

# N M P R A

## NEWS RELEASE

# NATIONAL MINIATURE PYLON RACING ASSOCIATION

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### AMA AFFILIATED

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March, 1974

Editor: Loretta Hall, 7546 Balboa Blvd.,  
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FROM THE PRESIDENT, Glen Spickler - 4208 Santa Cruz St., Bakersfield Ca. 93307

Good News this month from Kemp Bunting, R. C. Director for the NATS. Quarter Midget will be included plus we will have three full days for FAI and Formula One. Tentative schedule is: Quarter Midget two half days, Tuesday & Wednesday August 6th and 7th. Thursday and Friday FAI and Form. 1, Saturday Formula 1 only. Sounds great. Not only do we have Quarter Midget included but we also have time for straight heat racing in FAI and Formula 1. Jack Fabri is event director for FAI and Formula 1 and John Elliot is to take care of Quarter Midget, both good men...

The FAI has come up with a new muffler requirement and if we are to remain competitive at the international level we should consider including all FAI rule changes that have to do with model, engine, muffler and fuel specifications as part of our own rules. I would like to hear from the active FAI flyers on this and if the majority agree, the NMPRA will submit a rule change to the AMA to cover it.

Under present AMA policy all proposals for rule changes, to become effective in 1976 must be submitted by June 1st, 1974 so send in your ideas on any proposed changes to your District V.P. and he will forward them to me.

As the R. C. contest Board has not come up with a policy on what engines will or will not be legal for 1974, I am going out on a limb and say that until such a policy is forthcoming, all engines that were legal under 1973 rules will remain legal in 1974 with the thought that the engines which have not been produced in quantities of 1000 by the end of 1974 will no longer be legal. Any new engines manufactured in 1974 or later will have to be produced in quantities of at least 1000 to become legal. I expect some backlash on this but someone has to take a stand to cover early races or our point system could become a shambles.

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FROM THE EDITOR, Loretta Hall

In order for our Newsletter to be timely it is necessary for us to establish and abide by a deadline. With one issue under our belts and another one now in your hands we have

Cont'd page 3

THE ADVERTISING ON THIS PAGE WAS SOLICATED BY THE NMPRA TO HELP DEFRAID THE COST OF PRINTING THIS NEWSLETTER. THE MANUFACTURERS THAT RESPONDED, DID SO PRIMARILY TO ASSIST AND SUPPORT THE NMPRA. YOUR PATRONAGE WILL BE APPRECIATED BY THE OFFICERS AND STAFF.



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been able to get a printing and mailing schedule set up. All material that is to appear in the NMPRA Newsletter must be in the hands of the Editor no later than the 25th day of the preceeding month. Usually this will present no hardship but I realize that some contest reports will be difficult to submit this far in advance because of late in the month scheduling. If this is the case and I am notified far enough in advance I can reserve space for a last minute report while I am compiling the rest of issue. I can only do this if the report reaches me no later than the 28th of the month preceeding the issue and it will be the responsibility of the writer to use whatever means is necessary to accomplish this. Since I'm sure you all agree that a two month old report is really not very interesting to read I will print only current reports. The only exception to this rule will be made for Championship races and events of national interest.

Because of the budget problem this year we have to limit the newsletter to 10 pages so that it will go with only one stamp. Please keep your reports and articles as short and to the point as possible. Remember when you are writing it that your article will be read nationwide and although weather reports are great I'm sure we would all rather read about people who race, the planes they flew, how they made out and how great they looked when they had the mid-air.

Don Powell and I will appreciate your cooperation.

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REPORT FROM FLORIDA, Jim Maki

The Tangerine International was held on Dec. 28-31, '73 and Jan. 1, 1974 in Central Florida and will be counted as the first race of the 1974 season. Twenty eight entrees came from as far away as Japan to fly eight rounds of Formula 1. California's single shot this year was Terry Prather, who zeroed out in his first heat, tried to penetrate the trunk of a tree, took three more zeros from blown plugs, had to go to his back up ship and ended up taking home the "Best Time Award", the "Outstanding Aircraft Trophy" and the new World's record Formula 1 record of 1:17 flat! Who said zeros hurt? Congrats Terry! First place was well earned by Irwin Funderburk with a best time of 1:33.4 and a lot of very consistent flying. D. C. May was in the money as usual with Second place and a best time of 1:26.7. A tie for third between Bob Violett and Cliff Telford resulted in a fly-off. Cliff went off lean and shut down in the second lap. Bob flew nine solo laps and won Third place, with Cliff taking fourth and Williamson Fifth.

