

# NMPRA RACING NEWS

National Miniature Pylon Racing Association      AMA Affiliated      since 1965

## SEPTEMBER 1988 EDITION

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### Members:

Among other things it is election time. Enclosed is a ballot card. Vote for one presidential candidate and one Vice President candidate from your relative district. All cards must be postmarked no later than October 8, 1988. If yours is postmarked later than 10/8/88 it will not be counted. So be prompt...vote early.

Candidates for president include Northwest District's Tom Strom, Bob Greer our Q500 Assistant Vice President from Texas and myself. Vote for whom you are most comfortable and feel will do your organization the most good.

Since this newsletter is a little late (again) a lot has happened, I will attempt to summarize the past month's activities.

The NATS is now history and to everyone's delight boasted the largest turn-out in pylon since I can remember. QM had 42 entries, FAI 18, Q500 had 79 contestants and Formula 1 had 50. F-1 even got an hour of flying away from the pattern flyers. That my friends is a positive statement about racing and that it remains on the upswing.

This year's NATS also saw our first national NMPRA meeting in several years...which hopefully will continue. Over 40 interested people both members and non-members crowded into our small but adequate conference room. Items discussed included election of officers, F-1 and Q500 Championship races, comments from Dave Shadel on noise and comments by some on new rule proposals. The meeting was well attended including some folks from AMA including VP's Ed McCollough, Travis McGinnis, Bob Brown, and President Don Lowe.

One of the first orders of business was for Dave Shadel and the victorious 1987 F3D World Championship team to present Don Lowe and the AMA the World Champion's pylon racer. Dave's "KAZE" can be seen in the future on display in AMA's museum at headquarters. A special thanks to Dave, Dub Jett, Bruce Richmond, Brian Richmond and Jim Shinohara once again for their great showing as the 1987 World Champions.

The next event was this year's F3D USA team selection held over Labor Day weekend in Toledo, Ohio. Since Dave Shadel is already qualified for the championships by virtue of his 1987 win, he was not required to fly. That left the door open and when the dust settled, Dub Jett, Bruce Richmond and Gary Hover surfaced as the 1989 USA contingent for the F3D World Championships. The team manager and alternate is Don McStay. Our goal is to place 1,2,3,4. Wait and see...!

For those of you in the Western District, Bernie Workman has resigned effective September 1, 1988 citing personal reasons. Brad Young with some help from Ron Schorr and Nancy Rutherford have agreed to complete Bernie's term.

Well just when you think you are getting going, it's time for elections. One past president suggested maybe we should consider a two year term for the president. I hadn't really thought of it but the year really starts in mid-February for a new officer and with elections complete the end of September that's only 7 1/2 months. Well that's food for thought! I feel this year has been a good one and look forward to your support and a good year in 1989.

The championship races for the F-1 are growing near. If you don't know where you stand in your district, contact your respective VP...Don't Call Me. The F-1 Championship race will be held in Gainsville, Texas on October 22 and 23, 1988.

For the record if you are planning to go, the Q500 Championship race will be October 8 and 9, 1988 outside Dallas, Texas. Additional information is available elsewhere in this newsletter. The entry this year only will be open to those who show up.

Some things just take longer. The map showing each NMPRA district seems to be fairly well set. The only change delt with eastern Canada who are now a part of District 6 (North East).

One item that keeps coming up is the fact that we (Ron Schorr and myself) have had difficulty with getting race reports sent in from various districts. If you don't see results of a race you attended, it may be because we do not have any record and as a result you may not have any national points for that race. Districts 1, 2 and 8 seem to be in good order up to September 1, 1988. All other districts are up in the air. Contact your District VP if you have any question.

'Till next month...

Good Racing,



Gary Hoyer

# U.S. FINISHES ON TOP- DOWN UNDER.



Airtronics congratulates pilots Dave Shadel, Brian Richmond and Dub Jett, mechanics Jim Shinohara and Bruce Richmond and Team Manager Bob Wallace for their impressive First, Second and Third Place victories at the 1987 FAI Pylon Racing World Championships in Melbourne, Australia.

The United States Team, equipped with Airtronics Module R/C Systems, finished First overall in competition with nine international flying teams. Airtronics salutes all the dedicated participants and organizers of the 1987 FAI Championships.



For more information about Airtronics' quality R/C product line, please contact:

 **AIRTRONICS<sup>®</sup> INC**  
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## 1987 FAI PYLON RACING WORLD CHAMPIONS

*At Airtronics, we want to be known as the best, not just the best source*

## F3D USA PYLON TEAM SELECTION

The 1989 F3D USA Pylon Team selection was hosted by the Toledo Weak Signals at their club field north of Toledo. Only 7 contestants took the time to show up for what turned out to be an outstanding, well prepared weekend.

It seems that all we did was eat, which was fine by most. The Weak Signals Club prepared breakfast rolls and coffee on Saturday and Sunday, lunch on Friday, Saturday and Sunday and a steak barbeque with all the fixens on Saturday afternoon.

