



NEWS RELEASE

NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

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NOVEMBER 1979

AMA AFFILIATED

SINCE 1965

* PRESIDENT'S PAGE *

Hi Gang! Well, we went to Las Vegas. What a race and what a place to spend the weekend. We were blown out on Saturday as the winds were gusting to 50 mph. It was decided to run Sunday and Monday. You can't race 87 people in one day. A few couldn't stay, but about 75 did.

We had two days of great racing with weather at about 75 degrees each day. At the end of the first day, we had Eric Myers, Gary Hover, Bob Root, and Ron Gilman tied for first place, with several people just a few points behind them.

On Monday Eric Myers was the first one to drop back with engine problems. As the end drew near, it looked like we were going to have a possible three way tie for first. But wait-Ron Gilman was to fly Gary Hover. Ron won and it went to the end with Ron Gilman and Bob Root tied.

Ron had the contests best time of 1:16.1 making him the favorite. The fly-off was a race horse start. What a race! Ron cut on the last lap while trying to catch Bob. Bob Root won and he had a time of 1:14.1 proving that he could do it when he had to.

Other fly-offs were for 7th and 8th place with John Jennings winning over Jerry Boyce for 7th place. The other fly-off of the day was for 10th through 13th between Mike Helsel, Ed Allen, Rusty Van Baren, and Harley Condra. The fly-off was no less exciting than most of the days racing as all four planes were at each other for the entire race, with Mike Helsel winning with a 1:24.1; next came Ed Allen with a 1:24.5, then Rusty Van Baren, and finally Harley Condra.

The contest was well run. There were a lot of experienced and dedicated people that all worked together to give us a great contest. Thanks from all of the flyers. Also thanks to Bob and Chcuk Smith for putting it all together. Special thanks to Walt Schroder, Bill Bennett, and Mel Larson for their help and sponsorship. And a special thanks to all the wives who worked so hard for 2 days.

Here is a list of how they finished:

1. Bob Root
2. Ron Gilman
3. Gary Hover
4. Bill Preis

- | | | |
|---------------------|----------------------|---------------------|
| 5. Kent Nogy | 35. Jim Booker | 65. Ernie Nikodem |
| 6. Pete Reed | 36. Tony Huber | 66. Larry Laulom |
| 7. John Jennings | 37. Bill Williamson | 67. Ed Rankin |
| 8. Jerry Boyce | 38. Gail Jacobson | 68. Simon Dreese |
| 9. Ed Hottelling | 39. Greg Doe | 69. Dave Pearce |
| 10. Mike Helsel | 40. Bob Novak | 70. Nelson Eddy |
| 11. Rusty Van Baren | 41. Richard Bernner | 71. Walt Reese |
| 12. Ed Allen | 42. Ron Schorr | 72. Mark Harter |
| 13. Harley Condra | 43. Rick Oliver | 73. Art Arro |
| 14. Charles Bentz | 44. Ed Weitock | 74. John McDermott |
| 15. Eric Meyers | 45. Leonard Walker | 75. Tim Edwards |
| 16. Tom Christopher | 46. Bob Reuther | 76. Bob Onori |
| 17. Tom Castellano | 47. Wayne Yeager | 77. Leonard Yuen |
| 18. Guy Johnson | 48. Don Kaylor | 78. Steve Barrett |
| 19. Bill Hager | 49. Jim Kimbro | 79. Cliff Telford |
| 20. Bob Wallace | 50. Anthony Schroder | 80. Chuck Greenwood |
| 21. Dave Shadel | 51. Bruce Richmond | 81. Scott Johnson |
| 22. Mac Moffat | 52. George Parks | 82. Clyde Yarbrough |
| 23. Doug Rankin | 53. Leon Elbert | |
| 24. Jack Clark | 54. Irwin Funderburk | |
| 25. Bob Brogden | 55. Barry Berlin | |
| 26. Andrew McIndoe | 56. Joe Zdankiewicz | |
| 27. Charles Brunner | 57. Gene Sidwell | |
| 28. Paul Zink | 58. Dough Ruble | |
| 29. Eric Ristrim | 59. Roger Schlenker | |
| 30. Drew Telford | 60. Gary Heithold | |
| 31. Bill Grove | 61. Russ Kime | |
| 32. Gary McPike | 62. Dave Latsha | |
| 33. Don Rice | 63. Alan Livesey | |
| 34. Dennis O'Brien | 64. Mike Atzei | |

NMPRA PRESIDENT
1980 ELECTION BALLOT

NOMINATIONS

Bill Hager _____ Write In _____

Send all Ballots to Ed Rankin.

