

Rec'd 9/13

N M P R A

NATIONAL MINIATURE

NEWS RELEASE

PYLON RACING

ASSOCIATION

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

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

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

Another AMA NATS is in the past and what a great one for pylon racing, even though we lost some time due to rain. Bob Stockwell has volunteered to make the write-up. Congratulations to Bob Violett and Bob Smith for their wins in FAI and F-I, respectively. The real highlight of this meet was the tremendous effort put forth by the workers. Remember, we wouldn't have races without them, and sometimes we seem to forget this. On behalf of the NMPRA I would like to express my sincere thanks to the following people for their untiring efforts: Glenn Spickler, Jan Sakert, Jerrold Christensen, Jean Christensen, Joe Stream, Steve Franetovich, Ken Hall, Loretta Hall, Howard Neupen, Gary Neupen, John Deneke, and volunteer flagmen.

It is hard to single out any one person who did the most work, but I would like to make special mention of the work that Jerrold Christensen has been doing as Starter. It really takes someone who can think quickly to do this job which he has done for many local contests and the NATS. And of course, it wouldn't be a contest without his lovely wife, Jean, who coordinates the heats. I would like to propose that we make this charming lady the Sweetheart of NMPRA.

An NMPRA officers meeting was held on Monday night, and a general membership meeting was held on Tuesday night. Five VP's and two QMAVP's were in attendance for both meetings with 85 in attendance at the general meeting. This is a first for the NMPRA and I hope that we continue this, because it brings an organization closer together when we can meet face to face. All business items transacted during the year were discussed, and members had a chance to ask questions to clarify the action taken.

I spent two nights (Wed. & Thurs.) with the AMA Contest Board discussing the NMPRA rule proposals (moving the race course, QM rules, and the 1000 engine minimum). On Wednesday night Bill Northrop invited the engine manufacturers to give their opinion on the 1000 rule. Dave Brown (ST), Jerry Nelson (HP), John Brodbeck, St., (K&B) gave a presentation and Bob Murphy (OPS) sent a message. K&B and OPS were for the rule with ST and HP against the rule. A compromise is being considered by the Contest Board which would require the 1000 engine minimum with a 100 engine minimum provision for any new manufacturer entering its first year of production. Progress on this will be reported when available. An initial vote was made on moving the race course and QM rules, and both were passed. A correction on the QM course arrangement was accepted as proposed by Bill Cooper. However, the engine idle requirement at landing will remain as written. A final vote will be made very shortly on these proposals, so be sure and fill out the blanks provided in last month's newsletter and mail to your AMA CB.

This is the time of the year to start filling the officer positions for next year. Remember that these positions are voluntarily accepted and are not always nominated because of the hard work required. Ed Hotelling's editorial of last month is very timely and can be applied to working for the NMPRA. I have talked with all the VP's and they have either accepted the job for next year or have a replacement. The big job is that of president, so I am working with the VP's, membership and past officers, hoping that by next month we can have a name for president along with all the names for VP's which will be placed on a ballot for voting.

The complete plans for the Championship Race along with application blanks will be included in next month's newsletter. Everyone I have talked to is looking forward to this race and it will be a true Tournament of Champions.

NATIONAL POINT STANDINGS - August 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)	615.3	7
2	J. Maki	22T(SCE)	583.1	7
3	B. Williamson	21T(SCE)	531.0	7
4	E. Rankin	1ER(SCW)	453.8	5
5	J. Bertken	30B(SoCal)	437.0	5
6	H. Coleson	69T(SCE)	391.6	5
7	B. Smith	51C(SoCal)	391.6	4
8	K. Nogy	12C(SoCal)	381.5	4
9	Rick Kuiper	87W(NCE)	380.8	4
10	J. Bertoglio	29G(NCW)	376.2	5
F-II/FAI				
1	K. Landerfeld	76L(NE)	429.9	6
2	A. Sattler	41K(NE)	319.2	5
3	H. DeBolt	1K(NE)	316.1	4
4	P. Reed	1PR(NE)	301.7	4
5	E. Nicodem	99M(NE)	297.6	5
6	J. Schuy	25E(West)	226.9	3
7	C. Telford	1Q(NE)	199.7	3
8	B. Derrough	9X(NE)	171.8	3
9	R. Davis	82K(NE)	154.4	2
10	G. Korpi	1A(West)	153.5	2

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

One position which has not been filled for NMPRA in 1974 is newsletter editor. Although coordination is easier if newsletter editor and president live in the same district, most important is having a capable, willing editor next year. Therefore, each of you who is willing to help, please volunteer.

Notice that the editor's job has been simplified by making the district VP responsible for obtaining contest reports, which can be done quickly on the contest report form in the January Newsletter (duplicates are available). Since I have maintained this policy of not reporting on contests myself,

my job has been mostly one of compilation of contest reports so generously provided by others. With my wife being kind enough to donate her services as typist, my job is really not difficult. However, from past experience with club newsletters, I feel that the organization benefits from the fresh approach of a new editor every year. So step forward, or next January's newsletter will be the last!

