all pretty tight. Also, our times are coming down considerably from last year. This is a great improvement, and the quality of flying is getting much better.

1	V K Team		Dara/HP	1:33
2	Gary Heithold		Lil Mike/HP	1:43.5
3	Jim Duda		Minnow/K&B	1:40.8
4	B&B Team		Minnow/K&B	1:44.7
5	Jerry Nelson		Mid-Wing Minnow/HP	1:44

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From Jim Buchmann, a report of Spring Valley, Illinois, race held in excellent weather on June 24th. Contest Director--Wayne Sutherland; five rounds each of Formula I and Quarter Midget, with 13 entries. "We are getting better and better in this area, and the feeling of competition is very strong this year. The number of Dara's is helping to create this."

1	Rick Kuiper	87W	Dara/HP	15	1:40.2
2	Bernie Vanderleest	51W	Dara/HP	12	1:47.5
3	Jerry Nelson	12A	Minnow/HP	11	1:46
4	Ron Piorek	64U	Minnow/HP	11	1:49.5

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Also from Jim Buchmann, a report of Decatur, Illinois, race on July 8th. There were 5 rounds each of Formula I and Quarter Midget with 9 entries. Communications, flagging, etc., were the best so far this season. The Aero Commanders of Decatur are to be commended for a fine job. Steve Wood was the matrix man. He did a great job and hustled us just as fast as he knew we could be hustled. My Associate VP, Jerry Bayless, was the CD, and he really got this one rolling. He had chow for all helpers and flyers with free drinks and occasional breaks, and I must say it does work wonders. The weather was hot--man, was it hot. No wind and bright sun in July sure separated the men from the boys. Bruce Balko suffered from broiled brains and couldn't tell #2 and #3 pylons apart. However, a few cuts soon got him straightened out. I suffered badly from cuts (and bruises) and blew two rounds. Rick Kuiper and Bernie Vanderleest (VK team) chalked up another first for 283.5 national points (to date). Consistency is one of the key words of the game. We were beat, battered and bruised at the end, but what a day!

1	VK Team	87U	Dara/HP	15	1:37.6
2	BR Team #1	64U	Minnow/HP	10	1:40.0
3	Steve Metzger	41E	Minnow	9	1:53.8

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Southern California: Jerry Silverman reports that instead of being sponsored by the FAST Club, the next Southern California Formula I race will be sponsored by the SGVRCL At Mile Square on August 18 & 19 (same date). Jerry will be the contest director and has already done a lot of work to

insure a well run contest. Fliers and preregistration forms will be sent to all NMPRA members in the SoCal district. Others should preregister with Jerry at 2502 Vuleta Grande, Long Beach, California 90815 by August 13, specifying frequency and class (Standard or Expert). Registration starts at 7:30 a.m., handicap judging at 8:00, and flying at 9:00. Top quality prizes have been obtained, including trophies through fifth place in both classes, and fast time trophy, plus a \$35 gift certificate to Standard Class fastest time pilot. Glenn Spickler and the Christiansons will run the adult work crew to run the race properly. Make plans to come!

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North East: From Bernice Williams, 347 Southwick Rd., Westfield, Mass.:

Date--June 17; Location--West Suffield, Connecticut; Sunny and windy weather for 5 rounds each of Formula I and FAI. Photo by Pete Havriluk; CD--Bernice Williams.

Formula I - 17 entries

1	Jerry Wagner	---	Cosmic Wind/ST	20	1:38.2
2	Adam Sattler	41K	Cosmic Wind/ST	19	1:46.7
3	Bob Barkowski	51J	Minnow/ST	19	1:54.4
4	John Papageorge	---	Super Minnow/ST	17	2:04.5
5	Pete Reed	34J	Midget Mustang/HP	14	1:45.4

FAI - 12 entries

1	Pete Reed	1PR	Miss R T/ST	19	2:06.1
2	Adam Sattler	41K	Platypus/HP	19	2:10.3
3	Jerry Wagner	---	Firecracker/ST	16	1:57.9
4	Robert Barkowski	51J	Miss B S/ST	15	2:13.2



Adam Sattler gets that "last bit" from his engine as he readies for 2nd place fly-off in Formula I. Dick Davis holds Adam's Cosmic Wind. Fran Mitchel holds Bob Barkowski's Minnow.



THINK QUARTER MIDGET! From Bill Cooper, Executive VP, 1700 Lynn Way, Louisville, Kentucky 40222;

Plans for the Quarter Midget Nats are really rallying into place. Remember, September 8 and 9, at Rough River, Kentucky 40119. Write to me for further details or read M.A.N.

I have received a letter from the manufacturer of the Tarno Carb certifying that 1000 carburetors each have been produced and are available for the K&B .15 and ST .15. I understand that many are available as more than the minimum 1000 have been produced.

The provisional rules are working far better than most of us thought they would. The initial storms of protest over a few of the rules seem to have subsided some, and what we have is a set of rules that the majority of clubs can administer and that most pilots can "endure". The present course seems to be gaining more favor from the "Form I faction" and the "short course faction". I think it's simply a matter of trying the course and getting used to it.