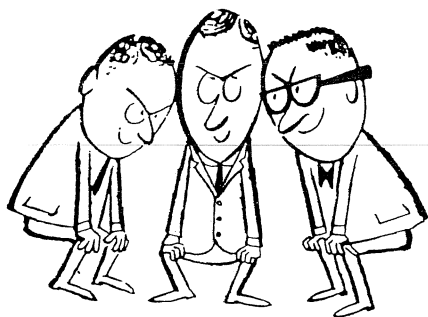
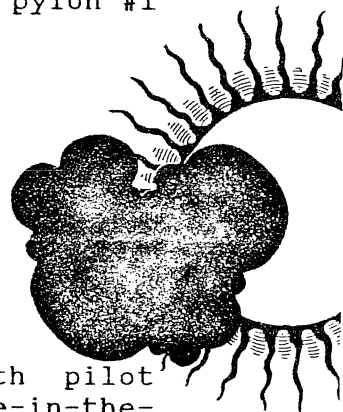
The matrix was set for 2 plane heats and 4 heats per round. No big deal since scoring is by time only. Saturday's racing started at 3:30pm due to a rain delay...and boy did it rain! The first round saw Dub Jett posting a 1:18 and Hover 2nd with a 1:19. By the end of Round 5 on Saturday. Jett was in first, Hover in second and Bruce Richmond in third. Sunday saw a total of 7 additional rounds flown. A little excitement occurred on Sunday following a much shorter rain delay when Hover folded a wing in Round 7 and Jett had a servo fail on the line in round 8. Given the number of rounds raced, all of us were given two throw away rounds. Bob Wallace should get the award for flying tight to the pylons. Consistently, Bob was right on top of pylon #1 (although he did cut a few in the process).

### The final results:

- |                   |                 |
|-------------------|-----------------|
| 1. Dub Jett       | * 1989 F3D Team |
| 2. Bruce Richmond | * 1989 F3D Team |
| 3. Gary Hover     | * 1989 F3D Team |
| 4. Don McStay     | * Alternate     |
| 5. Bob Wallace    |                 |
| 6. Gary Gan       |                 |
| 7. Ernie Nikoden  |                 |

The Weak Signals gave clocks to the top three, both pilot and callers. Jim Newcomb, the announcer got the "Pie-in-the-Face" award for being abusive to the wrong people. All in good fun though. Don McStay was elected Team Manager and as it turns out, First Alternate by virtue of his 4th place finish.

Again a special THANKS to the Weak Signals Club, CD Wayne Yeager, starter Karen Yeager (who is expecting) and the "Jury" Bob Brown, Pete Waters and Greg Doe.



SEPTEMBER

Saturday

Sunday

17th:	Full Size Races, Reno Nevada F-1/Q500 NCW Helena, MT QM Sport Pylon SEMPRA Nashville, TN Greg Doe, C.D.	18th:	Full Size Races, Reno Nevada F-1/Q500 NCW Helena, MT QM Sport Pylon SEMPRA Nashville, TN Greg Doe, C.D.
24th:	F-1 Pro Flyers, Phoenix Arizona F-1/FAI & Sport Pylon UPRC Championships Waterford, Ontario F-1 Northwest Championships Props Arlington, WA F-1/A500 SWC Race & Banquet, Gainsville, TX	25th:	F-1 Pro Flyers, Phoenix AZ F-1/FAI & Sport Pylon VPRC Championships, Waterford Ontario, Canada F-1 Northwest Championships Props Arlington WA F-1/Q500 SWC Race Gainsville, Texas Q500 (CAPS 500) Westland Signal Seekers

OCTOBER

Saturday

Sunday

1st:	Q500 NCE Contact John Kilsdonk (313) 348-9576	2nd:	QM NCE Contact John Kilsdonk (313) 348-9576 F-500 NWPRA Boeing Hawks Kent, WA
8th:		9th:	
15th:		16th:	Q500 Toledo, Flying Tigers
22nd:		23rd:	
29th:		30th:	Sport Pylon SEMPRA Brandon FL, John Hudson, C.D.



Formula One Championship Race Information  
 Location: Gainsville, Texas  
 Date: October 22 and 23, 1988  
 Headquarters: Holiday Inn, Gainsville, Texas

JULY 2 AND 3, 1988  
MISSOULA, MONTANA

The Fourth of July weekend brought us Missoulas a mid-summer race meet.

This year saw a change in the agenda, with the addition of Formula 1 to it's schedule. The two slower classes were flown at the club's field on Saturday. On Sunday we traveled to the edge of the Flathead Valley to race Formula 1. It was paradise taking off on "golf course green short grass." The only draw-back to the site was that it was irrigated with a circular sprinkler system, bringing back memories of control line days. Pilot's callers had to keep reminding their pilots to keep turning left while landing on the large curved strip of grass. It didn't take us racers long to catch on to this procedure, since we have that built in left mechanism anyway.

The racing for Quickie was close, with anyone having a shot at first. The youngsters even showing the old guys a trick or two.

There was a big score in one heat. Leon Elbert and Dan Powell were on each other coming around #3, when Dan's plane hit bad air and was blown to the ground right through Leon and Daryl Tulberg (Leon's caller). The plane struck Leon on the shoulder and Daryl on the thigh, knocking him to the ground. Leon landed safely. Neither were hurt seriously, they just had large bruises on contact areas. Both of them said they didn't hear or see the plane coming. Lucky for them they didn't get hurt worse than they did.