In an organization as large as NMPRA, more than just a dozen or so members should do the work. As an incentive to increase the number of volunteers for the positions of President, Vice President, Secretary, Treasurer, Newsletter Editor, and Newsletter Distributor, I propose that members holding these positions next year be exempt from paying 1974 NMPRA dues. Free dues would be little compensation for this work, but would be a more equitable distribution of funds than the present arrangement of no compensation whatever for any position except that of Secretary/Treasurer. However, enough members must volunteer to help in order to have different people for Secretary, Newsletter Distributor, and Treasurer.

On the subject of volunteers, one member who has really put forth tremendous effort is Jerry Silverman. When sponsorship was in doubt for the Pop White Memorial Race in Southern California, Jerry convinced his club, the San Gabriel Valley Radio Control League, to sponsor the race, with Jerry the Contest Director. After sending out flyers and preregistration forms for all district members announcing the Mile Square location, Jerry was confronted by Mile Square being unavailable despite his best efforts. Undaunted, he got the Whittier Narrows blacktop runway completed in time for the race, sent out a new set of memos to all members about the change of locations, and put on a well-organized race on schedule. Jerry got over \$400 worth of merchandise donated for the workers, and he had plenty of enthusiastic club members to work shifts during a long, hot weekend. Would you believe eight full rounds plus flyoffs for 64 pilots entered? Jerry even had two pilots fly a test race before the official racing got underway to "warm up" the working crew and answer their questions. People like Jerry keep this racing sport going great!

One last note about fields: Even though Mile Square is not presently available, several alternate locations are being considered for the championships, including Oxnard Air Force Base (11,000' runway), Bakersfield (Famosa), and Ontario Motor Speedway. More information will be forthcoming.

THINK QUARTER MIDGET!, by Bill Cooper, Exec. VP, 1700 Lynn Way, Louisville:

The new rules are really working out well. Generally speaking, they are being adhered to and enforced at both flyer and administrative levels. I have had the displeasure of witnessing or receiving reports of some rule bending, but they are cases that usually could be stopped with stricter officiating. They usually involve props, pressure, or nitro, and are flagrant violations of the intent of Quarter Midgets.

I also witnessed a more subtle violation of our "code" recently, whereby the same pilot was involved in two separate contests. He was always the first one to start his engine, and he would immediately go to full bore as though he were ready. When all the other engines were started, he would go to idle and actually tinker with engine, airplane, anything--while everyone else stood ready to go. I even saw him get a rag out and wipe off his transmitter while everyone else waited! Sandbagging does not belong in Quarter Midgets. It's a different game, fellas. I would recommend action by the starter and/or C.D. in any such flagrant incidents. This seems

minor, but I saw two engines overheat on the ground, and this guy eliminated them intentionally. It may be strategy, but it doesn't belong in Quarter Midgets.

The prop rule is still coming under fire, and I understand that some groups, because of the lack of quality props, are allowing re-worked props in their contests. Please don't stand by idly if you have an opinion. Write to me or your district VP.

Don't forget: Quarter Midget NATS - September 8-9, at Rough River, Kentucky. Read M.A.N. for details.

PRODUCT REPORT, by Loretta Hall, Hobby House, 7546 Balboa Blvd., Van Nuys, California 91406:

One of the most useful products to come along in some time is a new glue called Hot Stuff, manufactured by Satellite City.

Hot Stuff is a para-medic glue that sets up in ten seconds, has the viscosity of water, weighs next to nothing and has the strength to replace rivets on the Boeing 747 on which it is used. It is activated by the absence of air which makes it ideal for repairing cracked surfaces. Merely hold the surfaces together tightly, drop a very little glue on the crack, and the capillary action will cause the glue to penetrate through the cracked surface.

Sometimes when a balsa surface cracks from stress you will find a place where some of the wood is missing. Use microballoons, or make some sawdust from balsa pieces, and lightly tap the sawdust into the hole until it's full. Then drop one or two drops of Hot Stuff on, watch it smoke, and you have an instant patch which has the same molecular structure as the original.

Installing firewalls in a fiberglass fuselage has always been tricky, to say the least. With Hot Stuff you follow the same procedure as usual; i.e., engine to mount, spacer in front and spinner on, then bring the firewall up through the fuselage until it rests against the mount. Use one drop of Hot Stuff at the edge of the motor mount to tack glue it to the firewall until you drop it back out and drill it. When you break it loose you will find out just how strong this glue is. It will break loose but you will find traces of the metal mount on the plywood.

Have trouble installing canopies? Tape them in place exactly where you want them to be. Then, leaving the tape in place, put a drop of Hot Stuff here and there around the joint. You will see it run all the way around the edge, and in ten seconds you have installed your canopy with no great gobs of goo messing it up. There are, I'm sure, hundreds of other uses for this fantastic product, but these are a few that I have tried and found successful.

