



NEWS RELEASE

NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

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APRIL 1980

AMA AFFILIATED

SINCE 1965

**** PRESIDENT'S PAGE ****

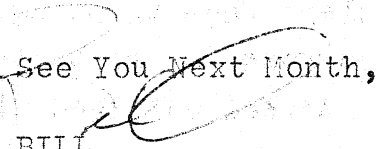
Hi Gang,

Well, here we are again-racing weather is here or about here in most parts of the country.

I just got a letter from the A.M.A. about 6-meter RC operation. An RC contest director can no longer allow operation on 50-54 MHZ by anyone other than a licensed ham. Meaning that a 6-meter transmitter can only be used by the person licensed to operate it. The A.M.A. is trying to get this changed but until it does the practice of using a licensed person to turn on or oversee the operation of a 6-meter transmitter is no longer legal.

For those of you that paid their dues you will be reading this newsletter. If you have a friend who doesn't get his newsletter this time it is because he hasn't paid his dues. So get him to send in his \$13.00 today.

It looks as though the Championship race will be October 25 and 26 at Titusville, Florida. More on this as we progress.

See You Next Month,

BILL

This seasons racing is now under way with the South West District having one contest under its belt already. A full report is included later in this newsletter.

Just when I thought the cold weather had left us Bill Hagar got a call from Art Arro in Ohio and it was snowing again. I mention this because Art put together a booth and display for the NMPRA, at the Toledo trade show, the largest single RC Hobby display in the world. The NMPRA sends a vote of thanks to Art Arro for his work last week at Toledo. We need all the P. R. we can get !

I am printing the names of the F-1 and QM District Vice Presidents and a map showing which states are in what areas. The reason for this is that I have had input from only 3 or 4 V. P's and I need something to print badly. I'm sure it can not hurt to get your race schedules in the newsletter.

I just finished a new Tomcat F-1. It is without a doubt the fastest building F-1 Kit I have ever seen. If it goes as fast as it builds everything will be wonderful.

Talk to you next month and keep 'em flying left.

Matt Smith

Formula 1 V. P.s

N.C.E. Art Arro
N. E. George Zink
S. W. Mac Moffat
S.C. E. Dennis O'Brian
S.C. W. Ed Rankin
N.C. W. Mel Reed
N. W. Don Rice
Canada Frank Anderson
Mexico -----

Q M V.P. s

Wayne Yeager
Dave Latsha
Larry Laulom
Greg Doe
Clyde Young
Jack Aycock
Stan Brown