1974 FMPRA RACING SCHEDULE

February 17 Valkaria	March 10 Ft. Laud.
April 7 Miami	April 21 Tampa
May 19 Orlando	June 9 Ft. Laud
June 30 Valkaria	July 21 Orlando
September 1 Jacksonville	September 22 Ft. Laud.
October 20 Miami	November 3 Valkaria
November 28 thru December 1 Championships	

Note: FMPRA races cancelled due to weather will be held the following Sunday.

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NMPRA PYLON RACING BOOK

A reminder that this fantastic book is still available. Whether you are an expert or just starting out this is the book for you. Articles written by the best in the sport tell you all the secrets you have been trying to find out for so long. Contact either Terry Prather, your district V. P. or nag your local Hobby Shop owner to get some in. It's the best \$3.95 you will ever spend!



Terry Prather receiving awards for "Best Time" and "Outstanding Aircraft" from Contest Director Walt Schoonard of RCACF - Hosting Club for the Tangerine Internationals.

Tangerine Internats Winners  
Left to Right are:  
Terry Prather - Best Time  
Bob Violett - Third Place  
Irwin Funderburk - First Place  
D. C. May - Second Place



Bob Violett supervising Frequency change in plane for fly-off with Cliff Telford for third place spot at Tangerine Internats.

QUARTER MIDGET REPORT, Mel Santmyers

It is unfortunate that this report is late since it deals with the Tucson Winter Nationals which for the first time included Quarter Midget racing. This contest was attended by no less than 48 contestants, the largest contingent I have heard of to this date. The Tucson Club was an absolutely great host and ran the heats in a most professional manner in spite of the rain. Southern California flyers had 19 people in all and won 5 of the 7 top spots. Tem Prescott of Tucson put it all together and took first place, Ramzi Thomas of Chula Vista Calif. was second and Bob Nickle of Cerritos California and the new President of QMRC came in third. Morris Hunt of Dallas, Texas was 4th and Kent Thomas of Garden Grove Calif. took Fifth place.

QMRC and the Valley Flyers RC Club hosted the first QM race of the 1974 season on January 13th. Twenty nine contestants were on hand to do their thing. A highlight was Dan Kane from the Chicago Pylon Club racing with us as a guest of Don Dombrowski. Five rounds were flown with Ramzi Thomas winning the first place trophy. In second place was Tom Christopher with Gary Hawk coming in Third and Dale Yancy Fourth. Henry Aransi took 6th place with a beautiful scratch built Dara. Mel Santmyers had the new Taipan .15 Schn. ported engine in his J&J Mustang and crossed the finish line first in every race but had a bad habit of cutting #2 pylon. The first two places flew Super Tigres and the rest had K&B's. I might point out that in my opinion the Taipan performance was in line with the rest of the engines we now use and the rear porting problem seemed to work out well with the engine inverted.

REPORT FROM CHICAGO, Frank Morosky

The racing season is shaping up quite well in the Chicago district for 1974. The contest schedule is nearly nailed down. New Officers for CPC are: Dan Kane, President Ben Miller, Vice President, Jim Buchmann Sec. , Art Zinkle Treasurer and Gene Penfold VP and Pit Crew.

