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# N M P R A

## NEWS RELEASE

# NATIONAL MINIATURE PYLON RACING ASSOCIATION

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

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

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DECEMBER, 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:

This has been a terrific year for NMPRA and it was really made complete with the long awaited Championship Race. One day of FAI and three days of F-I made a fantastic race with Bob Violett winning both events. Congratulations, Bob, you are a true champion! We are sorry that we were unable to send out pre-entry forms. The delay in securing Sepulveda Basin after losing Mile Square was the main cause, and the runway was not completed until the day before the race. I sent a notice to all V.P.'s on October 18 immediately after the site was confirmed. They in turn notified all members in their district who qualified to enter the race. I also notified all magazines and AMA, and they were all there to give it the national coverage it deserves. My thanks to Chuck Smith and all of the SoCal members who worked so hard in making this race possible. Let's not gripe about what we didn't do, and be proud of what we did get accomplished. This was the first Championship Race, and it will be followed by one in Florida and one in Texas.

The banquet held on Saturday night at the Hilton Hotel Banquet Room was really great, with 120 in attendance. All of the national awards were made along with the SoCal district awards. Wow, you should have seen all of the hardware given away! If you were not there to receive your award, your V.P. or your friend accepted it, and will be mailing it to you shortly. All of the 1973 officers were introduced and gave a brief summary of the activities in their district. Terry Prather reviewed the newly published and long awaited NMPRA Book. This book is the best promotional activity ever attempted by the NMPRA. Thank you, Terry, for your time, talent, and personal sacrifice. Write to him, 1660 Ravena Avenue, Wilmington, California 90744, for a copy and enclose \$4.00. The final seasonal championship winners were announced and given their awards. A complete list is included in this newsletter. The election of Glen Spickler as our 1974 president was announced, and he then announced all of the 1974 officers. A list of these officers is included in this newsletter.

The following goals were achieved in 1973:

1. Increased value of the V.P. role by giving them more decision making responsibility.
2. Proposal to the NATS Executive Committee on the conduct of the AMA NATS
3. Incorporation of Quarter Midget Event and installation of parallel organization.

4. AMA rule proposals (all accepted by the AMA)
  - Moving the race course
  - Q.M. rules
  - 1000 engine rule
5. NMPRA meeting at the AMA NATS
6. Improved closer relationship with each other through better communications.

The following recommendations are made for 1974:

1. Install a Junior Program
2. Continue excellent point system
  - Fair and equitable
  - Promotes seasonal activities
  - All awards and Championship Race based on it
  - All other sporting events have one
3. Continue the important rule of the V.P.
4. Continue the close communications with AMA
5. Update the NMPRA race procedure guide
  - Add SoCal safety rules
  - Add statement that back-up airplane must be on same frequency as the number one airplane
  - Add statement that airplane must be flown with wheel pants if judged with them
6. Concentrate on enlisting the active pylon flyer who is not a member
7. Increased Q.M. activity based on membership interest
  - Add to season championship
  - Add to Championship Race
  - Add to AMA NATS
8. Continue with Championship Race

An interpretation of the 4.4 Propeller rule was requested by Bill Zauntner and Adam Sattler this month. The question was: "Is it legal to use fiberglass cloth on the propeller for reinforcement?" I referred this to Bill Northrop along with my recommendation which was: "This practice should be disallowed mainly because of the complication added to the rule, even though the propeller would be stronger as a result." Bill Northrop agreed with my recommendation. (Editor's Note: Letter is in correspondence section below)

I have enjoyed serving as your president this year and I hope that I have contributed something to the organization that has given me so much. My thanks to Gale Helms, Jim Buchmann, D.C. May, Garry Korpi, Chuck Smith, Jim Simpson, and Adam Sattler for their services as V.P.'s in 1973. Also, my thanks to Carol and Ed Hotelling for doing a wonderful job on the newsletter. My thanks go to Gil Horstman as Secretary/Treasurer who has held this organization together since its beginning.

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FROM GLEN SPICKLER, 4208 Santa Cruz Street, Bakersfield, California 93307:

As your President for '74 I would like to thank all of you for an opportunity to lead the NMPRA this coming year.

There is no question that our sport is the most exciting and demanding form of radio control flying. I feel that the flyers who participate in this sport are also the greatest, and that's why I have chosen to work, as an official, these many years in pylon.

In the year ahead I hope all members will work with me, through your District Vice President, to expand and improve pylon racing. Only through increased numbers can NMPRA via the AMA Contest Board continue to control this finest form of model competition.

I hope that all of you will continue to let your District Vice President know your thoughts concerning improvement. It behooves all of us to think objectively and let our desires be known. Remember, your elected officials are working for you, so let us know what you want, so that our actions can reflect your desires.

We had a good year in '73 under Ed Rankin. I know for a fact that he burned lots of midnight oil working for NMPRA. His achievement of setting up Quarter Midget racing within our group, while retaining control of Q.M. by the people who fly them, deserves a round of applause from all of us. Racing breeds racing, and national recognition for the Quarter Midgets is an asset to everyone in the hobby. Here's to another good year in '74; go fast, turn left, think safety and have fun!!

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EDITOR'S PAD, by Ed Hotelling, 3180 N. Goldenspur Drive, Camarillo, Calif.:

Our final issue is rather large due to normal district reports plus extensive coverage of the Thanksgiving weekend bash, which provided the most intense competition among the best pilots yet seen in pylon racing. That report follows later in this issue.

Earlier editorials have focused on some of our newsletter problems, including slow processing, financial restraints preventing as long a newsletter as desirable, and slow updating of members' change of address, to even not receiving the newsletter at all. These problems continue since our finished copy goes to Bob Francis in northern California for printing (his results are always excellent), and the printed copies are then shipped to Spokane, Washington, for Gil Horstman to distribute. This process has lately taken three weeks, which inhibits rapid flow of information to members.

Happily, a partial solution has been found for next year. Our long-time friend and active pylon racer, Loretta Hall, has agreed to take over the editing job for 1974. She is an extremely dedicated, talented and energetic worker in any job, such as her work with the Los Angeles Model Hobby Association, which lobbied for the beautiful Sepulveda Basin Flying Site. As many of you know from her years of work at the Nationals, she certainly doesn't back down from hard work or hesitate to support her convictions. Please continue your newsletter contributions, but address them now to Loretta Hall, 7546 Balboa Blvd., Van Nuys, California 91406.

The distribution problem should be solved by the generous donation of time by my caller, Don Powell, who has volunteered to get the newsletter printed locally, apply address labels, stamp, staple and mail the newsletter. Don is an excellent pilot (flies in the 1:20's) and outstanding caller (he called a 1:23.5 race from third off, at Oxnard, so he can't be too shabby!). We welcome the donation of some of Don's building time to getting our newsletter to us sooner. Send your change of address to Don Powell, at 22307 MacFarlane Drive, Woodland Hills, California 91314.

NMPRA still may encounter some financial difficulty. Financial statements have been requested for publication several times without answer. All members have a right to receive an audited statement of total income and expenditures for the year. Hopefully our treasurer, Gil Horstman, will provide us with this report soon, as well as a membership list with addresses for publication.

All of us in NMPRA owe Gil thanks for all the hard work he has done for NMPRA since its inception. As a matter of fact, NMPRA probably would have died out during its lean years without Gil's vigorous efforts to keep it growing. These efforts as Secretary/Treasurer of NMPRA and distributor of the newsletter, along with many jobs, like obtaining awards for season champions may have justified the \$600 per year he receives. However, now that the newsletter distribution job will be done by volunteers, and a Southern California member has volunteered to perform the Sec/Treas job without compensation, perhaps the time has come for a change. In fairness, either all the officers should receive a salary, or all should work as unpaid volunteers. Perhaps Gil would like to work without further pay. The coordination of getting newsletters to new members might be better if the Sec/Treas were in the same area as the newsletter distributor. Certainly the \$600 saved could be used for more extensive newsletters, expenses of the Tournament of Champions, or other matters--even lowering dues.

Whatever your opinion, why not express it in writing? I am very grateful to all those who cared enough to write letters and contest reports this year. However, apathy best describes the cause of much of NMPRA's inaction! Did you know that in four of the seven districts, only four additional votes could have caused a different V.P. to be elected? Do you know why there has been no report on the last two Southern California races other than the list of the top five so generously provided by Charlie Smith in this issue? Because you didn't care enough to volunteer to write them! If you don't want your favorite sport to die from apathy and lack of new blood tomorrow, why not volunteer to your V.P. to help out promoting pylon racing today??