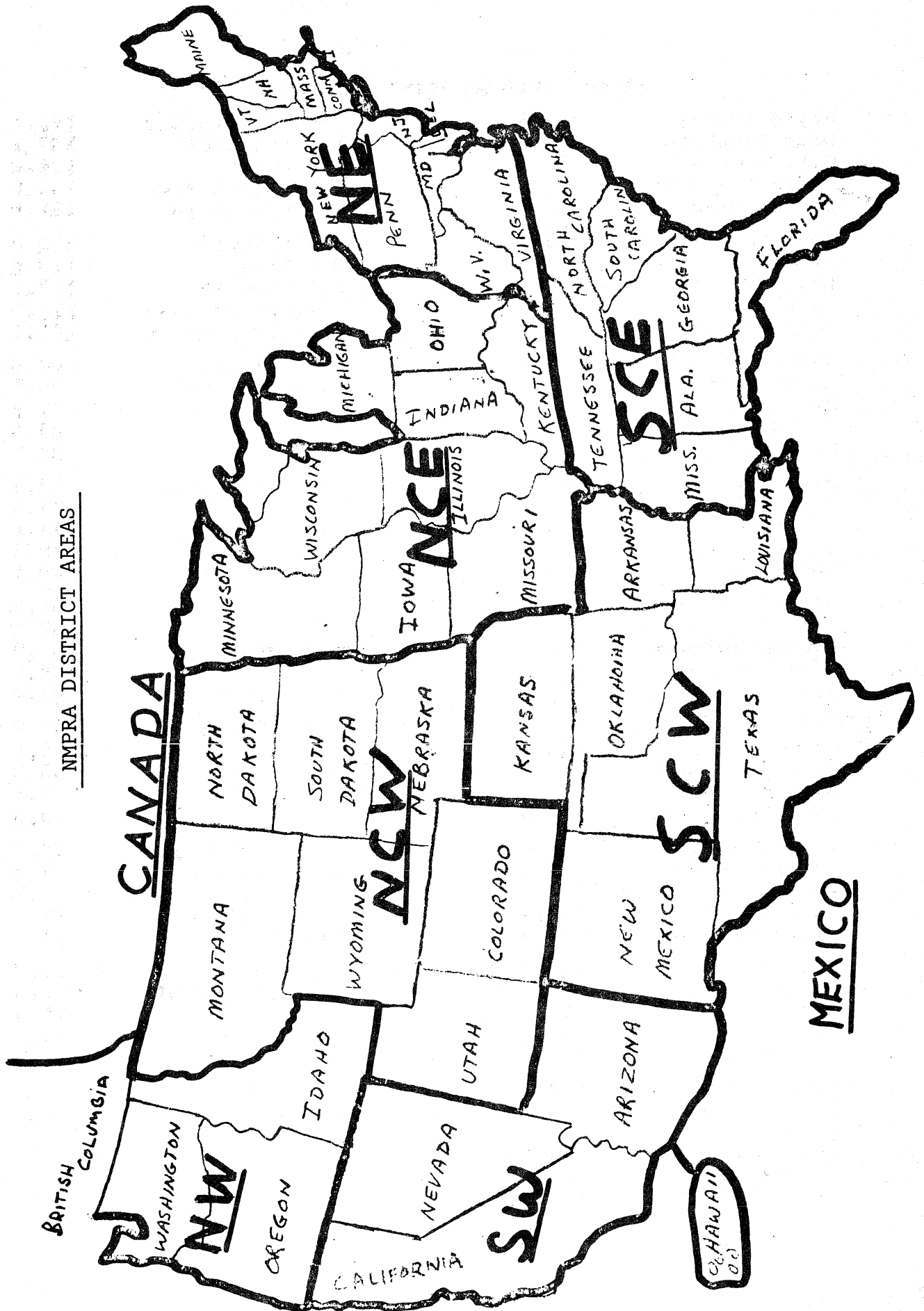
S.C.W. District

The Q-500 and F-1 contest May 3rd - 4th was printed showing the wrong site. The race will be flown at Warren Field in Frisco, Texas, and not at Samuell East Park in Dallas. Frisco is about twenty miles north of Dallas and east of Plano about 10 miles.

Write Lawrence Eads, 2140 Crockett, Carrollton, Texas 75006 for a map to the flying site.

The Southwest Modlers Show is being rescheduled to May 31 st and June 1 st. Now everyone can go to the show and race in Oklahoma on June 8th. Worked out good didn't it.

NMPRA DISTRICT AREAS



***** 1979 QM POINT STANDINGS *****

Wayne Yeager	483.5	Arthur Talisman	142.1
Doug Brushaber	470.2	Bob Petrinec	137.1
G.E. Jacobson	451.2	Joe Cohen	136.4
Floyd Fitzgerald	421.9	Forrest Whitson	132.0
Dick Steine	418.5	Keith McKlure	131.9
Dave Latsha	415.6	Kevin Nelson	122.4
Al Schwartz	411.5	Bob Hisey	118.6
Dave Timcoe	399.5	Cliff Smith	117.7
Jack Clark	394.5	William Adams	111.0
Denny Sumner	394.1	Wallace Journey	101.1
Jimmy Bartells	389.0	Gary Villard	100.6
Roger Schlenker	385.2	Warren Batson	95.7
Hal deBolt	376.2	Clyde Young	97.2
Ken Heatlie	371.8	Peter Campo	93.8
LeRoy Webb	366.5	Gene Smith	86.7
Bob Blouch	346.2	Tom Christopher	74.5
Stu Richmond	339.9	Mark Wolfe	74.4
Al Grove	333.9	Larry Barnes	72.6
Duane Gall	322.0	Pat Jones	70.3
Dave Sears	308.5	George Parks	68.7
Allen Booth	306.5	Dan Lewis	66.7
Lew Hipkins	291.7	John Jennings	62.4
Dennis Hoffman	287.2	Jim Allen	51.7
Denis Bielick	285.2	Herb Adams	46.9
John Kilsdonk	266.2	Dick Smith	46.4
Tom Dudan	260.5	Jim DeYoung	36.9
Jim Gager	256.6	Paul Schattauer	36.6
Charles Monnet	253.8	Bob Buzash	35.5
Richard Berner	252.2	Arnie Wile	35.1
Len Wiederhoeft	249.6	Bill Hager	33.5
Paul Zink	244.6	Mark Freiberg	29.9
Charles Smith	227.3	Bob Northcut	22.8
Bob Reuther	215.2	Jerry Carley	18.1
Bob LaBrash	202.3	John Majikas	17.1
Steve Metzger	200.0	Charles Gray	13.8
Rex Knepper	194.4	Dan Kane	11.7
Barney Polzin	189.9	Richard Brunken	11.4
John Krauer	183.0	??? Lacher	11.3
Al Pooley	162.1	Ben Hulick	7.7
Dick Beltz	161.4		
Toby Grether	158.3		
Ernie Nikodem	156.4		
Frank Heil	152.5		
Greg Doe	148.5		
Don Fuller	144.6		
Vance Sutton	142.2		
Vance Sutton	332.0		



NMPRA

WESTERN DISTRICT
38611 CAROLSIDE AVE.
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(805) 273-0109

The first race of the Western District was held March 22&23 at Sepulveda Basin and was hosted by the Valley Flyers. 39 entries showed up, with 14 in the standard class.

The Basin was not up to its usual excellence. We had our 40 days and 40 nights of rain and the sewers backed up flooding Sepulveda Basin. When the waters receded the runway and pits were covered with mud and one large tree. With the efforts of the Valley Flyers and the city the field was ready for the race, dusty, but livable.