CHICAGO 1974 RACING SCHEDULE

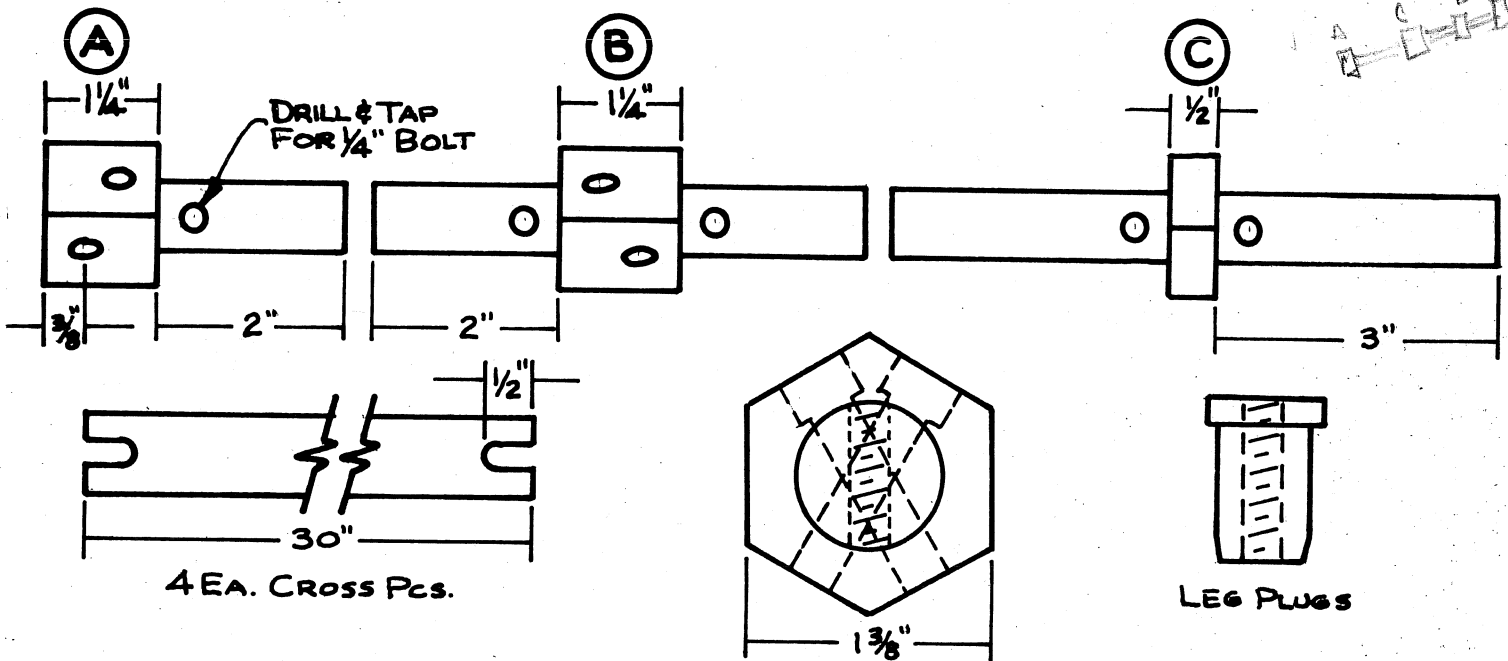
May 12	SAC	June 9	Checkerboard
June (?)	Spring Valley	June 29-30	Skylarks
July (?)	Sig	Aug. 18	Chicagoland (CPC)
Sept. 15	Woodland	Oct. 5-6	SAC

PORTABLE LAP COUNTING UNIT, Glen Spickler

This is a light, easy to transport frame for holding lap cards. The sketches show basic dimensions for connectors used to assemble the whole mess. Materials needed are: 6 pieces of 1/2" rigid conduit, 30" long for cross pieces and enough aluminum hex stock to make two "A", one "B" & two "C" (see scetch) connectors plus six leg plugs. The aluminum work requires the use of a lathe but the pieces are simple and fast to make. "A", "B", & "C" are shown 1/2 scale in the top view, the long ends are turned for a snug fit into 3/4" conduit. The holes in the turned portion are drilled and tapped to take 1/4"x3/4" Hex Head bolts. The holes drilled diagonally through hex portion are countersunk to take 1/4" x 1 3/4 Allen Bolts which attach legs to connectors. End view of connectors and leg plugs are shown full size. Leg Plugs are machined for a .0002" press fit, be sure & check size of conduit as it tends to vary, also you will find it will probably be off true round slightly so average out the I. D. Drill and tap for 1/4" Allen Bolts. Taper end of plugs slightly as shown and press into end of legs. Ends of 3/4" x 30" cross pieces

are slotted  $\frac{1}{4}$ " wide and  $\frac{1}{2}$ " deep. To assemble attach legs to A & B connectors with Allen bolts then connect with  $\frac{3}{4}$ " pieces A to C, C to B, B to C, & C to A sliding slotted portion of conduit under hex head bolts, set frame where you are going to use it, there will be enough slop in slots to allow it to conform to surface of ground. Tighten hex bolts and you are ready to go. For numbered lap cards I used 9 x 12 white formica painted with Day Glo paint, one set was left white and the others are yellow, green, and orange as per NMPRA race procedure guide. Numbers were cut out from dull black contact paper. Cut cards, also from formica, are  $3" \times 17\frac{1}{2}"$  - 3 per station. One card is painted to match lap cards, second one is red and white diagonal stripes (1st cut) the other is black (2nd cut & out). My cards have  $2-\frac{1}{2}$  holes in top and are fastened together with a 3" Binder ring from the stationery store. The original has been in use for two years now with no sign of wear other than lap cards. I pack this with all the flags, tapes, templates, paper work etc, etc., necessary to run a race in a  $9" \times 12" \times 36"$  box. The frame, with lap cards on it, can be set up in less than 5 minutes. The drawings do not show all dimensions as diameters will vary with conduit used. Anyone capable of the lathework should have no trouble working from them.