DISTRICT NEWS

North East: From Bernice Williams, July 8th race at Suffield, Conn.:

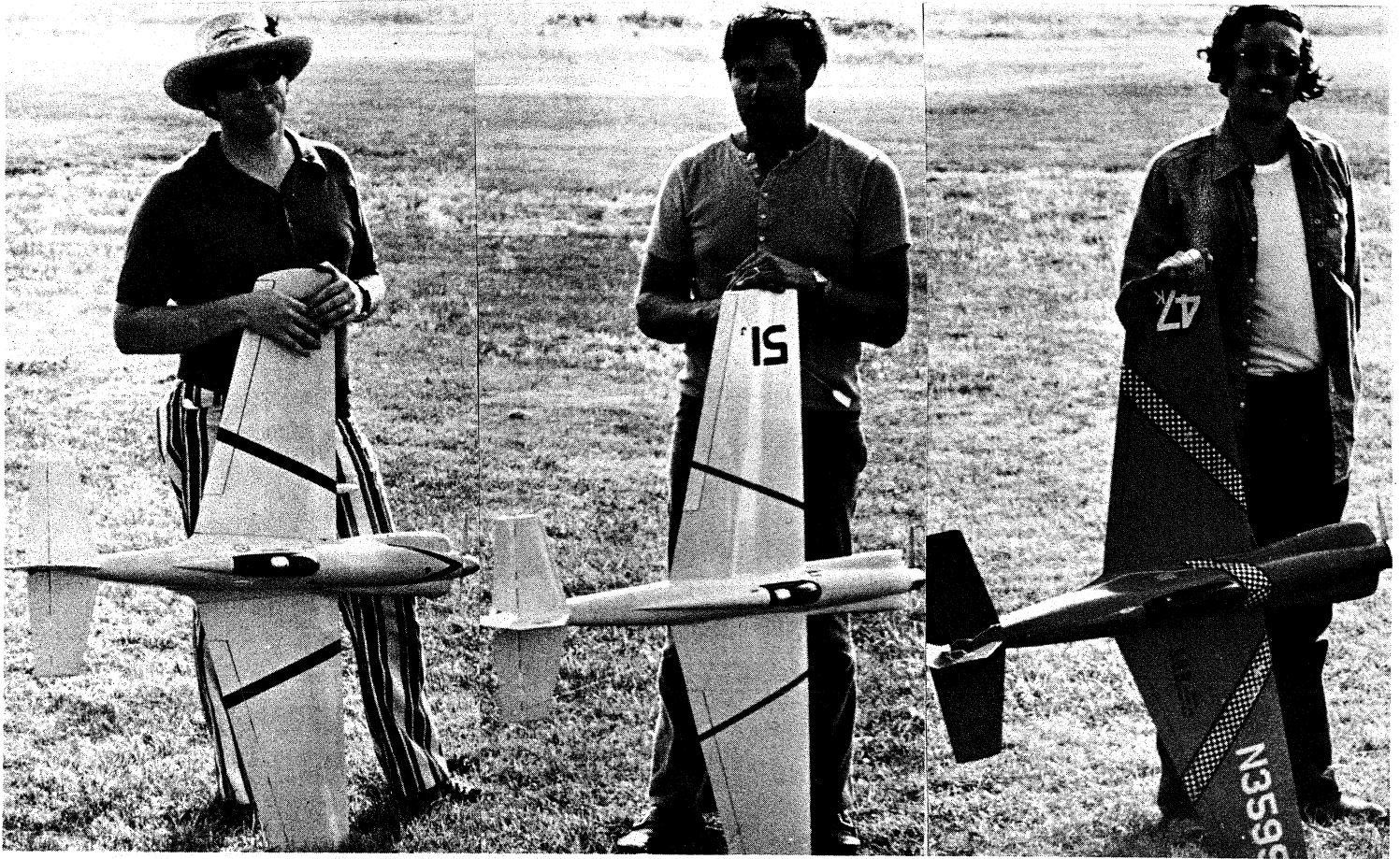
Formula I - 17 entries

1	Mike Helsel	1:45.2	
2	Bob Barkowski	1:45.6	ST
3	Al Sager	1:48.4	HP
4	Paul Senyk	1:47	ST
5	Larry Weddle	1:58.7	ST

FAI - 14 entries

Dick Davis	1:58.2	
Jack Secondo	2:16.2	K&B
Pete Reed	2:07	ST
Adam Sattler	2:23.4	HP
Bob Barkowski	2:16.4	ST

Contest was directed by Roland Bernier in hot (98 deg.) weather. Five rounds of each event. We use lights on #1. Communications consist of intercoms from #1 to flight line and flight line to man on the mike on sidelines. Bull horns at #2 & 3 to call color of cut planes would be an improvement. Thanks to Pete Havriluk for photo coverage of this contest on opposite page.