Formula 1 saw some pretty fast flying by most of the pilots with good races. The weather raised havoc with needle settings and head spacing, with numerous thunder storms that went by. The humidity and pressure went up and down like a yo-yo, and it didn't rain a drop.

NMPRA Standard

1. Powell	2.02
2. Helgeson	2.07
3. Ward	2.12
4. Felstet	2.19
5. Gasvoda	2.12
6. Patterson	2.42
7. Somerfeld	2.38
8. Seaholm	2.45
9. Connolly	2.59
10. Hughs	2.20
11. Schroeder	2.30
12. Spicher	2.20

NMPRA Modified

1. Venetz	1.48
2. Patterson	1.57
3. Ward	1.52
4. Sperry	1.42
5. Elbert	2.03
6. Schroeder	2.07
7. Helgeson	2.14
8. Felstet	1.54
9. Tulberg	2.08
10. Cady	1.50
11. A J Seaholm	1.50
12. Gasvoda	1.55
13. Spicher	2.04
14. Somerfeld	2.21
15. Hughs	2.01
16. E Seaholm	NT
17. Powell	NT

NMPRA Formula 1

1. Elbert	1.24
2. Felstet	1.43
3. Gasvoda	1.41
4. Sperry	1.26
5. Powell	1.37
6. Spicher	1.44
7. Cady	1.35
8. Ward	1.54
9. Tulberg	1.33
10. Reed	1.55



JULY 9 AND 10, 1988  
CHESTER, MONTANA  
Q500 AND F-1 RACE

A great race was held in the heart of Montana drought country. Chester hosted two days of Formula 1, with Jemco, Standard Q-500, and Modified Q-500.

Because of low turn-outs in Jemco and Standard, we were able to get right into Formula 1. We had a couple of guests from Calgary, Alberta, Canada, which made the racing even better.

Many of the heats looked like paired-off figure skating. Tough on the caller's and pylon judges' nerves.

Then there was the classic heat with Leon Elbert and Mike Sperry. Of the course, these guys are the best of friends, sharing knowledge, Christmas cards, dinner tables, and the like, but when the flag drops the B. S. stops, and those guys battle it out. They were dead even or only 20 feet apart during the entire race, unfortunately Mike dropped to 20 feet behind at the finish line to take second. They both turned great times for our area and altitude, 1:22 and 1:23.

When the racing was all done on Saturday, we were treated to an out-door pig roast. It was a great way to recap the days events. The food was great. A nice touch to a racing meet.

On Sunday, racing went about the same as Saturday. In Q500 the competition was very, very close. It was any bodies race between the top five people. All going fast, it was a matter of who was going to make mistakes that might put them back in the standings.

Even with a green batch of workers, the flyers had few complaints. Those guys did a great job.

There is talk of having a combined Canadian and USA meet in Chester next year. It is right in the middle of Prairie district and North Central West district. It has possibilities of attracting 30 to 40 flyers in F-1. I hope it comes through.

July 9, 1988

1. L. Elbert	1:27
2. J. Davidson	1:41
3. M. Sperry	1:31
4. R. Spicher	1:36
5. C. Swaney	1:42
6. J. Knigh	1:44
7. D. Cady	1:31
8. R. Ward	1:46
9. D. Tulberg	NT

July 10, 1988

1. L. Elbert	1:22
2. D. Tulberg	1:33
3. M. Sperry	1:23
4. D. Cady	1:32
5. R. Spicher	1:41
6. J. Davidson	1:30
7. C. Swaney	1:33
8. M. Reed	NT

Note: John Davidson and Charles Swaney are out of District.

NORTH WEST RACE REPORT  
"PYLON RACERS OF PUGET SOUND"  
August 6 & 7, 1988

The Kitsap County Area Radio Control Society (ARCS) and P.R.O.P.S. hosted the first annual Summer Classic Pylon Race on the unused portion of the Kitsap Airport.

It was absolutely a great place to fly - well almost. Two green walls bordered the course. Big trees about 300-400 feet away. In most cases it caused everybody to fly tight which made for closer races. With the great help the local club provided, it looks like a great racing site for some years to come.

Saturday - we had some new and old faces come to race again. Nelson Eddy, Dean King; New commers: Jerret Cangie, Jim Hursh, Phil Barnes, Jon Castleman, plus all the regulars. We had three local ARCS members try Q500; Phil Barnes, Jim Hursh, and Jon Castleman. They didn't do too bad considering that they have never raced before, Unfortunately, Phil Barnes found the trees on Saturday, I don't know if the trees gave it back, though.

In our district we fly a Q500 round between every F-1 round to give the 10-12 F-1 flyers some fixin time. Some flyers chose to fly both Q500 and F-1. Take "Nelson-your-in-the-next-head-Eddy" for example.

Quickly had 11 entries on Saturday and three on Sunday due to some attrition on Saturday. Newcomer Jerret Cangie brought out a new hobbytown "edge" and tried to "hone" in on the asphalt between 2 & 3. Well, he at least walked away! Better luck next race Jerret.