LAP COUNTING UNIT DRAWING



Editors Note:

I would like to particularly call your attention to the following article on Lap Counting. This is a very unusual piece of work for three reasons, first it was written by an avid free flighter, second, it may very well be the best job of descriptive writing that you will ever read and third, it was written by a man who only worked one Formula Race. Having worked two NATS on the Lap Counting Board I would like to say that in the opinion of a semi-expert, anyone who could not sit down and Lap Count the first time with these instructions obviously can't read. Thank you very much Mike. The NMPRA is extremely grateful to you for taking the time, and caring enough about us and our problems to write this.

THE FINE POINTS OF LAP COUNTING, Mike Keville

The key word is CONCENTRATION. If you can count to ten, you've got it half made; the rest is keeping your head out of the sand and your eyes and ears open. The Head Lap Counter will assign you to a position and provide a stopwatch. There should be a "1" showing on the front of your board with ten cards behind it: "2" thru a checkered one signifying completion. We also use "cut" cards, one in red and white stripes signaling one cut, a second one in black indicating two cuts and out-of-the-race. We're now going to conduct a hypothetical race as it should be counted.

You are behind your position, all cards flipped back with only the "1" out, indicating the 1st lap is at hand. Up to four contestants bring their planes to the starting line. (If there're vacant positions on numbers 3 and/or 4, you guys can watch the race; our "race" has four planes, so get back to reality!) After a minute or so, you notice the impressive looking guy with the checkered flag, who acts like he owns the place (he DOES! He's the starter). The Starter instructs the contestants to identify their aircraft, at which time each plane is held aloft for visual identification to the #1 pylon judges. Lap Counters must also note the color/markings/shape of the plane on their position. Note such features as low wing or mid-wing, wheel pants or not; also note that most of the models are painted white. So pick some identifying mark such as red wingtips, blue fuselage stripes, pack of Camels in the pilots pocket, etc. Glance at the others and see where yours is different. Remember it! When identification is complete, the starter gives the command "Start 'em", or some such similar dramatic announcement, at which time all Hell breaks loose as four screaming K&Bs and an occasional Tigre (Hi Terry!) strain for release. Check your stop watch again. Is it "zeroed"? Now...keep your eyes on the Starter. When he's checked that all pilots are ready, he'll drop the flag to release the first plane. Punch your watch! All watches start with the first drop of the flag. Keep your eyes on, (no, GLUE your eyes on) your plane. It's on Lap number one. Keep your ears open for the call of a "cut" on your position. Follow your plane around the course; if no cut is called, flip your "2" card over after your plane passes the Start/Finish line. I found that it helps to call the lap number to yourself. The card showing is always the lap they're on now. If a cut is called, hold the card back; flier must repeat the lap. All right, your man has completed nine laps with no cuts called, and you've flipped over number "10" to show he's on the last lap. Stand up! Point at your aircraft, call out the color, i. e., "White and blue, last lap!". Let the Starter know (a) who it is, (b) where is it, (c) it's the final lap. Starters are a deaf lot by nature, so yell good and loud. Watch the plane and the starter - when he flags your plane over the finish line, punch your watch. Sit down and shut up. Keep the time on the watch until recorded by the Head Lap Counter. Do not "zero" the watch until the time is recorded. You will probably be asked by the flier what his time was. If you can remember, tell him. Otherwise,

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Lap Counting calls for a highly cooperative, alert team of people. Just remember, the whole show is controlled by the Starter and Head Lap Counters. Take your orders from them only. Before the race, stand up, stretch, shoot the breeze, do whatever you like. When things get underway, forget your neighbor, shun him like the plague. You and your aircraft become as one.

I hope that the above observations are of some value to those new at lap counting. I don't pretend to know it all, but these procedures worked fine for a Free Flighter on his first Pylon Race.