Ballots must be received no later than December 10, 1979.

QM PRESIDENT MESSAGE - NOVEMBER

With 1979 drawing to a close I find that it is time to close out my activities as QM-EVP. To all who have worked to further QM, many thanks. Next year either Wayne Yeager or Doug Brushaber will lead the QM activities (so far as I know now, these gentlemen are the only two running for the office). Either of these gentlemen will make a good president.

A couple of recommendations are in order. I think that the term of office for all NMPRA officers should be for two years. That term should be the same as the AMA rule change period to maintain the continuity during what has happened to be a critical period for QM and Form I rules. It is also difficult to set up an organization and get anything done in one year. Election of officers should be about 90 days before they are to take office so that they can get a running start on their term of office.

This has been a good year for QM within NMPRA, but I think we can do better by adopting the same procedures as Form I in regard to Championship races. That is, the contestants to the championship races should qualify the same as Form I, and the shirts given should be based on the same procedures. Furthermore, the contest season should be the same.

The problem of speed in racing has reared its ugly head. What few people (in the right places) apparently do not understand is that if racing is currently unsafe because of speed, then the solution is to slow the planes down. Is that the real solution? For Form I, if they are slowed down from a 1:12 (which few can do even now after that record was set several years ago) to a 1:30, how much difference in time does it take to go from 20 feet to the ground? Enough to make it safe? No, the difference is a fraction of a second, not enough time for anyone to react even if they are looking. The answer is safety procedures and acceptance of a certain amount of risk. The alternative to no-risk is no race. I know that a gliding airplane (you pick the type) is going fast enough to kill. AMA has no real safety regulations similar to racing for clubs and general R/C flying, none for pattern contests, etc. How many close calls have you seen at your club field, or people and vehicles hit because there are no safety distances? How many women and children, even children in play pens next to the runway who ignore the flying airplanes? AMA was supposed to send out our new safety procedures with each sanction beginning last July and did not do it; and, has not yet to my knowledge. Why not? Why after all these years of terrible speed are we being demanded to slow down and being given 30 days to come up with the answer? Insurance cost? We don't know, not really. The reasons I have seen in John Worth's letter were not exactly true or logical. Why has the Radio Control Contest Board, whose job is safety, being completely bypassed? I have a letter from Joe Friend, the head of the RCCB to that effect.

Good time to quit, right? Wrong. I think our AMA President, Executive Director and VP's need to sit down and THINK first, then act, and not let the rule book deadline be the overriding factor.

Jake

AROUND THE PYLONS
District-By-District

SCW District News

By Ed Rankin - VP

OKLAHOMA CITY F-I RACE
September 29-30, 1979

We had a beautiful weekend of weather to finish our racing season. Saturday was a makeup race that was previously rained out on August 19th, and Sunday was a regular scheduled race. We had 20 entries both days and flew 5 rounds on Saturday and 6 rounds on Sunday. Entries were off from our 25 average because this was our 9th and 10th race, and some were saving their airplanes for the Championship Race. Bill Pries won both of these races with a perfect score both days, and a fastest time of 1:19 on Saturday and 1:21 on Sunday. Bill is consistent and one of the top flyers in the country.

On Saturday night we had our annual SCW District banquet. We scheduled our races for 1980, voted on district rules, and elected the SCW VP for 1980 (yours truly). The up-to-date NMPRA points, including Saturday's results, were presented since everyone was trying to place as high as they could.

With Sunday's race results the point standing shifted at the top. Tim Edwards won the District and also placed 5th in NMPRA Championship Points. Gale Helms placed second in the District and 6th in the Nation. Gary Heithold placed third in the district, Gary and Steve Barrett (5th District) would have done better, but they had a mid-air in the second round. With Steve's 4th place at Bakersfield, he placed 8th in NMPRA Championship Points.

This has been the best year for F-I in our District since 1967. We have averaged 20 to 25 entries and have three members that placed in the top 10 for NMPRA Championship points.