Saturday Q500 Race Results:

1. Nelson Eddy	1:39.80	7. Phil Barnes	2:57.99
2. Adam Darr	2:01.69	8. Ted Puzio	2:23.11
3. Jon Packer	1:58.13	9. Jerret Cangie	2:49.42
4. Joe Harris	2:02.14	10. Jon Castleman	3:01.66
5. John Erickson	2:19.99	11. Jim Hursh	no time
6. Jerry McLean	1:50.83		

Sunday Q500 Race Results:

1. Bob Mikko	1:52.65	* good to see Bob back after a long
2. Jack Granchi	2:04.77	absence
3. Jon Castleman	3:14.52	

Formula One in the North West is coming together. More and more races are a toss up as to who will win. Everybody is getting better and faster. Chuck Eads, from Oregon, lost another one around pylon #3. Don Rice and myself were wingtip to wingtip for 10 laps. I went "down" under #3 pylon to stay ahead of Don in our last heat on Saturday. I still haven't figured out how I got out of it! Pete Bergstrom (CD) was out in front more times than not - outstanding in his first year of F-1. The order of finish for Saturday was:

1. Tom Strom	1:18.54	7. Andrew McIndoe	1:23.13
2. Tony Huber	1:15.92	8. Dean King	1:26.70
3. Al Watson	flyoff	9. Randy Line	1:26.69
4. Don Rice	flyoff	10. Chuck Eads	1:27.08
5. Nelson Eddy	1:20.95	11. Don Dentz	1:37.48
6. Pete Bergstrom	1:23.85		

Sunday we had one less and two more in F-1 so 12 racers did it again. My new caller Jerret Cangle helped me to a 1:13.01 in the first heat (earned him another fast time trophy!) to set the pace. We had a lot of high teen to low 20's after all the dust/tree branches settled. A four way tie for third resulted: Pete Bergstrom, Nelson Eddy, Andrew McIndoe and Chuck Eads. I went down to pylon one to help and I can assure you it was not easy! It's very hard to see those planes comin atchya at top speed - they were even four different colors. I have to again give credit to the pylon workers for doing "it" for two days. I don't see how anyone can see out two layers of chain link fence, let alone one, like we have. Well, the flyoff was great for 4-5 laps until Pete, who had been leading, flamed out (too lean) and Andrew and Chuck cut out, leaving Nelson alone to finish. Would have been a classic race if it weren't for cuts and meltdowns.  
Order of finish:

1. Tony Huber	1:13.01	7. Bob Hunt	1:23.23
2. Tom Strom	1:17.17	8. Dean King	1:26.96
3. Nelson Eddy	1:20.94	9. Don Rice	1:18.58
4. Andrew McIndoe	1:18.97	10. Al Watson	1:21.09
5. Chuck Eads	1:19.47	11. Don Dentz	1:22.49
6. Pete Bergstrom	1:22.68	12. Jon Packer	1:36.26

Our next race on September 24 and 25, 1988 is at Arlington Washington Airport. Another new site which I understand is even better than Bremerton. Should be great! Call Don Connel for details at (206) 824-3999

Again many thanks to the Kitsap ARCS for their assistance in our crazyness.

Tony Huber

# NATS

STANDINGS FOR FORMULA 1 as of 16:37:36. 07-29-88

F1980729

## FI

	THRU	RND	CL-TY	PTS	FAST TIME		
1.	BRIAN	RICHMOND	7	0-E	28	1:09.16	(--- FAST TIME
2.	DAVE	SHADEL	7	0-E	28	1:10.48	
3.	HENRY	BARTLE	7	0-E	28	1:14.33	
4.	BRUCE	RICHMOND	7	0-E	27	1:12.73	
5.	MIKE	HELSEL	7	0-E	25	1:16.80	
6.	DUB	JETT	7	0-E	24	1:12.22	
7.	DAVE	PEARCE	7	0-E	24	1:14.17	
8.	PAUL	BENEZRA	7	0-E	23	1:17.50	
9.	JOHN	McDERMOTT	7	0-E	22	1:14.76	
10.	GARY	HOVER	7	0-E	20	1:10.32	



# FI

11. BOB DIBLE	20	1:11.50	31. DOUGLAS WHITEAKER	15	1:37.64
12. JESSICA THURROTT	20	1:14.42	32. KEITH DAVIDSON	14	1:14.13
13. RICHARD VERANO	20	1:18.09	33. GAIL JACOBSON	14	1:22.02
14. THOMAS STROM	20	1:18.86	34. ANTONIO GALICIA	14	1:22.19
15. CHUCK WAHL	20	1:22.52	35. PETER BERGSTROM	14	1:23.10
16. RICHARD TOCCI	19	1:19.99	36. DAVE DOYLE	14	1:25.68
17. DON MCSTAY	19	1:21.31	37. CLAY-MONCRIEF	13	1:20.11
18. RICHARD PAINE	19	1:22.29	38. RONALD SCHORR	12	1:22.50
19. ROBERT BROGDON, JR	17	1:15.18	39. KEN HULIK	12	1:30.66
20. RED CRANFILL (MW)	17	1:15.34	40. WARREN SCHMAUCH	12	1:31.12
21. ROBERT GREER	17	1:16.42	41. ARNOLD WILE	9	1:22.58
22. DREW TELFORD	17	1:18.20	42. DAVE LATSHA	9	1:22.89
23. MICHAEL LANGLOIS	17	1:19.90	43. ROBERT PETRINEC	9	1:39.58
24. RUSSELL KIME	17	1:22.86	44. MILOS MALINA	6	1:21.48
25. KEITH FREDRICKSON	17	1:23.30	45. CLARK WADE	5	1:20.63
26. JOE COHEN	17	1:32.25	46. IRWIN FUNDERBURK	4	1:29.00
27. JON LEMMONS	17	1:32.75	47. JAMES KATZ	3	1:31.83
28. DICK RITCH	16	1:17.99	48. PETER WATERS, JR	2	1:45.88
29. BEDNARZ-THURROTT	16	1:22.82	49. GORDON McWILLIAMS	0	0:00.00
30. PETER REED	15	1:21.03	50. GUY BROUQUIERES	0	0:00.00