1st - Mike Helsel

2nd - Bob Barkowski

3rd - Al Sagar



One FAI race: Callers for Jay Sternberg, Pete Reed and Mike Helsel wait for the green flag

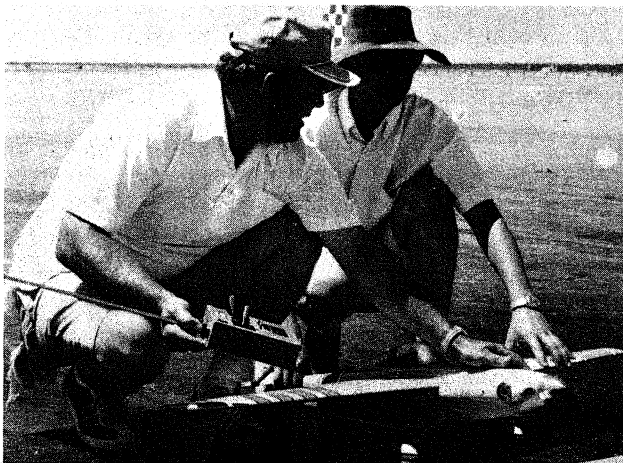
SoCal District - Pix by VP Chuck Smith taken at Bakersfield (Famoso) Races June 9 & 10 (Complete report was in July Newsletter)



Expert Class - 1st-Larry Leonard and Miss Dara



2nd-Dan McCann and Miss Dara



4th-Joe Foster & El Bandito

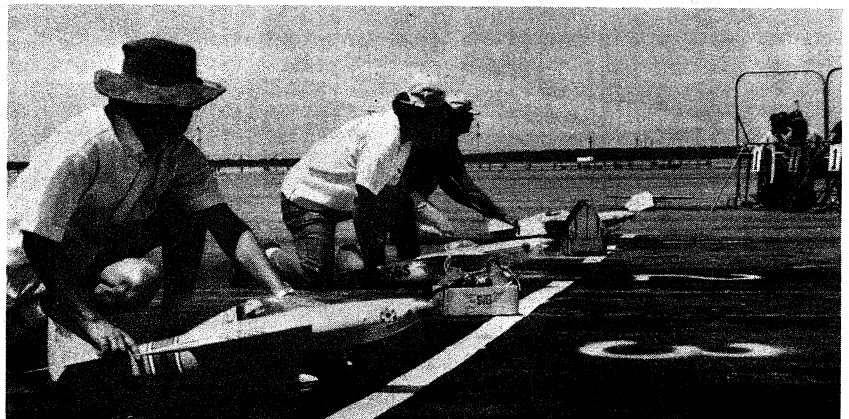


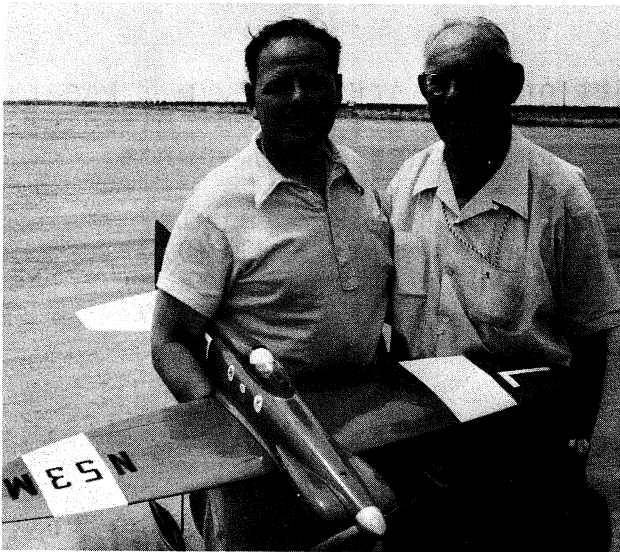
5th-Ron Sheldon & El Bandito

(Right) Awaiting green flag are (L-R):

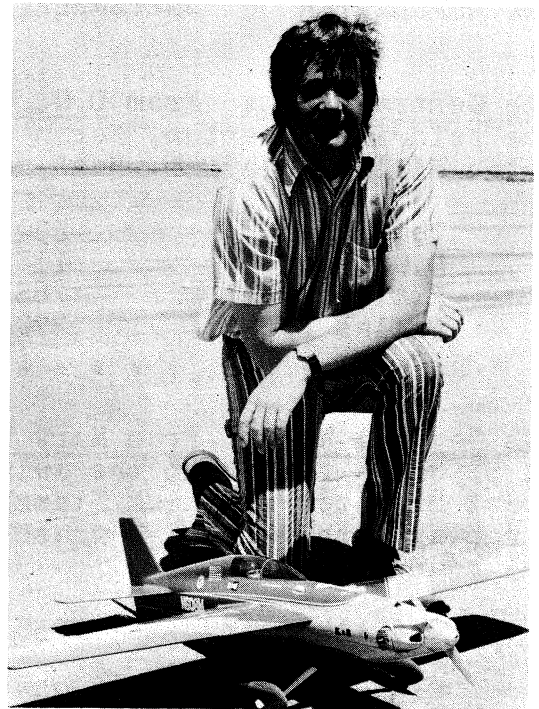
- Joe Foster's El Bandito held by Larry Leonard,
- Jack Stafford's Rickey Rat held by Dave Lane,
- Bob Smith's Miss Dara held by Jeff Bertken.

This heat was won by Bob Smith in 1:22.4 with Joe Foster doing 1:29.7 for 11 laps.