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#### CORRESPONDENCE

From Adam Sattler, 29 Waldorf Place, Schenectady, New York 12307, dated October 19, 1973:

I have recently received a communication from Bill Zautner, a friend and NMPRA member. In it he expresses some of his personal concerns and offers some suggestions for improvement. He also asks some pointed questions for which there are no solutions at present. I have added my comments parenthetically as appropriate to add or explain as necessary:

"The NMPRA through its members can do more to help our sport/hobby grow by helping promote more and better racing by:

- A. Constant improvement and enforcement of safety precautions. (We should petition AMA to include the So. Cal. racing safety rules for all R/C.)
- B. Publication of how to run a racing meet from A to Z.
- C. Improvement of contest operating methods: I understand from the NATS meeting that a book is in preparation at this time. We would like to have one as soon as available.
- D. Better frequency spreading for more 3 and 4 plane heats. (Require pre-registration and limit entries on one frequency.)
- E. More assistance for the less experienced racing pilots.

In our area we have several flyers that have racing planes and don't race in competition. We don't have enough competitors to run novice/expert classes.

We set up a new class called "Sportsman" to get a few of these guys started. (This activity was strongly endorsed by all Form I/FAI entries at the 9/29-30 race at Ballston Spa. I would like any club in the Northeast

having a two-day meet in 1974 to include this event. I can guarantee the experts will help run it if scheduled at the end of the first day and middle of second day. We want to help. It is also my understanding that Walt Schroder of MAN will help support this activity.) Sportsman Rules:

- Objective: To encourage greater participation in racing activities.
- Airplane: Any acceptable Form I, FAI, or Form II
- Engine: Any acceptable Form I, FAI, or Form II
- Fuel: Supplied by contest management. 15% nitro for Form I/Form II; 80/20% for FAI
- Race Course: Form I
- Flyer:
  1. Must not have competed in Form I, FAI or Form II in 1973.
  2. Must move out of "Sportsman" class when three times better than 1:50 are achieved in any year.

(I would like to hear from the Northeast District regarding support of this event and any other comments.)

Propellers: The use of wood props covered with 2 layers of glass cloth and resin was noted at the NATS. The rule states props should be wood. I think I will make a few covered with aluminum and hone the edges razor sharp. Any comments? A wood prop is a wood prop--period! (He seems to have a valid point.)

FAI Engines: The Form I engine rule looks like it is working well as shown by several competitive production engines available this year. The allowance of a bar stock engine in FAI is disagreed with by a number of flyers in the Northeast (six flyers approached me on this on 9/29-9/30 at the Ballston Spa race). I would like the U.S. to go it alone, if necessary, and adopt an engine rule similar to Form I for FAI. FAI is strong in the Northeast and we like the event. It will be even stronger in 1974."

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From Ed Rankin to Bill Northrop dated October 23, 1973:

I would like to comment on the request to you from Adam Sattler, NMPRA V.P. NE District, concerning a ruling on the use of fiberglass reinforced props in pylon racing. Rule 4.4 states, "Only wooden, fixed pitch, two-bladed props shall be permitted." The exact interpretation of this would be "wood only". However, the intent of the rule is to outlaw metal props which are a safety hazard due to their fatigue problems which may cause separation. My opinion as an engineer and as president of the NMPRA is that the fiberglass reinforced prop is a much safer prop, because of its increased strength, and thus fulfills the intent of the rule more thoroughly. Covering the prop with aluminum would be unsafe due to the weakness in the adhesive to the wood and the associated fatigue problems.

Even though I feel that the intent of this rule is still fulfilled with fiberglass reinforced props, I recommend to you that this practice be disallowed. This recommendation is made mainly because of the many interpretations that it could lead to by allowing this one variation. Also, keeping the rules simple should be our goal, and not complicating them with detail variations.

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From AMA Competition Newsletter, Editor Carl Wheeley, 806 Fifteenth St., N.W., Washington, D.C. 20005: Following is the Radio Control Contest Board Final Vote:

Quarter Midgets. RC-73-5--The rules put forward during the Toledo RC Conference were adopted with provisional status, with clarifications coming from the Nats RCCB meeting: the engine idle check before a heat shall be on a spot check basis, and the engine running on landing requirement shall be mandatory on all heats; also, the start-finish line shall be 100 feet from, and parallel to, a line connecting pylons 2 and 3, similar to the larger Formula I course.

Pylon Racing. RC-73-7--Adoption of this proposal moves the Sideline Judge, ready area, pit area, spectator area and vehicle area 150 feet farther from the race course (Formula I, II and Sport Pylon) than before. RC-73-8--For 1974-75 the minimum engine quantity for eligibility has been increased from 100 to 1,000; however, unresolved at this writing was whether an amendment would or would not be accepted allowing a 100-engine minimum for a one-year period--the remaining votes could swing the outcome either way.

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From Bill Hager, 5200 Rye Drive, Dayton, Ohio 45424:

What happened to the NMPRA Championships? We were to be informed as to the exact time and place. I'm writing this on November 19 and I've still not heard anything. I've talked to other people who also qualified; they don't know anything either.

For people who live within driving distance, last minute notice isn't so bad. But what about the guy who lives in central or eastern U.S.? We can't come at the drop of a hat.

This cannot be considered a true Tournament of Champions if all of those who qualify are not given enough notice to make it possible to attend.

Let's hope we can have better communications.

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DISTRICT NEWS

South Central East: From James Maki, 5241 S.W. 29th St., Ft. Lauderdale, Florida 33314, a report on the October 28th contest at Valkaria, Florida. There were five rounds of Formula I for the 16 entrants; Norm Holland was the CD:

The final SCE District race of the year brought down many of our Georgia and North Carolina friends to race in Valkaria, Florida. Greg Doe drove over five hundred miles by himself in order to compete, but had company for the return trip as he took home the third place trophy. Bill Williamson won second place and the best time of the day. Going into the last round, Williamson had a perfect score until he cut out in an attempt to stay ahead of Jack Fehling's very fast Dara--a very exciting heat. Somehow, I fell into first place honors, probably by using D.C. May's old trick of flying with a bad hangover!

Junior members Bruce and Brian Richmond are really flying that course exceptionally well and promise to be good competition in future races. They will probably end up "Rhett Millering" all of us one of these days!

Bob Brogdon mid-aired with Tom Pownall's Minnow which totalled yet another one of Bob's beautiful planes. Busy New York executive Don Singer

found time to call for Teammate Pownall, and coaxed down the injured Minnow to a safe landing after the mid-air with half the elevator missing. Unfortunately, the T&D team did not have a back-up.

Many thanks to the members of the Indian River Radio Kontrol Society (IRKS) who worked very hard and also members from other clubs who drove hundreds of miles just to help run the race. (Editor's Note: See November NMPRA Newsletter for table of results.)