# QM

STANDINGS FOR QUARTER SCHEDULE AS OF 10:17:00 07/26/88

8880720NA

THRU PTS FAST TIME

1 -GAIL JACOBSON	20	1:19:73	26 -ROBERT PETRINEC	10	1:25:83
2 -HENRY BARTLE	20	1:22:97	27 -ART ARRO	10	1:27:49
3 -DAVE LATSHA	20	1:18:02	28 -STEPHEN KOVACH	10	1:32:72
4 -ROBERT BROGDON, JR	20	1:18:74	29 -JOHN WOLL	9	1:25:71
5 -DENNIS SUMNER	19	1:13:16	30 -GEORGE SCHMAUCH	9	1:28:24
6 -RICHARD MORELAND	18	1:17:93	31 -JOE COHEN	9	1:29:37
7 -ALBERT GROVE	17	1:18:88	32 -ALLEN BOOTH	9	1:30:43
8 -KEN HEATLIE	17	1:16:73	33 -ROBERT GREER	8	1:34:290
9 -DAN KANE, SR	16	1:19:86	34 -STEVE ADAMS	7	1:33:80
10 -PETER WATERS	15	1:20:61	35 -RAYMOND BLAKE	7	1:36:10
11 -ROBERT NICKLE	15	1:22:00	36 -ARNOLD WILE	7	1:36:130
12 -JERRY SALISBURY	14	1:19:92	37 -BOB DIBLE	6	1:33:11
13 -CRAIG GRUNKEMEYER	14	1:20:63	38 -WARREN SCHMAUCH	6	1:33:90
14 -DONALD WEIDMAN	14	1:23:80			
15 -BRUCE RICHMOND	13	<u>1:15:05</u>	(-- FAST TIME		
16 -NEAL REHM	13	1:24:90			
17 -KEN HULIK	12	1:17:23	39 -KELLY JACOBSEN	6	1:47:09
18 -RICHARD TOCCI	12	1:19:94	40 -DAVID GOHN	4	1:27:89
19 -DUB JETT	11	1:23:37	41 -PETER, JR WATERS	4	1:29:48
20 -JOHN LANDERS	11	1:23:72	42 -GORDON McWILLIAMS	4	1:44:000
21 -STEPHEN BAKER	11	1:25:19	43 -PAUL BENEZRA	2	1:39:54
22 -DAN KANE, JR	11	1:27:070	44 -JAMES LESHER	2	1:50:33
23 -JON LEMMONS	11	1:29:54			
24 -JOHN ALBRITTON	10	1:19:01			
25 -DREW TELFORD	10	1:24:16			

## NATS Q500 RACE RESULTS

This year there were an unbelievable 79 entries for Q500. When the matrix was done there were 20 heats per round. Easy math would tell you that there would be 20 people in first place at the end of the first round. So everyone really pushed, which made for great racing.

The weather was overcast both mornings. Wayne and Karen's experience showed up right away. Racing started at 7:10 on Sunday and 6:20 sharp on Monday.

Everybody was pushing. The rumor was that we would probably only get in 4 or 5 rounds and their could be as many as 15 tied for first. Fast time would then have to settle who placed. Paul Benezra set fast time right out of the box with a 1:21.08. This time held up until the last round. Might mention that he was running a Weber with Bartle calling. As predicted there were 20 in first place at the end of the first round with Benezra leading with time.

Round two honed the field down to 12 entries tied for first with Benezra still holding fast time. I lost count of the planes that didn't make 10 laps due to frequency problems. Yours truly was one of the unfortunate ones who could barely make it around the course due to hits. I might mention that this problem continued throughout all the Pylon events. It seemed predominate around two and three when the pilots were bunched up.

The third round continued on Monday morning. Overcast with heavy air. Benezra's caller called him a double cut in the third round which dropped him out of the running. Tocci with his beautiful T-Tail dropped down from first when someone chewed his tail going around number one. This left 10 with perfect scores at the end of three. Ken Heatlie was now in first with a 1:22.49 followed by Henry Bartle with a 1:23. Bob Nichols was calling for Henry. 52, 56 and 46 continued to be probelm frequencies.

Round four saw Bob Nichols drop out of first with a double cut. Shame on you Henry. The end of the round had 4 left with perfect scores. Ken Heatlie in first, Henry Bartle in second, Jessica Thurott in third and Dub Jett in fourth. Dub was using a Como and his twelve year old daughter Carey was calling for him. This was her second contest. Jessica watch out.

The fifth led off with a tight race for Jessica and she dropped out of a first place tie. I didn't make note of who beat her, but I remember it was a close race. When the smoke cleared there were three left in first place. Bob Nichol recovered with a fast time of 1:18. It was now flyoff time.