Standard Class - 1st-Ed Von Adelung(R) and Murphy with Shark



2nd-Tony Brown and Miss Dara



3rd-Mike Johnson & Miss Dara



Loren McCray & Miss Dara
(2nd at Valley Flyers Race)



8th-Jerry Silverman, who was Contest Director for Pop White Memorial Race

South Central East: From D.C. May, a report on the first Formula I race to be held in Lumberton, North Carolina. Date--July 22; Contest Director--Winston Miller; Weather--Hot! and humid; Eleven entries for 5 rounds.

1	Tom Baker	23Q	Minnow/K&B	19	1:41.7
2	D.C. May	11S	Minnow/K&B	18	1:40.2)
3	R.A. Brogden	78S	Minnow/K&B	18	1:38.6) Flyoff
4	Dallas Buck	27Q	Cosmic Wind/ST	15	1:50.9

* * * * *

North Central West: From Marv Wilken, 136 Zenith Drive, Council Bluffs, Iowa 51501, a report on the July 15th Formula I race in Fremont, Nebraska. Contest Director was Kick Stansbury; weather--clear and calm; flying site was runway with very high grass interfering with communications; nine entries for 5 rounds of flying.

1	Bud Atkinson	25U	Ballerina/HP	19	1:50
2	Tom Cook		Ballerina/ST	18	1:47.5
3	Hank Pohlman	74W	Minnow/HP	18	1:48

* * * * *

North Central East: From Jim Buchmann, 6209½ W. 175th St., Tinley Pk., Ill.: Chicago Pylon Race, July 15th, was the fourth big bash hosted by C.P.C. this year, and we are really getting this thing together. The Q.M. boys led by Cal Sperly just couldn't seem to hear when their numbers were called to refuel, etc. So along with others of the class, the day was really stretched out. But as F-I got under way to show them how it was really done, the pace improved. V.K. did it again. These guys have got to be on borrowed time, but how much did they borrow??? Only time will tell. Here are the results:

1	V.K. Team	87W	Dara/HP	1:31
2	Jim Duda	73W	Minnow/K&B	1:40.8
3	B&B	33U	Dara/K&B	1:50.8
4	Bill Preis		Minnow/HP	1:48.5
5	Steve Metzger	41E	Minnow/K&B	1:50.8

FORMULA I WINNERS AT AMA NATS--OSHKOSH, WISCONSIN--AUGUST 11, 1973



- 1st - Bob Smith
- 2nd - Jeff Bertken
- 3rd - Kent Nagy

Jeff Bertken beat Kent Nagy in a fly-off for second place. All three flew Miss Dara's from PB Products, and used K&B engines.

PYLON RACING AT THE AMA NATIONAL CHAMPIONSHIPS, 1973

Ed. Note: Many thanks to Bob Stockwell, 4000 Hayvenhurst Avenue, Encino, California 91316, hard-working past editor of this NMPRA Newsletter, for generously contributing this detailed report and the accompanying pictures.

Results of Formula I Finals:

1	Bob Smith	Miss Dara/K&B '72	1:29.0	20
2	Jeff Bertken)	Miss Dara/K&B '73	1:30.2	19
3	Kent Nogy)	Miss Dara/K&B '73	1:29.4	19
4	Cliff Weirick	Ricky Rat/K&B '72	1:27.9	18
5	Dan McCan	Miss Dara/K&B '72	1:28.9	15
6	Harold Coleson)	Minnow/K&B '73	1:30.4	13
7	D.C. May)	Minnow/K&B '73	1:33.4	13
8	Ron Sheldon	El Bandito/ST G-40	1:31.8	13
9	Walt "Butch" Schroder	Cosmic Wind/K&B '73	1:42.9	11
10	Tom Christopher)	Ole Tiger/K&B '73	1:36.3	9
11	Irwin Funderburk)	Minnow/K&B '73	1:44.4	9
12	Terry Prather	Minnow/ST G-40	1:30.3	9
13	Bob Violet	Cosmic Wind/K&B '73	1:34.7	9
14	Don Downing	Miss Dara/K&B '73	1:36.6	8
15	Ed Rankin	Miss Dara/K&B '73	1:44.4	8
16	Joe Bridi	Minnow/K&B '73	1:40.4	6
17	Whit Stockwell	Minnow/K&B '73	1:45.0	6
18	Gregory Doe	Minnow/K&B '73	1:54.2	5
19	R.B. "Monty" Moncrief	Miss Dara/K&B '73	1:40.2	5
20	Rick Kuiper	Miss Dara/HP	--	0

Like Cliff Weirick, Bob Smith has now won the NATS twice: he did it in 1970 with a Minnow and a K&B, and he did it in 1973 with a Miss Dara and a K&B. It was the first year since 1968 that the Stafford Minnow was not only not FIRST, it was--astonishingly--not even in the top five. But Stafford was represented by his Ricky Rat, flown to fourth by Cliff Weirick, and it was also Cliffy who had the fastest legitimate time of the contest, 1:27.9.