Left-Bill Williamson, 2nd Place  
Center-Greg Doe, 3rd Place  
Right-Jim Maki, 1st Place

Background-Some of the much appreciated help, who we felt should get picture published with the winners

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

Final District Standings

1. Rankin	- 450.8	7. Zellner	- 259.8
2. Moncrief	- 370.8	8. Rollins	- 228.1
3. Sizemore	- 338.5	9. Helms	- 227.7
4. Downing	- 335.6	10. Browning	- 199.5
5. Clay	- 295.3	11. Bigelow	- 199.2
6. Heithold	- 263.1	12. Fly	- 143.0

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Southern California: By V.P. Chuck Smith, 8509 Lennox Avenue, Panorama City, California 91402:

Valley Flyers Formula I - Oxnard Air Force Base, Camarillo, California, October 13 & 14

Expert (28 entries)

1 Terry Prather	1:25.3
2 Ed Hotelling	1:23.5
3 Bob Smith	1:26.5
4 John Brodbeck	1:23.5
5 Kent Nogy	1:23.1

Standard (30 entries)

1 Bud Anders	1:35.2
2 Ron Clem	1:37.1
3 Loren McCray	1:37.6
4 Jay Replogle	1:37.4
5 Lou Governale	1:35.9

BIRDS Formula I - Whittier Narrows, San Gabriel, California, October 27 & 28

Expert (26 entries)

1	Terry Prather	1:26.0
2	Tommy Tusing	1:31.0
3	Kent Nogy	1:24.6
4	Dan McCan	1:28.2
5	Larry Leonard	1:28.1

Standard (26 entries)

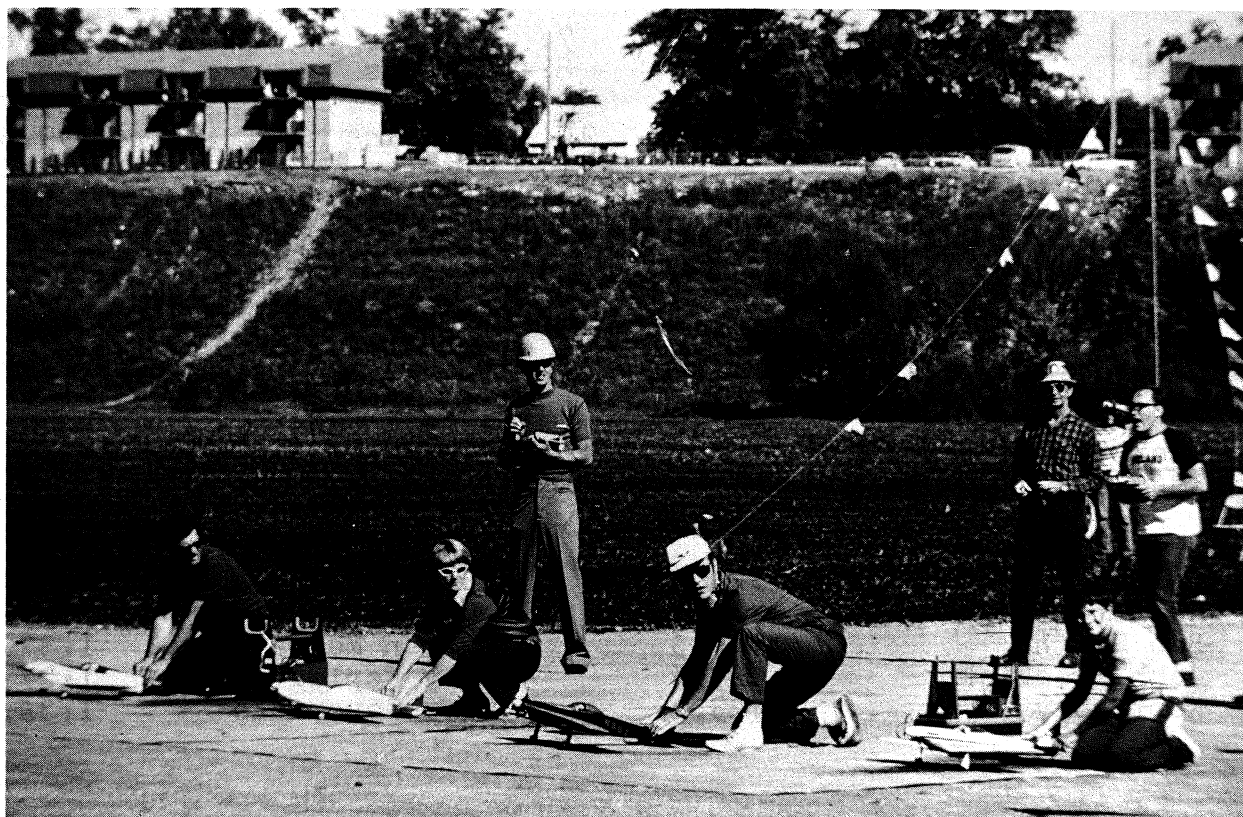
1	Dave Snyder	1:35.0
2	Jerry Silverman	1:38.8
3	Steve Sica (age 13)	1:42.8
4	Bob Johannes (age 18)	1:39.0
5	Brian Emke	1:47.5

Final District Standings

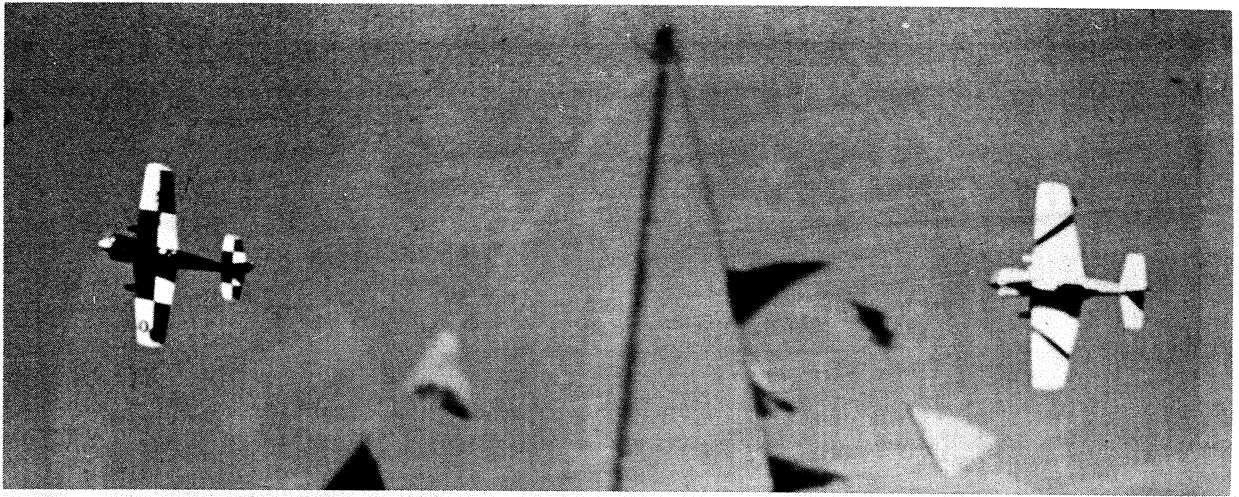
1.	Bob Smith	661.7	10.	Lee Frey	528.2
2.	Terry Prather	651.5	10.	Ron Schorr	527.8
3.	Kent Nogy	650.2	13.	Don Powell	525.3
4.	Larry Leonard	632.6	14.	Joe Vartanian	508.5
5.	Dan McCan	622.6	15.	Jim Jensen	499.5
6.	Whit Stockwell	580.4	16.	George Flynn	489.6
7.	Ed Hotelling	560.9	17.	Jim Rogers	470.2
8.	Tom Christopher	534.0	18.	Wes Morris	439.9
9.	Jack Stafford	532.1	19.	Doug Spreng	406.7
10.	Charlie Shaw	529.0	20.	Clarence Neufield	398.3

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Northeast: Bill Hager, 5200 Rye Drive, Dayton Ohio 45424, provided the following pictures taken at the Ohio Pylon Racing Association Championships, Dayton Ohio, on October 14th:



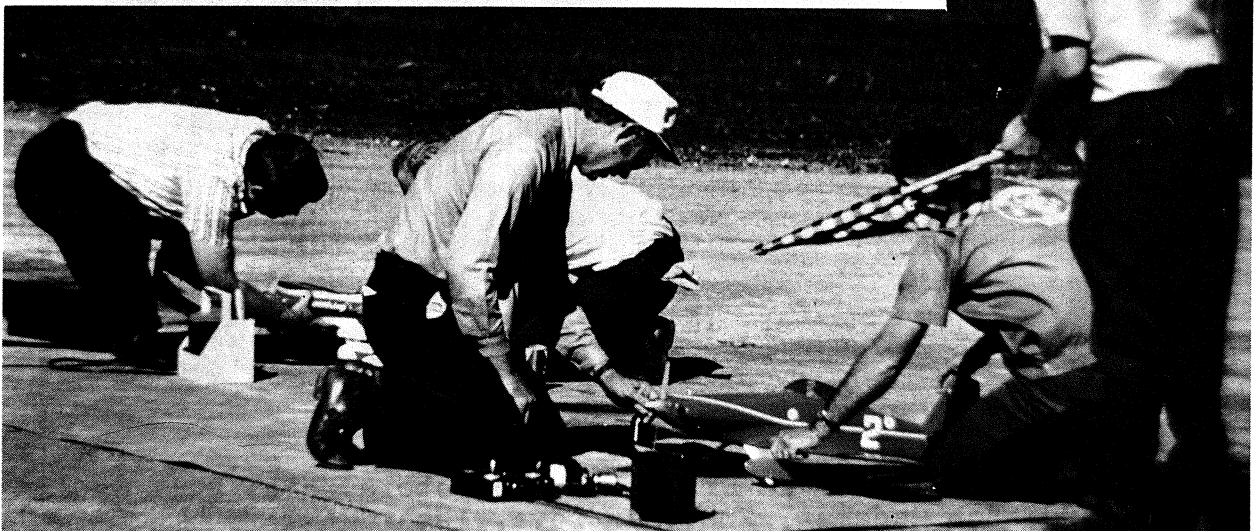




O.P.R.A. Championships  
Dayton, Ohio, October 14

Left: Marv Kowalewski  
and Wife

Below: Yes, that's Don  
Lowe doing his  
thing





Formula I Winners of O.P.R.A. Championships: L-R  
 Bill Hager, 2nd, Gary Villard & Son, 1st, Dave Brown, 3rd