Jett was seen in the pits with Richmond test running their engine. Maybe it was time to get out an X-40 to replace the Como. Jett, Henry and Heatlie eventually made it out to the line. They all got off good. Coming around three it looked like the race was going to be Heatlie and Bartle, Heatlie and Nichols walked into each other resulting in Heatlie losing control and stuffing his plane. This was really an unfortunate accident on the line. Henry led the first 7 laps. Jett was gaining about the 8th, but just couldn't cut Henry's lead.

Final Results:

PILOT	PLANE	ENGINE	FAST TIME	POINTS
1. Henry Bartle	T-Tail	Rossi	1:18:95	20
2. Dub Jett	Richmond	Como	1:20:53	20
3. Ken Heatlie	China/Cat	Rossi	1:22:49	20
4. Dennis Sumner	China clip	Rossi	1:25:94	19
5. Jerry Salisbury	Viper	Webra	1:27:54	19
6. Peter Bergstrom	Edge	Rossi	1:29:65	18
7. Jessica Thurrott	Scat Cat	Rossi	1:24:50	18
8. Doug Whiteaker	Viper	Webra	1:26:38	18
9. Gail Jacobson	Scat Cat	Rossi?	1:22:42	17
10. Peter Waters	China Clip	Rossi	1:31:86	17
11. Graig Grunkemeyer	Scat Cat	Rossi	1:36:02	17
12. Bob Nichols	T-Tail	Rossi	1:18:46	16 <= Fast

For those of you who chase trivia, the fastest times were set with 9x7 3/4 Rev Ups.

Bob Greer  
VP Q500  
NMPRA

1988 NEPRO Q500 CHAMPIONSHIP  
AT ELLINGTON, CONN. NCRCC HOST CLUB

SATURDAY			RACE POINTS	NEPRO POINTS	FAST TIME	
1	P. REED	E	23	30	1:34:7	
2	ROB W.	E	21	29	1:40:4	
3	JESS	E	20	28	1:29:6	
4	IRV	E	20	27	1:32:8	
5	JOE B	S*	19	26	1:42:3	1ST STANDARD
6	DAN M	S	19	25	1:46:5	2ND STANDARD
7	ARNIE	E	18	24	1:42:6	
8	TOM R	E	17	23	1:34:7	
9	MIKE K	S*	16	22	1:38:1	3RD STANDARD
10	DON M.	E	16	21	1:41:6	
11	JEFF S	S	16	21	1:48:6	4TH STANDARD
12	STEVE	E	15	19	1:41:0	
13	TONY	S	15	18	1:45:0	5TH STANDARD
14	BILL G	S	15	17	1:56:0	
15	SAL D	S	14	16	1:48:5	
16	RAY D	S	14	15	1:52:0	
17	MIKE L	S	14	14	1:54:5	
18	ADAM S	E	13	13	1:44:4	
19	BILL Z.	E	13	12	1:48:8	
20	JOHN P	S	13	11	1:56:0	
21	WAYNE G	S	12	10	2:10:1	
22	MARTY	S*	11	9	1:45:8	
23	DAVE D	E	10	8	1:39:0	
24	EL Z	S	10	7	1:52:6	
25	BERNICE	S	10	6	2:03:6	
26	JIM S.	S	9	5	2:09:9	
27	BUD A.	S	8	4	1:55:5	
28	RICK E.	S	6	3	1:56:9	
29	CHRIS M.	S	5	2	1:56:3	
30	DAVE S.	E	5	1	2:08:5	

\* MOVED UP TO EXPERT AFTER THIS RACE.

1988 NEPRO Q500 CHAMPIONSHIPS  
 AT ELLINGTON, CONN. NCRCC HOST CLUB

			RACE	NEPRO	FAST		
			POINTS	POINTS	TIME		
<u>SUNDAY</u>							
1	IRV	E	24	26	1:30:3		
2	TOM R	E	23	25	1:33:7		
3	MARTY B.	S*	20	24	1:46:4	1ST STANDARD	
4	ARNIE	E	18	23	1:38:9		
5	DON M	E	18	22	1:35:8		
6	BILL G	S	18	21	1:50:2	2ND STANDARD	
7	PETE R.	E	17	20	1:36:8		
8	DAVE D.	E	17	19	1:39:7		
9	MIKE L	S	17	18	1:58:6	3RD STANDARD	
10	BERNICE	S	16	17	2:03:7	4TH STANDARD	
11	MIKE K	S*	15	16	1:46:0	5TH STANDARD	
12	JOHN P.	S	15	15	1:53:6		
13	LARRY G.	S	14	14	2:01:9		
14	ROB W.	E	13	13	1:44:9		
15	BILL Z	E	13	12	1:46:5		
16	BUD A.	S	13	11	1:48:9		
17	DAVE S.	E	13	10	2:03:4		
18	EL Z.	E	13	9	2:07:2		
19	ADAM S.	E	12	8	1:45:3		
20	JIM S.	S	12	7	2:00:3		
21	JOE B	S*	10	6	1:40:5		
22	DAN M.	S	10	5	1:51:2		
23	RICK E.	S	10	4	2:04:5		
24	SAL D	S	4	3	2:02:3		
25	WAYNE G	S	4	2	2:02:3		
26	BILL S.	S	0	-	--		

\* FLEW INTO EXPERT THIS WEEKEND - WELCOME TO THE FAST LANE!