Before anyone takes offence at my phrase "fastest legitimate time", let me explain. From the very first qualifying heat, it was apparent that either the course was short, or the new K&B 1973 engines were fantastically better than expected. Times of 1:24, 1:25 and the like were commonplace, several of them by fliers who had not previously turned better than 1:32. Glen Spickler knew that he had to fly out the qualifying rounds without changing the course, long or short, but he promised to measure the course personally for the finals. Because of circumstances--rain and the like--the course as laid out for the qualifying rounds was never officially remeasured to determine for sure whether it was short or not. But no one among the officials or the fliers who have seen a legitimate 1:22 had any doubt that the qualifying course was short, after observing the times in comparable weather on Saturday when the course was unquestionably correct. Apparently it was short by 100 feet, which would improve the times by about six to eight seconds.

So the qualifying times that were posted from Bob Smith's 1:21.0 to Monty Moncrief's 1:30.0 established the top 20 for the finals, but the times themselves are worthless in absolute terms--meaningful, only in relative terms to set up the finals. In the finals, Bob Smith's fastest time was 1:29.0, and the fastest time posted by anyone was Cliff Weirick's 1:27.9--except in the fly-off between Jeff Bertken and Kent Nogy for 2nd, when they posted 1:23.8 and 1:24.1, which turned out to be for NINE laps.

It is worth noting that the three fastest legitimate times--Smith's 1:29.0, McCan's 1:28.9, and Weirick's 1:27.9 were all with 1972 K&B Schnuerles. Weirick's is a very special engine, old number 98, owned by Roger Theobald (who designed the 1972 engine) and worked over by him and Paul White. There were several design changes between the 72 Schnuerles and the 73 production engines that are now generally available. These changes give the 73 engines higher RPM with all other conditions the same on the test bench, but right now, in the air, the 72's appear to be superior. This may well change, even by the time you read this, when Clarence Lee, George Aldrich, Cliff Telford, D.C. May, Jim Nightingale, Paul White and other top engine men have played around with them a bit.

Though there was only one disabling crash in the finals--Rick Kuiper's on takeoff in his very first heat--there were numerous zeroes caused by nosing over on takeoff or failing to finish ten laps, usually because of engine flame-outs. The consequence of this was that you could place remarkably high with remarkably few points. For example, Butch Schroder placed ninth with a zero, three 2nds and a 3rd. Tom Christopher was right behind him with a zero, one 1st, two 2nds and a 3rd. Smith had a perfect score, though in his first heat against Terry Prather, Terry had a strong lead when he blew a plug in the fifth or sixth lap and it was all over. After that very first heat, no one except Ron Sheldon (the only other SuperTigre, along with Prather) got within half a lap of Smith. Bertken and Nogy (2nd and 3rd) were each beaten once. Bertken was beaten in the second round by Ron Sheldon, and Nogy was beaten in the first round also by Ron Sheldon. But Sheldon took a cut trying to beat Smith in the third round, and then he was barely beaten by Cliff Weirick in the fourth round in what I thought was the best race of the whole NATS finals. There is no question in my mind that Weirick had the fastest machine there, even though he was beaten once by Harold Coleson when he cut #2 by maybe six inches. And I thought the second fastest airplane, as the times attest, was Danny McCan's Miss Dara. Danny was beaten in his second round by Terry Prather, in the only 1st Terry got all day, and Terry was fast enough to win all his heats if he could have avoided the snake bites that also wiped out the Stockwells. But it was a real pity when Danny nosed over in the last regular heat of the finals, to take a zero and leave the fly-off for 2nd to Bertken and Nogy. I think he would have beaten them by half a lap.

That final heat, when Dan McCan nosed over, was purely comical if you didn't have any serious stake in it. Besides Danny, there were Ron Sheldon, Monty Moncreif, and Whit Stockwell. Whit had nosed over twice before--once to avoid hitting Greg Doe, who veered right and nosed over directly in front of Whit's plane, and once when he got started so late that he barely had the transmitter in hand when I released--so no one would have been surprised had he nosed over a third time. But what happened instead was that Whit took off first with no problem, and then ALL THREE of the others proceeded to nose over, as if in astonishment that Whit had finally gotten into the air. Whit then proceeded to cut the first pylon and turn a sparkling 2:17 for his only 1st in the contest! Whit was laughing so hard he could barely fly the course.

All FIVE of the top finishers--Smith, Bertken, Nogy, Weirick, and McCan--were in the same frequency group. These five, in other words, who had the five fastest times in the finals and three of the five fastest qualifying times, never had to fly against one another. Smith, Nogy, and Weirick have been on the same frequency all season. Bertken changed to their frequency for the NATS because he calls for both Smith and Nogy. McCan is on a different six meter frequency, the only other six meter flier in the finals, so he was put in that group by chance.

Smith and Bertken are a team of long standing and have probably the best record ever accumulated in Formula I racing--the only team with comparable achievements is the Telford/Violett team in FAI Pylon Racing, with two National Championships and two International Championships to their credit. But until last year, Bertken was the caller only, not a flier on the team. He was the mouth of the team, in every sense. But now he is a champion in his own right as a flier, and I look forward to the contest when he and Smith, like D.C. May and Harold Coleson (who call for each other also, but stay on different frequencies so they can race each other) meet each other, and Weirick, and Nogy. Indeed, for Formula I to progress, I think it ought to be mandatory for the top five to return to the NATS the next year on five different frequencies so they can race each other.