Quarter Midget Winners: L-R, Ed Nobora, 5th; Bill Gademer, 3rd; Bob Gademer, 2nd; Don Love, 1st

Editor's Note: Since UPRC has been joined by Canadian Racing Association, these reports from Basil Derrough, 21 Trafalgar Street, St. Thomas, Ontario, are included in Northeast District News.

First, the 1973 Canadian Nationals of FAI Pylon held in Yorkton Saskatchewan, August 4-5-6:

The race was held on a large grass field, under clear blue skies, and light breeze. A very good light system was used at the scatter pylon, having a cage that protected the workers. There were a total of 15 entries, with 6 rounds being flown. The event director was Ed Cebry from Regina, and Bill Driver handled the starting. Along with the help of guys from various clubs, they put on a good race. The results follow:

1	Basil Derrough	Miss Canada P-51/H.P.	24	2:10
2	R. Quinney	El Pronto II/K&B	22	2:26
3	G. Shaw	P-51/K&B	19	2:21
4	Tom Ross	Original/H.P.	19	2:22
5	M. Murphy	Original/H.P.	17	2:23

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And second, the Forest City Flyers, London Canada Quarter Midget Pylon Race, September 30, 1973, by Bob Rayzak:

The Quarter Midget Pylon Race on September 30, 1973, was sponsored by the Forest City Flyers of London, Ontario, Canada, to promote pylon racing on a larger scale than had been previously realized in Canada. The contest was attended by twenty entries from Canada and the United States, was blessed with good weather, and enjoyed the hard working assistance of many of the members of the Forest City Flyers. As well, we were fortunate to have Basil Derrough, Canadian National Champion (and member of the Forest City Flyers) as Contest Director. All-in-all the contest started well, proceeded smoothly and ended successfully, in no small part due to the extensive number of prizes which could be given out thanks to the generosity of the R/C manufacturing companies. It seemed everyone had a good comment to make about the contest.

Five rounds of three-plane heats were flown. The airplanes flew the 2 mile, 10 lap course suggested at the 1973 Toledo R/C Conference and sketched in the June 1973 Pylon Pit Patter column in Model Airplane News. Fuel provided at the contest was 15% nitro content and engine idle was spot-checked. The models were not processed for adherence to other standard rules since in this area quarter midget racing is still a fun event. We stuck to a rule of "process on protest only" and there were no protests. As it turned out, the winners used standard designs which quite easily fit the rules.

Certainly a strong factor contributing to the success of this meet was the considerable merchandise donated by the hobby industry. Because of this generosity we were able to offer a prize to everyone who entered. Trophies supplied by the Forest City Flyers were given to third place. The prize schedule also included a large perpetual trophy to be retained by the year's high point flyer in local Canadian pylon contests. This perpetual trophy was awarded with first place this year and hopefully will provide incentive for a formal Canadian racing circuit next year.

All twenty entrants flew their models but six were destroyed by crashes. The flying was smooth for the most part and there were no threats to safety. The safety theme was further enforced by the pylon course being set far away from the pit and spectator area.

Until the fourth heat the contest was a tie between Larry Butt of Forest, Ontario and Ernie Nikodem of Tonawanda, New York, both having perfect scores. In his fourth heat Larry experienced a failure of his rudder pushrod so could not take off and scratched that heat.

The end of the fifth and final round saw a flyoff required for third place between Larry Butt, Kevin Polzin of Westland, Michigan, and Tom Jacobs of Garden City, Michigan. This flyoff provided some exciting racing and included a gentle mid-air collision between Larry Butt's Snafu and Tom Jacob's Ricket Rat. Larry's Snafu sustained a broken aileron but continued on and won the fly-off. As well, Tom's Rickey Rat lost its canopy and dummy pilot and finished the race with no difficulty.

The best time of the meet was the 1:57 turned in by Ernie Nikodem. Ernie's time was the only one of the meet under two minutes but was followed closely by Bernie Polzin, Westland, Michigan, at 2:05 and Larry Butt at 2:11. These times are as good as those which have been reported for quarter midgets anywhere in the modeling press.

1	E. Nikodem	P-51	K&B	15	1:57
2	B. Polzin	P-51	ST	13	2:05
3	L. Butt	Snafu	ST	12	2:11
4	K. Polzin	P-51	ST	12	2:21
5	T. Jacobs	Rickey Rat	K&B	12	2:34

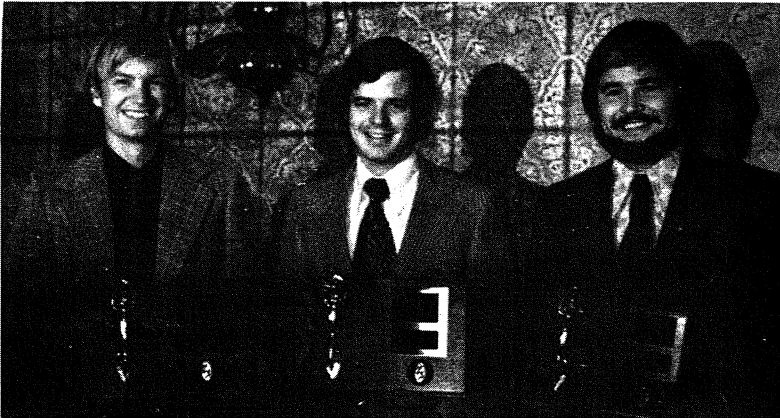
Once again, the contest was very successful. It has already prompted a Quarter Midget event at the 1974 Canadian Nationals!

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1973 Formula I National Season Championship Points

1.	B. Smith, SoCal	- 685.4	27.	S. Metzger, NCE	- 421.5
2.	T. Prather, SoCal	- 667.0	28.	B. Brogdon, SCE	- 399.2
3.	K. Nogy, SoCal	- 665.4	29.	D. Bigelow, SCW	- 396.3
4.	D.C. May, SCE	- 658.0	30.	R. Schorr, SoCal	- 395.5
5.	E. Rankin, SCW	- 648.3	31.	D. Powell, SoCal	- 394.7
6.	L. Leonard, SoCal	- 646.2	32.	T. Rollins, SCW	- 391.6
7.	J. Maki, SCE	- 632.8	33.	H. Coleson, SCE	- 391.6
8.	R. Sizemore, SCW	- 629.7	34.	G. Zellner, SCW	- 384.1
9.	J. Bertoglio, NCW	- 603.4	35.	L. Frey, SoCal	- 373.3
10.	B. Williamson, SCE	- 603.0	36.	L. Bagot, NCW	- 371.6
11.	G. Heithold, SCW	- 594.0	37.	J. Stafford, SoCal	- 370.6
12.	B. Hager, NE	- 584.2	38.	K. Landefeld, NE	- 366.1
13.	E. Hotelling, SoCal	- 565.4	39.	B. Schroder, NE	- 365.5
14.	R. Kuiper, NCE	- 534.8	40.	T. Christopher, SoCal	- 361.9
15.	D. McCan, SoCal	- 525.2	41.	J. Fehling, SCE	- 361.9
16.	G. Doe, SCE	- 510.8	42.	C. Neufeld, SoCal	- 357.9
17.	P. Jones, NCW	- 502.9	43.	R. Sheldon, West	- 351.3
18.	M. Helsel, NE	- 491.1	44.	C. Shaw, SoCal	- 343.9
19.	R. Barkowski, NE	- 487.1	45.	R. Piorek, NCE	- 325.9
20.	D. Downing, SCW	- 484.5	46.	A. Chambers, SCE	- 325.2
21.	I. Funderburk, SCE	- 474.1	47.	J. Katz, SCE	- 319.4
22.	R. Leidner, SCE	- 441.3	48.	B. Violet, NE	- 307.9
23.	P. Reed, NE	- 433.4	49.	J. Duda, NCE	- 304.3
24.	C. Krueger, SCE	- 433.1	50.	G. Flynn, SoCal	- 302.8
25.	M. Moncrief, SCW	- 423.0	51.	T. Baker, SCE	- 301.6
26.	W. Stockwell, SoCal	- 422.6	52.	J. Vartanian, SoCal	- 301.2

All the above received Certified Racing Pilot Certificates in recognition of accumulation of more than 300 points during 1973.