The results of both races and the final District point standing are listed below:

Oklahoma City (9/29/79) - 20 entries, 5 rounds

<u>Place</u>	<u>Name/NMPRA No.</u>	<u>Airplane/Engine</u>	<u>Points</u>	<u>Time</u>
1	Bill Pries	Toni/ST	20	1:19.2
2	Steve Barrett	Toni/ST	19	1:25.5
3	Tim Edwards	Toni/ST	18	1:26.1
4	Gary Heithold	Toni/ST	16	1:29.5
5	Gale Helms	Toni/ST	16	1:28.5

Oklahoma City (9/30/79) - 20 entries, 6 rounds

1	Bill Pries	Toni/ST	18	1:21.0
2	Gale Helms - IH	Toni/ST	17	1:27.1
3	Bill Hager - IBH	Toni/ST	16	1:24.0
4	Ric Oliver	Mustang/ST	15	1:29.0
5	Chuck Greenwood	Toni/ST	14	1:30.6

FINAL FORM I

SCW District Points
(6) Best Contests (9/30/79)

<u>Place</u>	<u>Name</u>	<u>Points</u>
1	Tim Edwards	545.9
2	Gale Helms	528.8
3	Gary Heithold	505.3
4	John Jennings	499.6
5	Steve Barrett	491.7
6	Mark Harter	443.1
7	Ric Oliver	424.0
8	George Parks	411.9
9	Ed Rankin	407.2
10	Norm Johnson	390.2
11	Chuck Greenwood	388.4
12	Mike Southard	382.1
13	Charles Monnet	356.0

* * *

NCW District News

by Bill Pachak QM-AVP

The final QM race was held on October 7, 1979, in Pueblo, Colorado, and the results are listed below. No prizes were given during the four races of the season but were held until this final race. The total point standings from the three best races determined the final score and the breakdown of cash prizes was derived from the entry fees, sponsoring clubs and a couple of hobby shops. The monies were divided between the top six place winners in Expert Class and top five place winners in Novice. The amounts were \$310 for Expert and \$205 for Novice Class racers. The Novice Class winner was an 11-year-old boy flying a Sig Doubler. His dad wanted to fly QM but couldn't land them so he ended up calling for his son.

Report submitted by B. Pachak
and edited by Art Arro

Results

Name of Contest: Quarter Midget Championships
Host Club: Sky Corral R/C
Date of Contest: October 7, 1979
City and State: Pueblo, Colorado
AMA Sanction No.: 1436
Contest Director: Duane Pisciotta, 531 Gaylord
Number of Contestants: 11
Number of Rounds Flown: 4 plus 1 flyoff

<u>Name</u>	<u>NMPRA No.</u>	<u>Finish Position</u>	<u>Aircraft/Engine</u>	<u>Best Time</u>
<u>Expert Class</u>				
Duane Pisciotta	F-23	1st	Toni/Rossi	1:53.7
Bill Pachak	F-15	2nd	Ballerina/Rossi	1:53.86
Harper Daniel		3rd	Brown/Cox	2:32.41
<u>Novice Class</u>				
Randy Hesselmine		1st	Doubler/Cox	3:19.19
Don Bellino		2nd	Doubler/Cox	2:39.31
Mike Johnson		3rd	Doubler/Cox	2:41.72

* * *

NCE District News

B. Williams PRO News

NORTHEAST CHAMPIONSHIPS
September 15-16, 1979
Hadley, MA

The Hadley Championship turnout was disappointing with 15 entrants in Formula I and 25 in Formula 500. We have gone the full circuit with an NMPRA N.E. Championship, but it doesn't seem to mean any more than "just another meet." Larry Weddle and Dan Willard worked hard to get money to make this a bigger than usual meet. It was good, but not as one would have expected for the work they had to put into it. Most of the money taken in as entry fees and solicited from PRO area clubs and outside interests was turned into prize money and trophies. The workers raffle also took a lot of money. Tom Rebenklau won the Quickie kit (he will get it when I get them), some workers won fuel and almost all the workers won \$5 in cash. Many PRO members that worked did not put their names in the raffle so as to give more of the others a chance to win. PRO members are still the greatest! The workers did a great job the weather was beautiful and the racing was exciting. Ed Weitock set a new circuit low time record in Formula I of 1:14.6, which brings up another thought. . . if we didn't make such a big thing about these low times, the Pattern and Sunday flyers wouldn't be screaming so hard to slow us down. They are the smart ones -- no one knows how fast they are going. At NCRCC we had a Fun Fly with speed trials and one of our Sunday Flyers was amazed to find his ordinary "kick around" plane flew 90 m.p.h. Ed Weitock's average speed figured at just over 120 m.p.h.. I know it was faster at times, but his plane was set on a limited course with all kinds of penalties if he got off course. He was not all over the sky just for the fun of trying new things, or doing the pattern. Which do you think is the most dangerous? I feel safer with the race pilot, and I've proven my trust by being out there in the middle since 1967. Now for the Hadley results:

Formula I, September 15-16, 1979 - 15 entries

1.	Pete Reed	31	1:22.6
2.	Bob Barkowski	28	1:22
3.	Bob Wallace	27	1:27.6
4.	Jike Helsel	26	1:21
5.	Paul Stenberg	25	1:41
6.	John Papageorge	19	1:39.5
7.	Ed Weitock	16	1:14.6
8.	Arnie Wile	12	1:26.1

BALLSTON SPA RACE
September 22-23, 1979

Now for the last two meets of the season at Ballston Spa, N.Y. The airport took its usual large toll of planes, both Saturday and Sunday. From what I heard when I arrived Sunday, it was a good thing there were new arrivals, as there wasn't much left from Saturday. Something about those nice wide concrete runways, those damn landing lights and a high wind that swirled off the trees, both days, is what did the damage. Times were slower than usual (we don't always turn in the teens) due again to the wind. The weather was ideal, clear, sunny and not too hot. I wasn't there Saturday, but I sure enjoyed the racing Sunday. There is still a lot of speculation as to what the Expert Formula 500 flyers are doing to their engines to make them turn the good times. They say "nothing" and after this race I'll have to believe them as Lloyd Burnham found himself with a blown engine after his first heat. I had one I'd just finished breaking in, it was in the box and I brought it as a spare for myself. I loaned this engine to Lloyd (he still has it) and with seconds to spare, barely time to be sure it would run, he went out and turned the best time of the meet. I KNOW I didn't do anything to that engine, except break it in the way I break in all my engines. Now I have to believe them when they tell me I just have to fly a better course. Here are the results:

Formula I, Saturday, September 22, 1979 - 13 entries

1.	Paul Zink	18	1:31.5
2.	Dick Berner	17	1:35.4
3.	Arnie Wile	16	1:26
4.	Drew Telford	15	1:29.6
5.	Bob Wallace	12	1:28.3

Formula I, Sunday, September 23, 1979 - 11 entries

1.	Bob Wallace	19	1:23
2.	Drew Telford	19	1:27
3.	Tom Castellano	16	1:18.3
4.	Arnie Wile	15	1:25
5.	Paul Zink	15	1:29.4
6.	Keith Palmer	9	1:36.5

MINUTES OF THE NMPRA SAFETY MEETING

October 20, 1979

Sahara Hotel, Las Vegas, NV

An NMPRA meeting was held after the banquet dinner during the Formula I Championships. The following minutes were taken as best as possible considering the multiple conversations which took place.

Bill Hager opened the meeting by summarizing the contents of many letters and phone calls which he received on safety. The suggestions included: reducing the engine displacement to .29, limited nitro content to 15%, adopting mufflers (tuned pipes) and obtaining our own separate insurance coverage. With regard to the last topic, Ed Weitock stated he had checked with Nationwide Insurance on various rate structures to cover liability on pylon racing as it is currently flown. The quoted premiums were \$105/member for a 500 person membership (annual) or \$84/race event. This would be a primary insurance equal or better than the standard AMA coverage. There were numerous comments regarding the pros and cons of our own insurance. An insurance committee consisting of Ed Weitock, John W. Brodbeck and Dennis O'Brien volunteered to further investigate various insurance options and rate structures. Their findings would be reported to Bill Hager as soon as possible.

Next, several members voiced the opinion that the AMA's position regarding speed reduction for pylon racing was unjustified and that our new safety procedures were being ignored by AMA. Greg Doe, Bruce Richmond and Gary McPike were most vocal on this subject. Both Greg and Bruce called for a major campaign to make our views on safety known to the AMA Executive Council. Each member was asked to write or call their AMA District VP.