When there are more than 80 entries and you only get two attempts to qualify (the time for the third attempt was wiped out by rain), there are bound to be some unhappy people: roughly, 60 of them. The near-misses are the ones I really feel for. Bill Williamson was 21st even though his best time was identical with Moncrief's 1:30.0, because he posted a zero on his other attempt, whereas Monty had a solid 1:31.2. Walt Schoonard was 22nd with a 1:30.5--flying one of the few Tigre X-40's that got to anyone in time to put into an airplane. None of them qualified, but you can look for them to be around and moving mighty fast in the near future, after a little experimentation with the head set-up. Indeed, since there are now 102 of them in the country, and no more for a couple of months at least, it would not be surprising to see a repetition of the K&B 1972 problem in reverse. I'm not predicting, just speculating--but if you give Ron Sheldon or Terry Prather something better than the old G-40's to work with, you'd better figure that neither the 72 nor the 73 K&B's will be so dominant on the racing circuit. The guy who came in 23rd was also 21st in FAI: Ron Schorr put on the best two-event performance of his racing career, and was so close but so far from making it this time. He says he's not coming back to the NATS unless we introduce some kind of pre-qualifying system, to be accomplished beforehand in your own district, so that when you get there you know you'll have a chance to RACE. I agree with him completely. It just doesn't make sense to spend maybe a thousand dollars to get two or three qualifying heats. The Pattern guys know they'll fly at least SIX times, each time for SIX minutes. You know where the crowds were? They watched SCALE, and RACING. Even the finals in Pattern didn't draw half the attention these two events did. Sure, there are more entries in pattern, because anyone with one airplane and the gall to call himself an expert (there is no obligatory pre-sorting) can enter and take up the time of six six-minute flights. You just can't measure the proportions by number of entries alone....24th was Cliff Telford, who like Jeff Bertken is coming out of the background of calling for Bob Violett and flying his own bird--plenty fast, just not quite tight enough on the corners yet. And 25th was Al Sager, who flew it off with Bob Smith for 1st in 1970.

It hardly needs to be said anymore that since Glen Spickler was running the show, it was a professional job. He had Jerry Christensen on the starting flag, and Jerry is about the best we know of. He had Jeanie Christensen, with her pioneer's bonnet to keep the sun off, setting up the heats and tabulating results. On the ready line he had Jan Sakert and Joe Stream to keep them coming. Jack Fabbri got hoarse on the starting line identifying aircraft for the flagmen. Also from California, like all the preceding, were Howard Nupen, Steve Franetovich, Gary Nupen, Loretta Hall, Ken Hall, Linda Shore, and Bob Upton. From the Chicago Pylon Club there was efficient and dedicated help from Frank Morosky, Lyn Hamon, Ken Gabbani, Buddy Neeley, Wanda Morosky, Art Zinkle, Jim Buchmann, Lyn Stevens, Frank Morosky, Jr., Gary Heithold, Bob Hall, Ron Piorek, Eddie Morosky (that's quite a family!),

Glen Heithold, Bob Browning, Phil Heithold, Bruce Balko, Dan Kane, and Ray Neeley. And there were more than a dozen volunteers of various affiliations, including especially John Deneke, Franklin Mayer, Walter Kroll, Jr., Desmond Cook, Paul Cress, Don Bunting, George Rotter, David Nelson, Jack Burns, Alan Parshall, H.R. Cook Jr., and Carrick Smith. From the NMPRA, and from all of us in racing, I offer a hearty THANKS!

Results of FAI Finals:

1	Bob Violett)	20	1:42.8
2	Ron Sheldon) Fly-off	20	1:46.5
3	James Booker	18	1:46.5
4	Tom Pownall	15	1:56.5
5	Bob Root	14	1:55.3
6	Kent Nogy) Fly-off	13	1:52.8
7	Tom Baker) Fly-off	13	1:53.4
8	Cliff Telford	12	1:54.4
9	Bob Noll	11	1:58.0
10	Bob Reuther) Fly-off	10	1:50.8
11	Jeff Bertken) Fly-off	10	1:52.5
12	Terry Prather) Fly-off	9	1:53.4
13	Mike Helsel) Fly-off	9	2:03.0
14	Tom Christopher	8	1:56.0
15	Pete Reed	7	2:02.7
16	Gus Geissinger	6	2:00.0
17	Doug Spreng	5	2:04.2
18	Irwin Funderburk	5	2:03.0
19	Dan McCan	4	2:18.4
20	Balko/Browning	3	2:03.8

FAI was dominated by three competitors: the winner, Bob Violett; the guy he beat in the fly-off, Ron Sheldon; and that extraordinary, and relatively recent, new competitor from Boise, Idaho (Lord only knows who he finds to race against there), James Booker, who came in 3rd by a good strong margin. No one else came within EIGHT SECONDS of Violett's best time in the finals--nearly a full lap. No one else turned under 1:50. Tom Pownall put in a fine steady performance for 4th, and Bob Root took 5th with the same kind of steady flying, making no mistakes but just not having enough horsepower to compete with Violett, Sheldon, or Booker. Bob Reuther, though he finished 10th, certainly had the fastest machine after the top three, but he insisted on shortening the course, especially at the scatter pylon, and some watchful type down there just happened to notice it every single time. Most popular was the Telford/Violett monster called the BobCat which turned FAI into a totally different kind of event last year. There were six of them in the finals, but except for Violett and Reuther, they did not appear to have any advantage over the conventional design of Sheldon's plane.