Awards Banquet Saturday Night, November 24, after that delicious prime rib dinner:

Left: Top Dawgs-Formula I National Season Champions are (L to R): Bob Smith, Terry Prather, and Kent Nogy

Formula I District Champions

- SCE - 1. D.C. May, 2. J. Maki, 3. B. Williamson
- NE - 1. R. Barkowski, 2. M. Helsel, 3. P. Reed
- NCE - 1. R. Kuiper, 2. R. Piorek, 3. S. Metzger
- NCW - J. Bertoglio, 2. P. Jones, 3. L. Klusman
- SCW - 1. E. Rankin, 2. M. Moncrief, 3. L. Klusman
- West- 1. J. Schuy, 2. P. Benezra, 3. E. Von Adelung
- SoCal-1. B. Smith, 2. T. Prather, 3. K. Nogy

F II/FAI Nat. Champs

- 1. K. Landefeld 570
- 2. H. DeBolt 542.5
- 3. A. Sattler 494.6
- 4. E. Nikodem 478.7
- 5. P. Reed 452.7

Right: District Champions in Formula I for 1973 are: (LtoR standing) Jim Maki (accepting for SCE Champion D.C. May), Ed Rankin (SCW), Jim Bertoglio (NCE), Bob Smith (SoCal), Rick Kuiper (NCE); (Kneeling LtoR) Bill Allen (accepting for West Champ J. Schuy), and Adam Sattler (accepting for NE Champion Bob Barkowski). These District Champion Plaques were donated by the Fort Worth Thunderbirds.



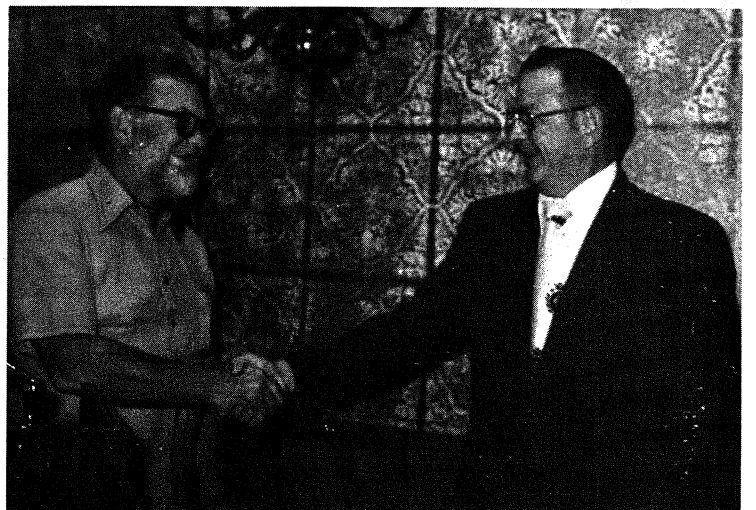
National Formula I Awards

- 1 thru 5 - Trophies (K&B) and Shirts (RCM)
- 1 thru 15- Plaques (Kraft) and Free 1974 Dues (MAN)

National Formula II/FAI Awards

- 1st - Perpetual and Annual Trophies (K&B) and Shirt (RCM)
- 1 thru 5 - Plaques (Kraft) and Free Dues (MAN)

Right: The Old and the New: 1974 NMPRA President Glen Spickler (L) accepts congratulations of 1973 President Ed Rankin (R)



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TOURNAMENT OF CHAMPIONS, reported by Ed Hotelling, 3180 N. Goldenspur Drive, Camarillo, California 93010:

The first "Tournament of Champions" for FAI and Formula I pylon racing took place Thanksgiving weekend, November 22 through 25, at the Valley Flyers Field, Sepulveda Basin, Los Angeles. In spite of criticism (see correspondence section) that lack of advance written information to those eligible detracted from the representation of different districts, a lot of the top flyers got their information on the telephone and came anyway.

Although the runway had been paved previously, the blacktop for the pit area and taxiways was not finished until Wednesday night, the evening before FAI racing began. A one-inch rain Thursday night left the unpaved portions a quagmire for the start of Formula I racing Friday.

The frontal passage also left cold winds opposite to the normal direction. Some aircraft were destroyed during downwind takeoffs until the course layout was reversed on Sunday.

Temperatures were unseasonably cold, but did not hinder the competitors from setting new speed records. Kent Nogy first lowered it from his old 1:21.9 record to 1:21.6, only to be equalled by Terry Prather flying his Minnow. Finally, Kent Nogy set the fastest time and new record of 1:21.2. Lots of people counted the laps and timed it with stop watches, so no doubt exists as to the speed of Kent's K&B-powered Little Toni. This aircraft is an extremely clean Minnow, like the ones flown by Jeff Bertken and previously by John Brodbeck.

After a few rounds, few pilots were unbeaten. Terry Prather had lost only one race, and so had Bob Smith. Bob Violett had beaten Dan McCan, so for awhile only Bob Violett was unbeaten. However, in the seventh round Bob Smith was first off against Bob Violett, whose shoulder wing Cosmic Wind was second off. Smith's new model Miss Dara led Violett's aircraft in a beautiful formation for ten perfect laps to win with a 1:22.1. As the speeds increase, that staggered takeoff tends to determine the finish. Perhaps we should use racehorse starts, like those used in the flyoffs to eliminate this problem or at least decrease the interval between planes.

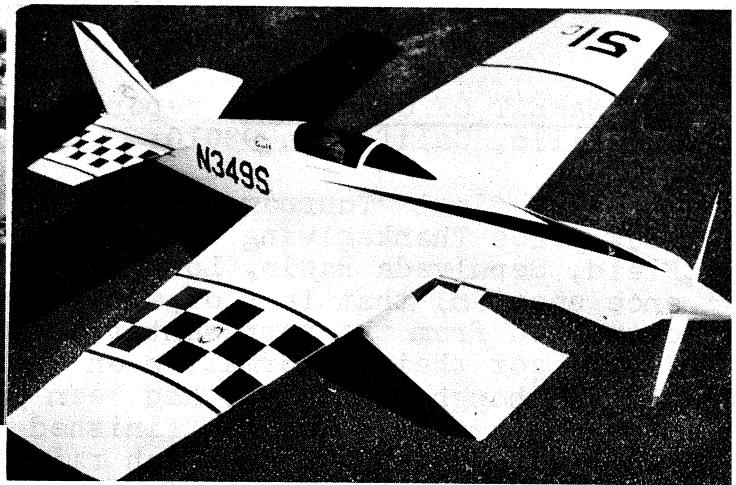
This race left a four-way tie for first place with Terry Prather's fast time of 1:21.6 leading Bob Smith's 1:22.1, Bob Violett's 1:23.8, and Dan McCan's 1:27.7. Terry Prather's X-40 ST-powered Minnow was also consistent, because his slowest time for the nine rounds was 1:26.7! Bob Violett also had nine times under 1:30, and Bob Smith had eight, because he cut one race. Kent Nogy also had five times in the low 1:20's, but double cuts pushed him back to ninth place overall.