1988 Q500 NEPRO CHAMPION

IRV THURROTT

2ND TOM REBENKLAU  
 3RD PETE REED  
 4TH ARNIE WILE  
 5TH ROB WALLACE

Saturdays Calcutta was won by Pete Reed followed more than closely by Dave Doyle. Nice racing guys, we really enjoyed watching the battle! Congratulations Irv, aren't you glad I suggested you could CD and still find a way to race!

8-8-88

Race results for the Flying Cardinals Q-500, Q.M. race June 25 and 26  
C.D.'s Joe Ruh and Barry Andersen. Submitted by Barry Andersen.

Turn out for our first annual races was O.K. in Q-500, but a bit disappointing  
in Q.M. Our race equipment is rehab Weak Signals and it worked fine, thanks again  
We had it fully manned and had only a few minor problems. Trophies were awarded  
through Fifth place and fast time.

Saturdays Quickie racers faced 100° plus temperatures and 20 mph winds.  
Joe Dodd tested out the #3 safety gear by center punching the pole, just a tad  
tight. Aubrey Nottingham clipped a flag off the top of #2 and kept on going.  
The 100° seemed to slow things down but some tough races were flown.

The results of Q-500:

#1. Michael Pewitt, Tennessee	Clipper/Webra	1:41.35
#2. Frank Schwartz, Tennessee	Bad News/Webra	1:38.81
#3. Joe Ruh, Kentucky	Clipper/Rossi	1:42.09
#4. Dana Swah, Tennessee	Scat Cat+/Como	1:53.61
#5. Aubrey Nottingham, Tennessee	Clipped Cat/Webra	1:42.98
#6. Gerald Price, Ohio	Scat Cat/Plco	1:47.19
#7. Mitch Paris, Ohio	Clipper/Rossi	1:40.91
#8. Jim Schwartz	Scat Cat/S Tiger	1:53.14
#9. Dennis McDaniel, Kentucky	Quickie/Rossi	2:13.94
#10. Craig Grunkemeyer, Ohio	Scat Cat/Rossi	1:36.49 **Fast Time
#11. Mike Schmidt, Kentucky	Scat Cat/Rossi	1:51.91
#12. Weir Thurman, Ohio	Clipper/Como	2:04.99
#13. Herman Tholan, Ohio	Clipper/Como	1:54.08
#14. Doug Robinson, Ohio	Scat Cat/Rossi	1:54.06
#15. Wayne Pewitt	Clipper/Webra	2:51.48
#16 Joe Dodd	Scat Cat/Rossi	n/t

Sunday saw 8 quarter midgets have a tough time getting off the ground with a  
quartering tail wind on take-off. We saw some fast airplanes, with Rex Knepper  
putting on a great show for a fast time of the day.

#1. Fred Johanson, Ohio	Toni/Nelson	1:43.43
#2. Craig Grunkemeyer	Toni/Nelson	1:49.56
#3. Wayne Yeager, Ohio	Rivets/Young/cox	1:31.0
#4. Weir Thurman, Ohio	Toni/Cox	2:32.0
#5. Rex Knepper, Ohio	P-63/Nelson	1:21.55**Fast Time
#6. Ken Hulik, Michigan	Shark/young cox	1:35.1
#7. Dan Kane, Illinois	P-39/Rossi	1:40.39
#8. Dave Gohn, Ohio	Toni/Nelson	n/t

Thanks to the workers and the guys who travelled to race and support us.  
We hope to see more of you next year.

RACE REPORT

REX KNEPPER C. D.

15th Annual Silver Cup Quarter Midget Pylon Race  
La Salle, Michigan  
August 20, 21, 1988

ATTENTION: Quarter Midget is not dead!

QM is not even sick. It is alive and well in the midwest. This was attested to by the forty seven (47) entries from twelve (12) states who attended the 1988 version of Les Haddad's Silver Cup. In fact there were at least another half dozen flyers who normally compete who could not attend this year due to personal conflicts with the date.

The 15th annual event sponsored by Les Haddad's Hobby Stop and hosted by the Toledo Weak Signals and Flying Tigers clubs was not only the best attended but the fastest ever. The average fast time for all 47 entries was 1:26.6. The weather was a perfect 80° with low humidity and a gentle wind. The large entry was accommodated in a 4 x 12 matrix. Racing was still limited to only eight rounds over the two days. This was followed by the Ron Haddad Memorial Trophy Dash which pitted the twelve fastest flyers in a five race flyoff.

The racing was fast and furious from the first heat on Saturday until the last trophy dash race on Sunday afternoon. The race was made particularly interesting by the large number of different airplane designs that are now available. There were fourteen (14) different designs flown as primary airplanes.

Denny Summer cruised through each round turning consistent 1:20's with an occasional 1:18. He won every heat but one, losing only to Ken Hulik who posted a 1:16. Hulik was doing the same thing after taking a third (cut) in the second round. Ken was turning consistent 1:16's with a 1:14.59 thrown in for the fast time. There were very few mishaps. Wayne Yeager and John Kilsdonk midaired in the third round destroying both of their primary airplanes and both of their only good props. Ken Heatlie and Joe Cohen midaired with Joe losing his airplane and Ken coming out unscathed. There were many many good close races too numerous to mention.