After a couple of crashes in the qualifying rounds, there were only 30 entries left, and you only had to beat 2:05 on the short course to qualify. The best times in the finals were eight seconds slower than the qualifying times, again reflecting the difference in course layout. There were quite a number of tuned pipes, and I think Ron Sheldon could have beaten Bob Violett in the fly-off for 1st if he had been able to keep his engine on the pipe. But there was a long delay after Ron started his engine on the line; his engine went off the pipe just before takeoff, and then it was no race. In general, I have to say the "mufflers" did mighty little

muffling. And, in general, I didn't feel that FAI racing provided anything close to the excitement of Formula I, and the very substantial difference in number of entries reflects the difference in level of excitement and interest. I don't suppose it's a dead event, but it's certainly approaching a moribund state.

There were, in fact, very few close and exciting races. Ron Sheldon and Jim Booker put on a great race in the third round, with Sheldon barely nosing Booker out for 1st. Booker gave Violett a little bit of a scare for a few laps in the very first heat. But except for those two races it was an obvious runaway for the three fast ones. Tommy Baker came on pretty fast for a few laps against Booker in the last round, but the horsepower just wasn't there.

I will be accused of biased reporting, and the accusation will be correct; I find it hard to blow up FAI racing into a major event like Formula I, so I won't try. The Telford/Violett team dominates the event so totally, and has done so now through so much competition, that one can only admire their great success and bemoan the lack of incentive to go after them with the same seriousness that is devoted to Formula I. Almost anyone in the top Formula I group can beat almost anyone else on a good day. That doesn't appear to be true in FAI. You either know a lot about engines and tuned pipes and that no-nitro fuel and so you go like crazy, or you don't know those things and you fly around the pylons like a lonely soul wondering when the ten laps will finally end.



Kent Nagy with handsome Miss Dara painted in K&B colors. Third in NATS in Formula I



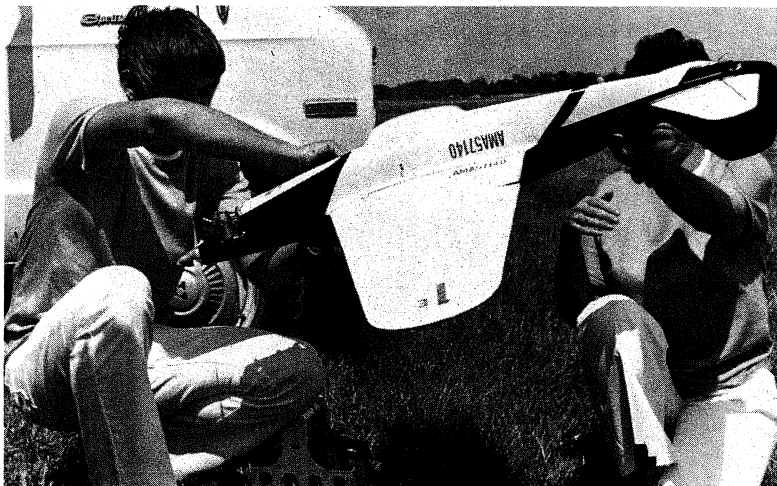
Bob Reuther with fast BobCat. Had trouble with scatter pylon, but easily the fastest airplane after Violett, Sheldon, and Booker



Dan and Dwight McCan can still laugh at their troubles in FAI-- their fastest time in finals, 2:18.4 (only 36 seconds off the pace). Very fast, however, in Formula I, with second best time.



Best in handicap judging, but nothing else went right for Gregory Doe, who finished 18th.



Bob Root readies his FAI bird for finals. Lost Formula I Loving's Love in mid-air with Jim Martin.



Rick Kuiper, the only finalist from Wisconsin, crashed beautiful new Miss Dara on takeoff in first round of finals. Only HP in finals.



Bob Violett displays Cosmic Wind with super-thin fuselage, minimal frontal area.

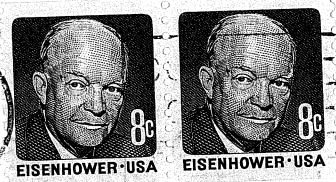


Irwin Funderburk of Monroe, N. C. tunes up his white BobCat. Note the tuned pipe.



Two familiar faces back in racing after a year's retirement: Vern Smith and Gus Geissinger. In the two weeks prior to the NATS, and at the NATS, they lost four airplanes.

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