Many other pilots felt the pressure of competition enough to record times in the low or mid 1:20's. The top twelve finishers all broke 1:30, including Fort Worth's Monty Moncrief with his beautiful El Bandito, Florida's Jim Maki with his green Minnow, and the usual California contingent like Larry Leonard, Clarence Neufield, Dan McCan, Cliff Weirick, and Jack Lee (who was unbeaten for four or five rounds). However, many others were very competitive, some flying in the 1:20's, but who had cutitus or CBT (control box turbulence), which prevented finishing high up. Flying very tight races were well known pilots, Adam Sattler, Al Sager, Butch Schroder, Sam Fly, and others too numerous to mention.

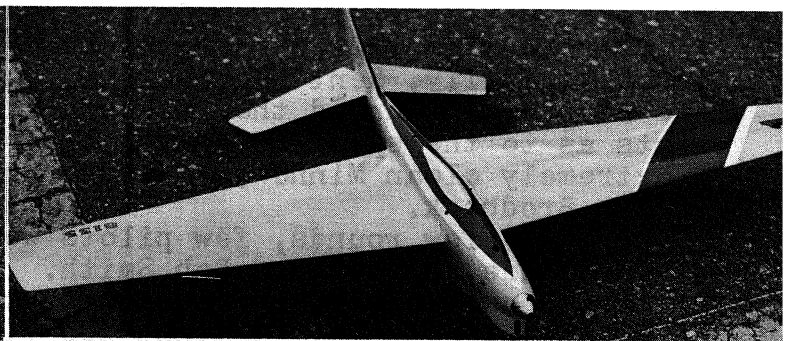
K&B engines dominated the top racers except for Terry Prather's fabulous consistent success, and Jim Jensen, who also flew a ST X-40 in his Miss Dara to a 1:23 second place, pushing Terry Prather to a 1:22.3. Obviously, this engine can do the job if properly handled, as Terry Prather and Jim Jensen showed. Unfortunately, Jim tried to enter the submarine races coming around #3 pylon once a little low, so he did not finish near the top!



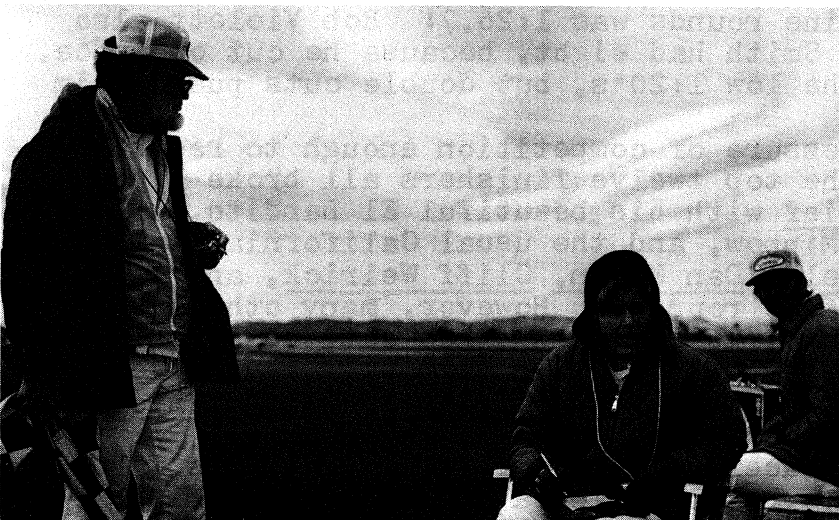
Line up for handicap judging Friday morning. Note the lake on the right from Thursday night's rain. Aircraft were divided into four groups, and ties were broken by coin flips on the ready line.



Bob Smith's new Miss Dara looks more streamlined aft of cockpit and has dural landing gear.

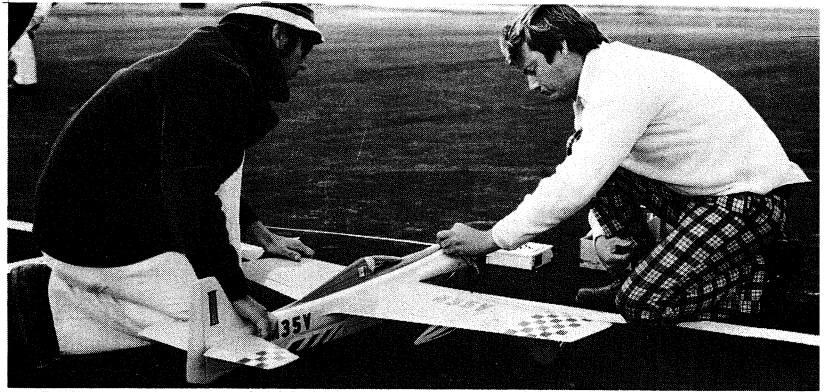
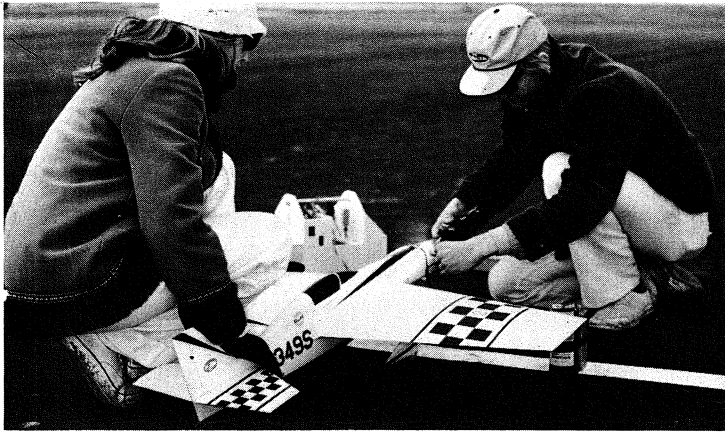


Bob Violett's winning aircraft:  
 (L) Formula I winner "Cosmic Trick"  
 (R) FAI winner "Bob Cat"

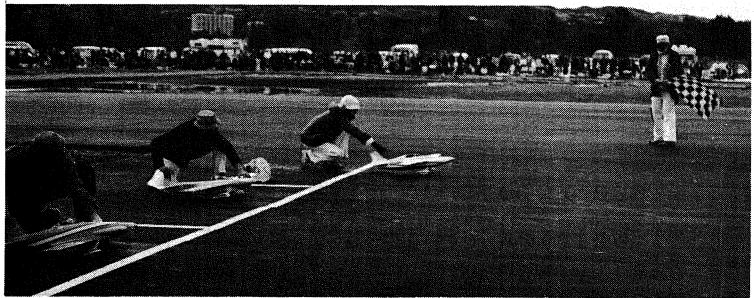
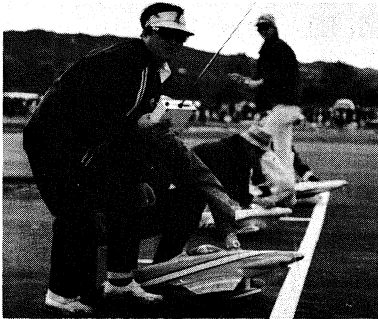


"Sunny" Southern California temperatures are shown by dress of Glen Spickler (L), Jean (C) and Jerry Christiansen (R), as well as in Right picture of lap counters, with Ron Clem (R) and Bob Wilde (3rd from right).



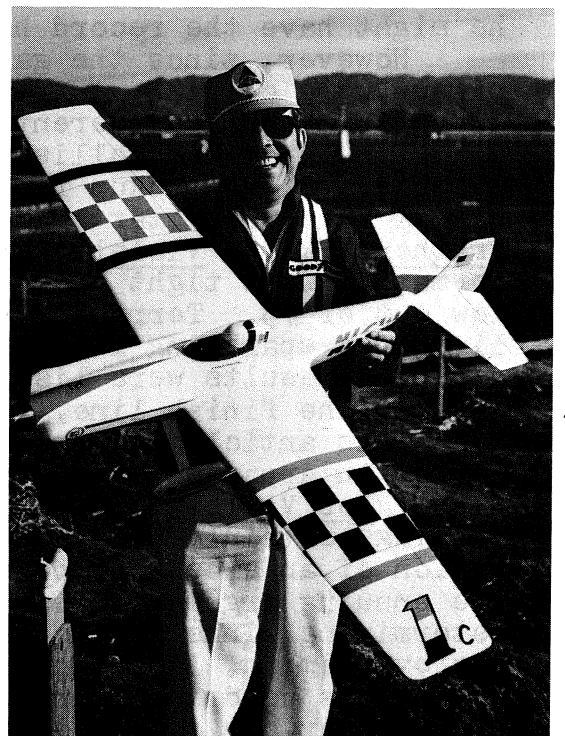


One of the tightest races (see text) of the contest had Bob Smith off first (L), Bob Violett second (R), and Jim Maki third (Below Left). Glen Spickler flags (Below Right) as Cathy Smith releases Bob's Dara, as John Brodbeck awaits next flag for Bob Violett's Cosmic Trick, and Bill Williamson awaits third flag to release Jim Maki's Minnow. In this race, Bob Smith was the first and last one to beat Bob Violett with a 1:22.1, Violett was second with 1:23.8, and Jim Maki was third with a 1:25.2!