8 rounds were flown over the two days with some real eye openers. The standard fliers were pleased since they raced only themselves. Robert Grove took 1st in the standard class with a Ricketty Rat, Jim Kelly, 2nd with a Stinger. Nice to see different types of airplanes being flown. The experts started the first round off and after the 5th heat everybody had O's. With many words being thrown around, the course was measured and OOP's, 100 feet to long. These heats were reflighted with some of us still showing O's. Dave Shadel started the season off by placing first, his best time was 1:17.4. Ed Allen, second, flying a SUPER LR-1A and a best time of 1:19.2. Jerry Boyce placed third flying his Circus Circus special, best time 1:17.3. Best time of the race was done by Bob Smith, 1:13.4 using a polecat and Super Tiger. Charles Bentz Sr. was given the best crash trophy. He accomplished this by flying through Bill Groves wing in a kamikaze fashion and the golf course now has 19 holes. There were other candidates for this award, C. Bentz Jr. for one. Leonard Walker gave a demonstration on how to trim a F1 for free flight. Larry Laulom showed us how NOT to land down wind! Laird Owens had a new Denight Special, a copy of Ron Gilman's, very impressive. I sure like the looks of these planes. I heard a rumor they may be available in a kit in the near future. Tom Christopher picked up the microphone and did a super job of getting the spectators involved in the heat races. Spectator involvement like this can only help us.

Results of the race follows, see you in San Luis Obispo.

Expert:

1. Dave Shadel	1:17.4	6. Bob Smith	1:13.4 *
2. Ed Allen	1:19.2	7. Tom Christopher	1:17.2
3. Jerry Boyce	1:17.3	8. Ron Gilman	1:22.5
4. Gary Hover	1:19.9	9. Scott Johnson	1:23.0
5. Keith Davidson	1:18.2	10. Russ Kime	1:23.2

Standard:

1. Robert Grove	1:36.9
2. Jim Kelly	1:38.8
3. Ben Witherell	1:33.4
4. Jay Ross	1:34.7
5. Harry Gould	1:32.5

* Fast Time

made

* * * * * NCE * * * * *

NCE DISTRICT NEWS

APRIL 1980

This column may be either news or history, depending when the News Release reaches you.

First, I am planning for an NMPRA booth to be on exhibit at the 26th Annual Toledo Expo during April 11-13 in Toledo, Ohio. The booth space was donated gratis courtesy of the Toledo Weak Signals R/C Club. Several district members and myself will assemble a display and prepare a literature handout with the theme of promoting Pylon Racing and the NMPRA. I feel that this is an excellent way of getting our message across to the multitude of modelers which attend each year. We will also be collecting dues for memberships and everyone is cordially invited to stop by to chat and/or pay if you haven't already done so.

On a second point, I read with concern Horace Cain's (AMA District VI Vice President) column on page 78 in the March issue of *Model Aviation*. His statements regarding NMPRA Safety Guidelines being adopted by the AMA into their 1980/81 Rulebook and resulting in "administrative problems" and "insurance liabilities" were taken as a blow to NMPRA. I wrote to Mr. Cain asking for an explanation and quickly received a reply. He stated that he was only opposed to having the AMA liability insurance coverage hinge on the NMPRA Safety Guidelines. I agreed with Mr. Cain 100% although his views were not made clear in the column.

The essence of the preceding is that the NMPRA Safety Committee never intended to have its recommendations adopted as a basis for AMA insurance coverage. Why we were singled out for this is a mystery to me.

The bottom line of this action is for everyone to exercise the utmost safety and fly as if the AMA liability coverage were worthless. It just about is for R/C Pylon considering all the loopholes in which the insurance carrier can disclaim coverage.

Perhaps we should have our own insurance carrier as was proposed at the Las Vegas Championship Race meeting. Think it over and let Bill Hager and/or your local VP/AVP know your opinions on this matter. We can thank Horace Cain for bringing this important fact to our attention.

MORE 1980 NAT'S NOTES

The R/C flying site will be a 900' long aircraft taxiway at the former Clinton County Air Force Base. As previously mentioned, the pylon hours are in the afternoon and evening. Also, the taxiway will be used by a full-size DC-3 or equivalent which will take off every evening to drop skydivers at the nearby King's Island Amusement Park. Therefore, we will have to stop racing and probably dismantle the course during this operation. I hope we can work something out with the AMA Nat's Committee and/or airfield operations to reduce or eliminate this disruption.

See you in Toledo,

Art Arro, NCE-VP

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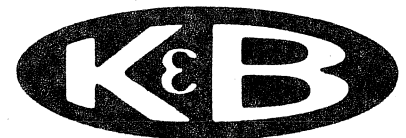


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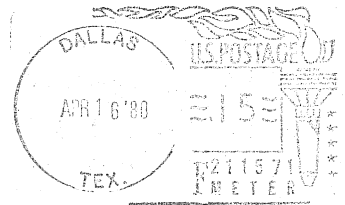
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