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### SAFETY INSPECTION, Kent Nogy

When Southern California decided to incorporate a safety inspection of all aircraft, at every race in our district, it was necessary to devise a list of standards by which to judge the planes in the allotted time given us. While we were making up this list we also had to consider such things as how many people could efficiently carry out this job with the large number of planes we normally have in races in our area. Taking some times from previous events and discussing the problem with a few people who have been CD at races will help you establish how much time you can allot to the safety inspection phase of the race. We decided that no more than 45 minutes should be used, and if possible 30 minutes. Since many of our races have as many as 60 to 75 planes you can see that the inspection of each aircraft should be completed in about 1 minute. Upon completion of the inspection each aircraft that is found to be safe and airworthy is stamped somewhere inside the fuselage (usually on the inside of the R/C compartment) and also on the wing. We found that with two people inspecting and one stamping and recording the inspection on the master entry list, we could move right along with very few hang ups.

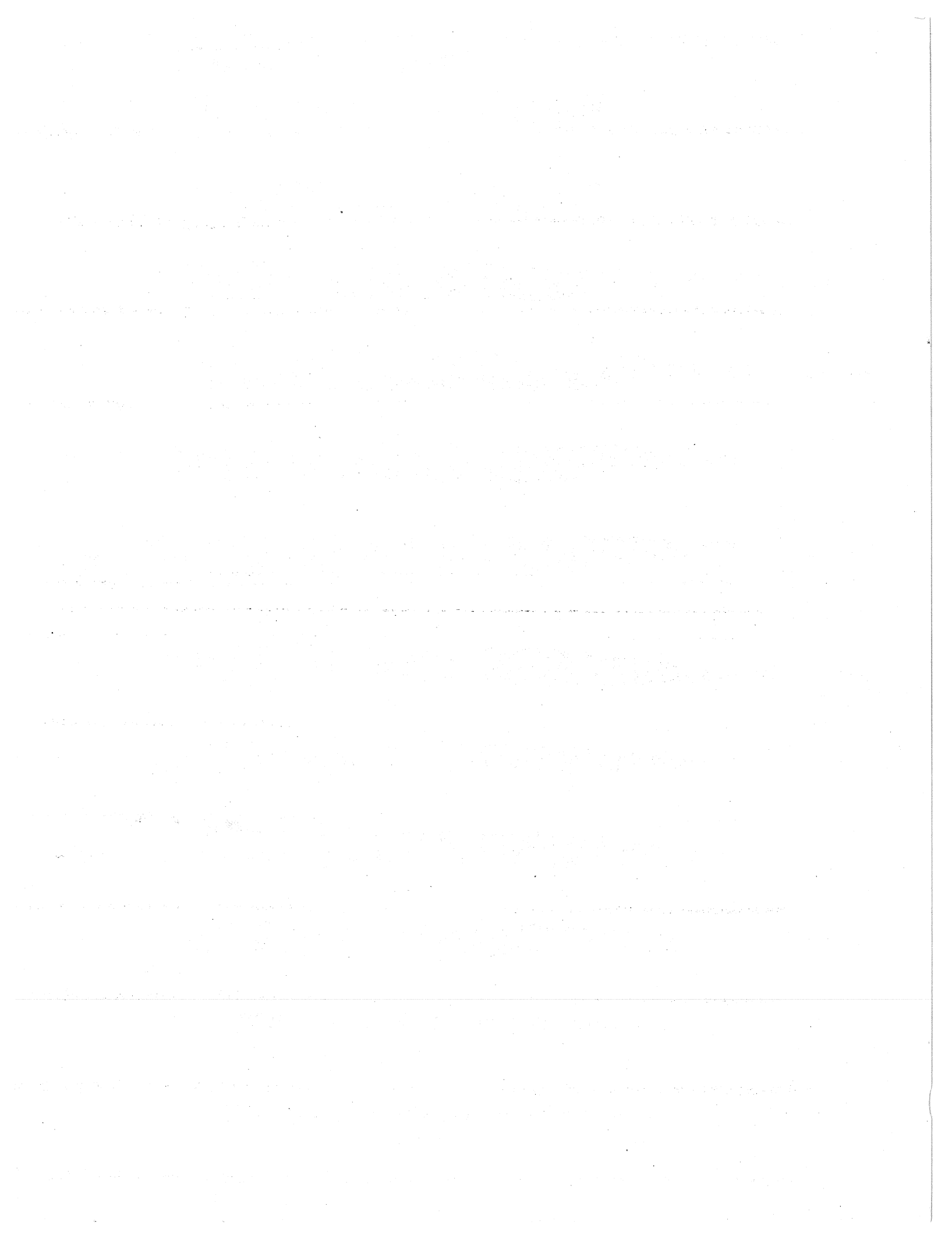
Discussing the stamp a little further; you will find that as the year progresses, it will be easier to inspect those planes that have previously been stamped because you will be re-inspecting an already airworthy plane, instead of worrying over one that you do not know anything about. Although successive inspections should stress ('scuse the expression) stress cracks! The combination of two people inspecting and one person stamping has worked extremely well for us even at the Bakersfield race where we had 95 entries plus back up planes.