(L) Monty Moncrief's beautiful El Bandito turned several 1:25's to get Monty a sixth place overall.

(R) Eternally effervescent Cliff Weirick with his Stafford Rickey Rat-one of the fastest there (1:23 with loose flying)!





Above: Howard Reed celebrates perfect landing with his El Bandito!

Left: Paul Benezra was as fast as ever, but cuts kept him out of the top finishers. Paul is shown here (R) casually installing his engine just prior to handicap judging Friday morning! Ed Hotelling (L) holds Paul's five-pound El Bandito.

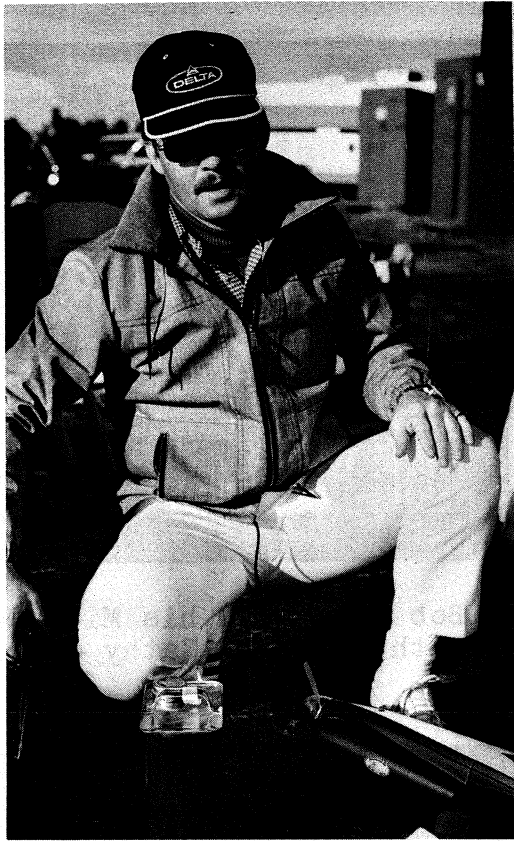
(Text of race report continued from page 15):

Cliff Weirick cruised his K&B-powered Ricky Rat around loosely in a race he easily won only to find he had clocked 1:23.3! From my own experience I know the times are better and flying is tighter if the competition is tough. Therefore, best time may be influenced by the competition pressure as well as aircraft speed and pilot ability. Had Cliff been pushed, he might have the record himself.

However, since the game is point accumulation in heat racing, only four pilots were eligible to fly off for first place. Bob Smith changed radios so as to be on a different frequency to permit flyoff. Terry Prather had an unfortunate ground collision after landing with Jack Lee's Dara, so Terry switched to his backup for the flyoff.

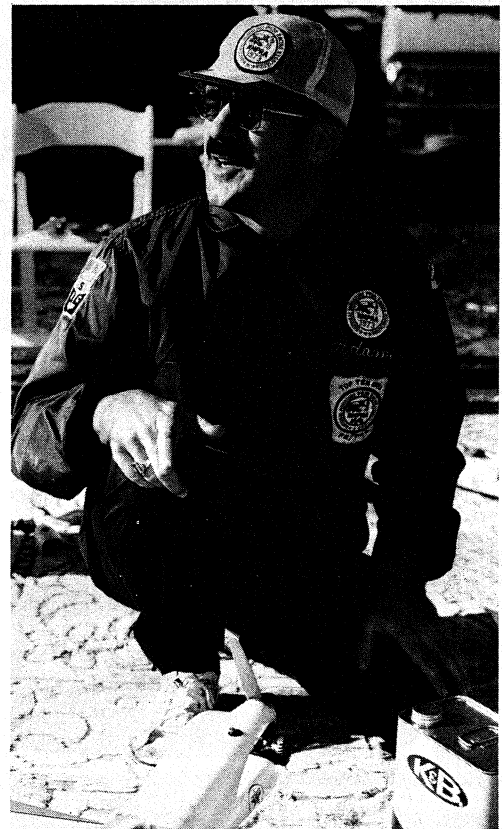
A racehorse start began this climactic race for first place between Prather, Smith, Violet, and McCan, as the sun was setting. A four-plane formation went tight around the pylons until Dan McCan crashed going too low out of #3. Terry Prather led Bob Smith and Bob Violet across the finish line in a sparkling 1:21.6 for an apparent victory. However, after the official results were listed on the card, a large crowd argued about double cuts on the finish line, so the race was reflown.

This anticlimactic second flyoff in the dark was won by Bob Violet, Bob Smith apparently cut twice, and Terry Prather pulled out with a blown plug. Bob Violet's fine performance and win with John Brodbeck's help calling certainly deserves the congratulations he earned. However, the confusion of an excess of personnel "officiating" during the first flyoff and the ensuing argument raises questions as to the validity of our methods in determining winners in close races. Perhaps someone can suggest ways to improve timing, lap counting, cut counting, and determination of finish. Maybe methods used in other competition can be adopted. Certainly, the need becomes obvious in races between closely matched competitors.



"Sons of Brooklyn's" Al Sager  
with his midwing Cosmic Wind,

Nationwide representation is  
shown by Bedford, Texas's Sam  
Fly with his Dara,



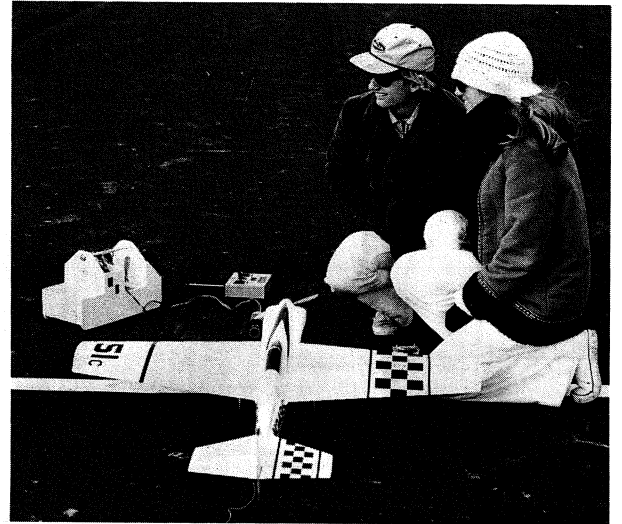
Eules, Texas's Don Downing,  
1974 SCW V.P. with his Miss Dara,

and Schenectady, N.Y.'s  
Adam Sattler, who is NE  
VP and took 2nd in FAI

Flyoff for first place was between:



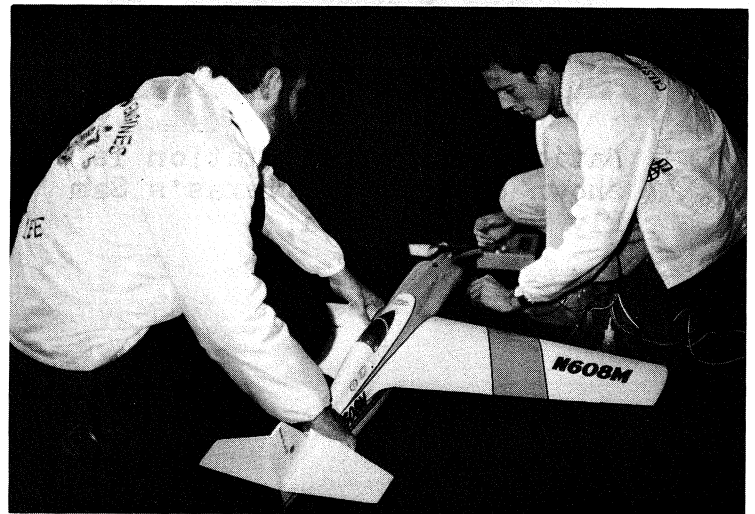
Bob Violett and his Cosmic Trick, with John Brodbeck calling,



Bob Smith and his Miss Dara, with his wife Cathy calling,



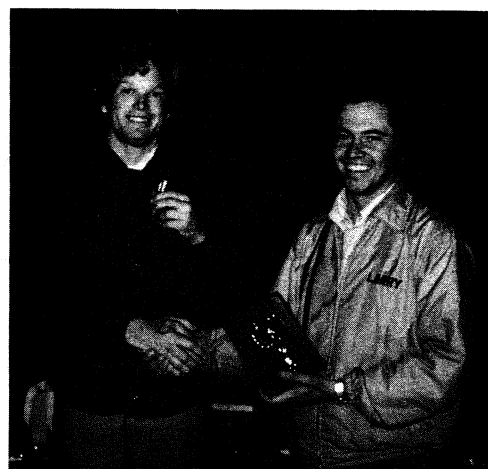
Terry Prather and his Minnow with his father, Al, calling,



and Dan McCan and his Miss Dara, with his father, Dwight, calling.