I've had a lot of interesting mail regarding stock engines, and a reasonable definition thereof. Mel Santmyers, who is the AVP for QM in Southern California, is doing some work on RPM ratings, whereby an engine turning in excess of a standard with a reference prop would be illegal. I'll get more details to you as soon as Mel has had a chance to complete his studies. It's the first really positive answer I've seen to date. Rather than a claiming clause or an engine tear down after the race, the winners would put the reference prop on their engine and an RPM test would validate or invalidate the standings.

I'm still hearing a lot about props. It seems that more and more guys want to modify props because of the poor quality of what is available. Let me know your feelings.

Before I get to the race results, which are the only ones I've received to date, I'd like to give our thanks to Cliff Weirick who gives us a lot of attention in his column. Maybe we'll have an active participant sooner than we think from a real competitor in Formula I. Thanks, Cliff!

From Gail Jacobsen, AVP SE:

Nashville, May 6 - 45 entries

1	Austin Leftwich	Doubler/ST	30
2	O.B. Stewart	Minnow/K&B	28
3	Bill Cooper	Minnow/K&B	28
4	Ray Bingham		
5	Ellis Newkirk	Ricky Rat/K&B	27

Sixteen entries in the Jacksonville Rebel Rally, May 19-20

1	Barry Conners	15
2	Gail Jacobson	14
3	George Jordan	11
4	Jim Stark	11
5	Bill Woodell and Greg Hoke	TIE

Atlanta, June 17

1	Ellis Newkirk	17½
2	Austin Leftwich	17
3	Bob Reuther	13½
4	Glen Brooks	13
5	Bob Brogden	13

From Bob Browning, AVP NCE:

1	Kane	Ricky Rat
2	Weesner	P 51
3	Doucey	P 51
4	Dalton	P 51
5	Gager	Rivets

Thirty-three entries at Spring Valley, Ill., June 24

1	Bill Cooper	Minnow/K&B
2	Ron Piorek	P 51/ST
3	Albright	P 51
4	Weesner	Minnow
5	Howard	Minnow

From Bob Penko, AVP NE:

<u>Mentor, July 1</u>		<u>Total Time</u>	<u>Decatur, Ill., July 8</u>		<u>- 12 entries</u>
1	Bill Weesner	9:09	1	Bill Weesner	Minnow/K&B
2	Joe Lefelholz	10:22	2	Dan Kane	Shoestring/K&B
3	Bob Mellen	10:42	3	Cal Speerly	Minnow/K&B
4	Ed Nobora	10:46	4	Glen Howard	Cosmic Wind
5	Bob Gademer	10:59	5	B&R Team	P 51/ST

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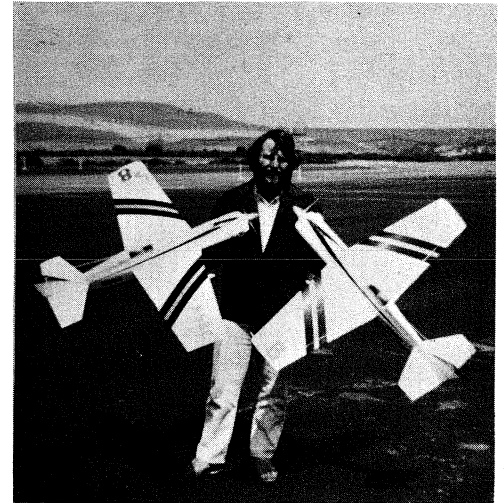
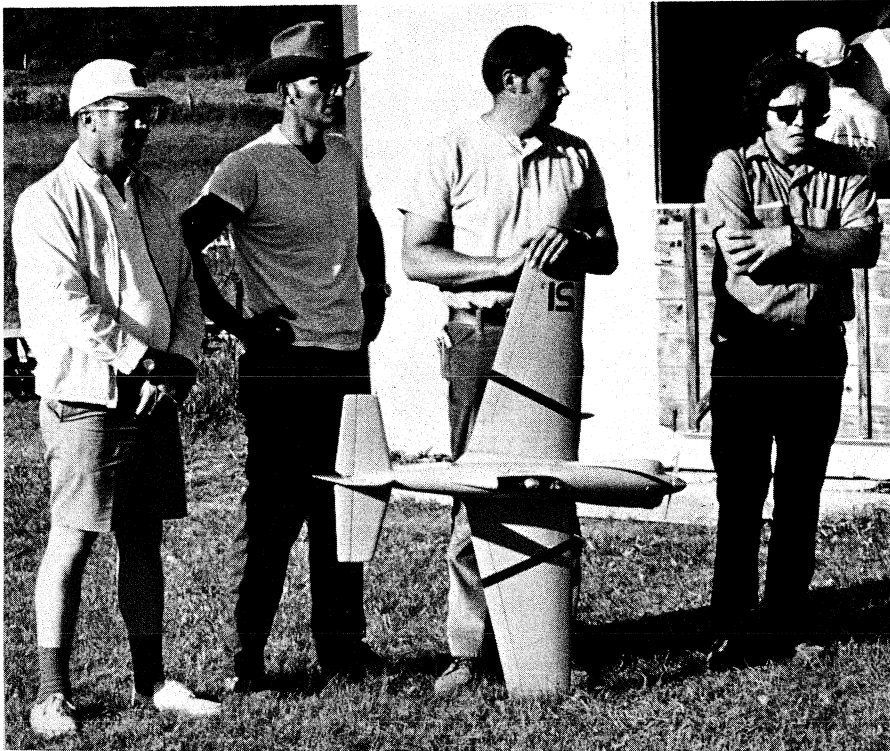
BUILDING TIPS Submitted this month by Ed Rankin.