Rather than just disqualify an entrant whose plane does not pass inspection, we set up a repair station where any deficiencies could be corrected right at the contest. It was not our intention to turn anyone away, just to be sure that we were conducting our races in as safe a manner as is possible. As you all know, there is an awful lot of noise about our event being unsafe and everything that we can do to prove that these people are wrong we should do!



The following is a check list from which the inspectors can work to expedite the inspection time and insure that each plane is thoroughly gone over:

1. Short pieces of rubber tubing will be used to secure all clevises to prevent them from coming disconnected in flight.
2. Throttle shut-off will be visually inspected, and may be functionally tested during the contest.
3. All screws holding the engine to the mount and the mount to the firewall must be there and be secure.
4. Receiver and battery pack shall be protected against vibration in accordance with the radio manufacturers recommendations.
5. Washers will be used on all screws holding the servos to mounting trays and also on screws holding the tray to the rails (all washers will be approximately the same diameter as the grommets). Servos mounted directly to rails will also have washers on the mounting screws. In addition, all servo trays will have at least one extra safety screw (not necessarily turned down tightly) placed between the grommets on the rear of the tray to prevent the tray from slipping out of the grommets in flight.
6. A keeper, or collar, will be on all pushrods that have a right angle bend that connects them to the servos. S-bends are acceptable. If a clevis is used at both ends of a pushrod one of the clevis will be secured so that it will not turn.
7. All control surfaces will be firm on the hinge line without excess slop (at the discretion of the safety inspector).
8. Positive, thread type, wing bolts or screws will secure the wing in place on all two piece aircraft.
9. Any aircraft sustaining any damage, including landing damage, will be inspected by a safety Director before it is flown again.
10. A positive method of holding the wheel on the axle will be used and the wheel shall not bind.
11. The entire aircraft shall be inspected for any stress cracks.
12. If flutter is detected during a race the aircraft will be inspected after landing to determine the cause. If it is located it must be corrected before the aircraft is flown again.



You will find that the above list was compiled with emphasis on the areas of the aircraft that were most vulnerable to fatigue and vibration damage, and the depth of the list was based on the time limit imposed. If your entry list will permit, you can expand on it further. It is certainly my opinion and I'm sure the opinion of many other race officials that no matter what sort of a system you use it is essential that some sort of safety inspection take place at every race held in this country.

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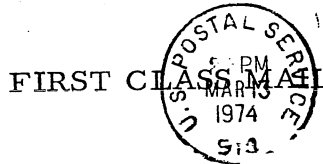
REPORT FROM SCW DISTRICT, Don Downing

In the SCW District a definite increase in all forms of pylon racing was evident in 1973. Nationally, many meets were well represented by SCW flyers, including four at the NATS, and seven at the Tournament of Champions in Los Angeles. 1974 promises to be an even better year with many contests already scheduled and the Nationals will be held in our area for the first time in ten years.

SCW PYLON RACING SCHEDULE (Tentative)

March 3	$\frac{1}{4}$ Midget	Dallas, Texas	Sept. 8	Form 1	Ft. Worth
March 23-24	$\frac{1}{4}$ Midget/Sport	San Antonio	Sept. 15	Form 1	Okla. City
May 19	Form 1	Dallas	Oct. 6	$\frac{1}{4}$ Midget	Dallas
May 25-26	$\frac{1}{4}$ Midget	Kingsville Texas	Oct. 12	Sport Pyl.	Waggaman, La.
June 2	Form 1	Okla City			
June 23	Form 1	Ft. Worth			

NMPRA NEWSLETTER  
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ED RANKIN  
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Ft. Worth Texas 76133

*Rec'd  
1/15/74*