Racehorse start in the dusk shows release of (LtoR): Prather's Minnow, Smith's Dara, Violett's Cosmic Trick, and McCan's Dara. Terry apparently won with 1:21.6, but doublecut, so flyoff was repeated.



Formula 1 Tournament of Champions Awards:  
(LtoR): 1st Bob Violett, 2nd Terry Prather,  
3rd Bob Smith, 4th Dan McCan

Contest Director Charlie  
Smith (L) presents 5th  
place to Larry Leonard

Editor's Note: Yes, it really was that dark!

Final Results of Tournament of Champions

Formula I (72 entries):

1	Bob Violett	Midwing Cosmic Wind/K&B	35	1:23.8
2	Terry Prather	Prather Minnow/ST	35	1:21.6
3	Bob Smith	Miss Dara/K&B	35	1:22.1
4	Dan McCan	Miss Dara/K&B	35	1:27.7
5	Larry Leonard	Rickey Rat/K&B	34	1:23.5
6	Monty Moncrief	El Bandito/K&B	33	1:25.4
7	Jim Maki	Minnow/K&B	31	1:25.2
8	Clarence Neufield	Thunderchicken/K&B	30	1:26.1
9	Kent Nogy	Little Toni/K&B	29	1:21.2
10	Cliff Weirick	Rickey Rat/K&B	29	1:23.3
11	Jack Lee	Miss Dara/K&B	29	1:26.0
12	Bill Williamson	Minnow/K&B	29	1:29.7
13	Ron Schorr	Miss Dara/K&B	28	1:30.6
14	Wes Morris	El Bandito/ST	27	1:32.7
15	Lee Frey	Rickey Rat/K&B	27	1:31.4
16	George Flynn	Miss Dara/K&B	27	1:31.3
17	Ed Allen	Minnow/K&B	27	1:33.9

FAI (18 entries):

1	Bob Violett	Bob Cat/K&B	1:28.8
2	Adam Sattler	Super Duck/OPS	1:41.6
3	Joe Foster	Toad Turkey/HP	1:39.9
4	Bud Anders	Avanti/K&B	1:39.2
5	Ed Rankin	Miss BS/K&B	1:45.5

Contest Director Charlie Smith did an excellent job of organizing this race, and the Saturday night banquet which 120 people attended. Charlie even had chairs provided for out of town visitors. Among helpers I saw were George, Leva, and Paul Smith, Betty Stream, Trudy and Dick Waddell, Loretta Hall, Jane Reed, Gary Chaddock, "Skinny" Bob Wilde and many others who deserve thanks. Of course, with Glen Spickler, Jerry and Jean Christensen running the line, who could ask for better help? Charlie Smith deserves all our thanks, not only for the hurdles he overcame (like

field availability and reluctance of some non-competing NMPRA pilots to help out), but especially for sacrificing his own time, which meant he couldn't compete in this or other races the last five months. Hopefully, all members will volunteer to help out more next year to prevent overburdening any one member.

(Pictures and text by Ed Hotelling)

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Note: See November Newsletter for Quarter Midget Officers, who will continue to serve in 1974

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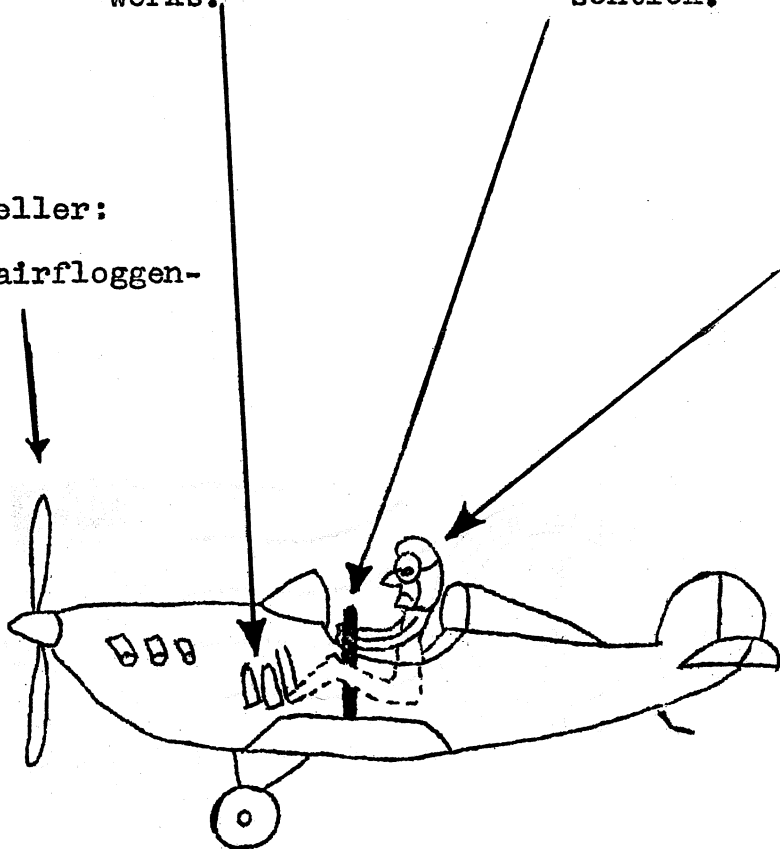
Der puschenpullen schtick.

Pilot:

Der tailschwingen puschenpullen werker

Propeller:

Der airfloggenfan.

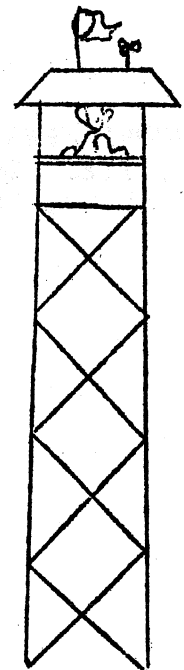


Student Pilot:

Der dumbkopf lernen fliegen.

Instructor:

Der dumbkopf schtuck mit der dumbkopf lernen fliegen.

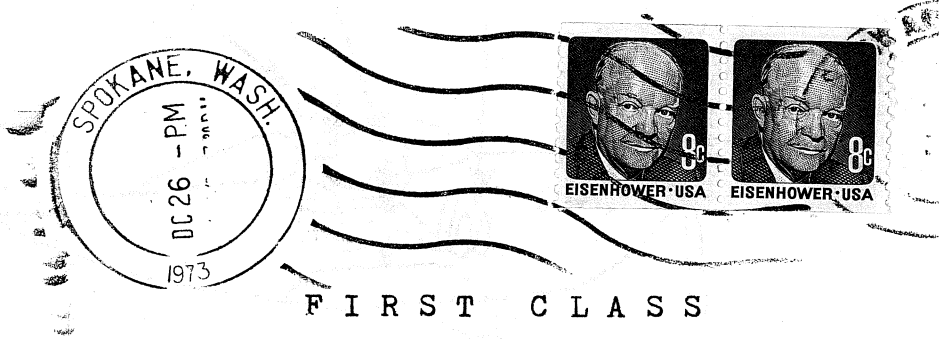


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Rec'd 12/28/73

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