Roger Schlenker noted that most of the injuries to date have involved people on the course and efforts should be made to reduce their number. Sideline judges were proposed but many felt that this was not feasible.

Ed Hotelling proposed that the weight limit be increased to permit stronger aircraft to be built. However, the consensus was that aircraft failure was not a major factor in pylon accidents.

Ron Schorr made a formal motion to withhold all binding arbitration with the AMA on the subject of safety until new NMPRA officers have been elected. This motion was seconded, voted upon and defeated.

Dennis O'Brien stated that he didn't want any speed reduction for pylon racing and I personally felt that this was the feeling of the majority present at the meeting.

The meeting ended shortly thereafter. There were many side discussions continuing into the evening.

Minutes respectfully submitted
by Art Arro, News Release Editor

* * *

THE LAST LAP

Two topics dominated recent pylon activities: the Formula I Championship Race at Las Vegas and the safety meeting as noted in the preceding Minutes.

As many know, the Race was marred by bad weather in the form of high winds, which resulted in the race being called on Saturday. It was decided to shift the race to Sunday and Monday and, as a result, many entrants dropped out due to travel commitments. There were a total of 88 racers which makes this Championship Race the largest in history, I believe. Several people dropped out on Saturday due to the reasons listed above. Racing officially began about 9:00 a.m. on Sunday morning due to the fact that the course had to be switched around to favor the prevailing winds. Almost four rounds of 12 heats per round were flown on Saturday. Landings took their toll in damaged aircraft due to the fence, the barrier and rough surface outside the runway. I personally damaged two aircraft in four flights on landing and was not alone in this department. The runway was large enough only if a perfect approach and touchdown were made. A slight miscalculation resulted in a damaged aircraft in most cases.

Sand ingestion was another problem and everyone took great pains to cover their engines in the pit areas. The fine grained sand permeated virtually everything in sight.

Other than these factors, the race was run very well. Credit for organization and race management are due to Chuck and Bob Smith along with their tireless wives who really put forth the effort in spite of the conditions. The workers did a very professional job and I don't recall any problems with bad calls or other scoring procedures. Bob Stockwell did an excellent job in sportscasting each heat over the PA systems. I feel this added considerably to the race excitement, and he should be paid for his efforts.

The flyers put on many fine races on Sunday.

This is all I have to say about the Championship Race since I had to leave on Monday morning due to travel commitments. As of this writing, I don't even know who won the event.

Yours in safe racing,

Art Arro

P.S. Remember to vote.

* * *

FLASH! FLASH! FLASH!

We were about to mail this new letter when we were informed of the results of the A.M.A. Executive Council meeting held the 9th, 10th, and 11th of November.

Since the Las Vegas race, Ed Rankin and I have made quite a few phone calls. By the looks of some of the mail that I have received the last few days, some of you have also been hard at work on your area A.M.A. Reps. Well, it paid off.

The Council voted to recommend to the contest board that the safety proposals that we gave them the first of the year be put into effect at once. So it looks as though these safety proposals will be in the 1980 Rule Book. So there won't be any changes in our racing events. The threat to reduce speeds no longer exists. Let's all relax and go back to building up our racers for the 1980 season.

I still don't have all of the nominations in for the district VPs and Q.M. Executive VP. Please get these to me so that I can get the ballots in the next newsletter.

Bill

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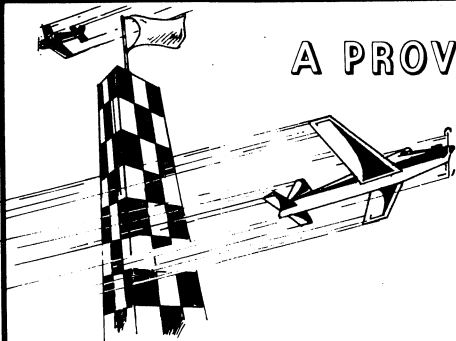
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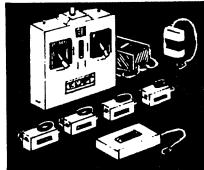
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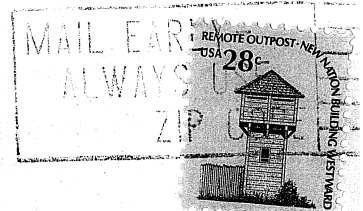
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