1. A quick pattern can be made from balsawood for molding fiberglass parts by using the following method: (1) Cut out pattern to desired shape and sand to a smooth finish, (2) Rub a thick coat of paste wax on finished pattern, (3) Wrap half-inch wide fiberglass tape around pattern, coating it liberally with polyester resin or epoxy glue, (4) After curing, sand to a smooth finish and recoat with polyester resin or epoxy glue, (5) Cut finished part in the middle and dig out balsawood pattern, (6) Clean up inside of part and glue halves together. A wax candle can be used for making fiberglass tubes by using the following method: (1) Wrap fiberglass tape around candle coating it liberally with resin and finish as in (4), (2) After curing, place in hot water and pull candle from finished part.
2. Always use the foam blocks for cradles when gluing foam wing cores. Also, when the trailing edge is cut off to install ailerons, it is wise to place the completed assembly back into the foam blocks to assure that the wing will be straight when finished.
3. Your plastic canopy can be tinted to any desired color by using RIT liquid dye. Mix the RIT dye in a pan of warm water (100 degrees) and then place the canopy in this solution. Leave the canopy in the solution until desired color is attained.
4. Holding wheel collars to grind to a reduced thickness has always been a problem. A simple way is to attach the collar to a piece of music wire retaining the collar with the set screw. Hold the music wire and wheel collar to a grinder until desired thickness is reached.

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North East: From United Pylon Racing Circuit bulletins, Editor - Kent Landefeld, 11151 Jamison Rd. R 2, East Aurora, N.Y. 14052: Winners:

<u>Date</u>	<u>Place</u>	<u>Sport Pylon</u>	<u>Open Pylon</u>	<u>Form II</u>	<u>Form I</u>
6/17	Jamestown	John Florio	John Florio	Phil Viney	Hal deBolt
6/24	Olean, N.Y.	John Florio	Ben Martin	Phil Viney	Hal deBolt
7/1	Lockport, NY	Dave Kelly	Al Hemenger	Kent Landefeld (F I & II)	
7/8	Lockport, NY	Dave Kelly	Rick Paine	Dave Gierke	E. Nikodem



Harley Condra from San Diego with his beautiful twins, Miss Daras.

Winners at NCRCC Race, June 17, at West Suffield, Conn. (Complete Report on pg. 8)  
 L-R: Adam Sattler, Pete Reed, Bob Barkowski, Jerry Wagner. ---Photo by Pete Havriluk

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RADIO CONTROL RULES QUESTIONNAIRE. Clip the following questionnaire and mail to the R/C Contest Board member in your AMA district:

- I: H. Thomasian, 369 Brigham St., Northboro, MA 01532
- II: George Buso, 11 Maple Ln., Hyde Park, NY 12538
- III: George Kane, 550 Andrew Dr., Southampton, PA 18966
- IV: George Hill, 4106 Breezewood Ln., Annandale, VA 22003
- V: D. Coleman, 527 Pecan St., Box 436, Citronelle, AL 36552
- VI: B. Atkinson, 734 N. 6th St. Terr., Blue Springs, MO 64015
- VII: Peter Waters, 31219 Kendall, Livonia, MI 48154
- VIII: C. Scully, 5271 Memorial Dr., Houston, TX 77007
- IX: Loren Tregellas, 3003 S. Everett, Wichita, KS 67217
- X: W. Northrop, Jr., 12552 Del Rey Dr., Santa Ana, CA 92705
- XI: Ralph Brooke, 3431 S. 194th, Seattle, WA 98188

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RC-73-5 Pylon Quarter Midgets. Proposal to accept rules for this class as per recommendations from the Toledo QM meetings, as printed in May NMPRA Newsletter. ( ) For ( ) Against

RC-73-7 Pylon Race Course. Proposal to increase "ready area" distance from 150 to 300 feet. ( ) For ( ) Against

RC-73-8 Pylon Engine Quantity. Proposal to increase minimum eligibility quantity from 100 to 1000. ( ) For ( ) Against

Submitted by \_\_\_\_\_ AMA # \_\_\_\_\_  
 Address \_\_\_\_\_

NMPRA NEWSLETTER  
E. 11223 La Crosse Street  
Spokane, Washington 99206



FIRST CLASS

To:

Ed Rankin  
6072 Wonder Dr.  
Forth, Worth, Texas 76133