Four and a half rounds were completed on Saturday. Saturday night featured the annual steak party with N.Y. strips, corn on the cob and all of the fixin's. The remaining three and a half rounds were completed on Sunday and were followed by the Trophy Dash.

The final tabulation of scores showed Denny Summer first, Ken Hulik second, Dave Latsha third, Ken Heatlie fourth, and Al Schwartz and Craig Grunkemeyer tied for fifth. In the flyoff, Al beat Craig in yet another close race.

The Trophy Dash was the fifth annual and is held in memory of Les' brother Ron Haddad. The dash features the twelve fastest airplanes in four three plane elimination races followed by a final race of the winners of each preliminary race. This year it took a very low 1:21 to qualify. The final was won by Ken Hulik in a close race to the finish with Dave Latsha. Both Ken and Dave turned 1:15's.

At the conclusion of racing, the trophies were awarded and all of the flyers took part in a merchandise raffle that featured several thousand dollars in goodies.

Congratulations to all of the winners, to Ken Hulik for his fast time of 1:14.59 and his win in the trophy dash and all of the flyers for their sportsmanship and cooperation in hustling to get in the eight rounds. A very special thanks to Les for his continued interest and sponsorship of the race and to the members of the Weak Signals and Flying Tigers for their help in running the race.

John Kilsdonk

Final Results 15th Silver Cup Quarter Midget Race

<u>Pos</u>	<u>Name</u>	<u>Plane</u>	<u>Engine</u>	<u>State</u>	<u>Pts</u>	<u>F/Time</u>	<u>Pos</u>	<u>Name</u>	<u>Plane</u>	<u>Engine</u>	<u>State</u>	<u>Pts</u>	<u>F/Time</u>
1.	Denny Sumner	P-63	Nelson	Mich	31	1:18.0	25.	Neal Rehm	Toni	Nelson	Va.	18	1:28.8
2.	Ken Hulik	Napair	Cox	Mich	30	1:14.5	26.	Bill Johanson	Toni	Nelson	Ohio	18	1:32.1
3.	Dave Latsha	Rivets	Nelson	Penn	28	1:19.0	27.	John Woll	Polekitty	Nelson	Penn	17	1:23.4
4.	Ken Heatlie	Napair	Nelson	Mich	27	1:21.6	28.	Bill Comber	Caudron	Nelson	Mich	17	1:27.1
5.	Al Schwartz	Napair	Nelson	Minn	27	1:23.6	29.	Al Grove	Rivets	Nelson	Penn	16	1:23.6
6.	Craig Grunkemyr	Toni	Nelson	Ohio	26	1:19.5	30.	Dave Rech	Napair	Nelson	Minn	16	1:39.0
7.	Del Berryman	DeJaVu	Nelson	Minn	25	1:20.0	31.	Greg Doe	P-39	Nelson	Tenn	15	1:20.5
8.	Jim Widman	Heinkel	Nelson	Mich	25	1:22.1	32.	Steve Metzger	Heinkel	Nelson	Mich	15	1:20.9
9.	Henry Maurus	Heinkel	Nelson	Penn	24	1:21.3	33.	Joe Cohen	Spitfire	Nelson	Mich	14	1:28.0
10.	Wayne Yeager	Rivets	Cox	Mich	23	1:21.1	34.	George Shumach	Heinkel	Nelson	N.J.	14	1:28.3
11.	John Landers	Heinkel	Nelson	Ga.	23	1:22.0	35.	Rick Bork	ME-109	Cox	Ohio	13	1:25.2
12.	Barney Polzin	Estrel.	Nelson	Mich	23	1:26.3	36.	Art Arro	P-39	Cox	N.Y.	13	1:35.2
13.	Dick Steine	Napair	Cox	Minn	21	1:21.1	37.	Les Brown	Estrel.	Nelson	Mich	13	1:44.2
14.	Rex Knepper	Heinkel	Nelson	Ohio	21	1:21.1	38.	Gail Jacobson	Polekitty	Cox	Ga.	12	1:23.3
15.	Rick Moreland	Heinkel	Nelson	Md.	20	1:18.6	39.	Ron Gage	Napair	Nelson	Minn	12	1:27.1
16.	Phil Zuidema	Napair	Nelson	Minn	20	1:21.6	40.	Dave Carpenter	Shark	Nelson	Ohio	11	1:39.1
17.	Warren Shumach	Heinkel	Nelson	N.J.	20	1:29.8	41.	Rick Gromer	Heinkel	Nelson	Ohio	9	1:28.9
18.	Dan Norlin	Napair	Nelson	Minn	19	1:34.1	42.	Jim Warner	AJ Spl.	Cox	Ohio	8	1:41.6
19.	John Kilsdonk	Napair	Nelson	Mich	18	1:17.7	43.	Ray Blake	Shark	Nelson	Mich	7	1:45.9
20.	Bob Hisey	Napair	Cox	Ohio	18	1:22.3	44.	Kevin Matney	AJ Spl.	Cox	Mich	6	1:28.9
21.	Don Weidman	Heinkel	Nelson	Penn	18	1:22.7	45.	Fred Johanson	Spitfire	Nelson	Ohio	5	1:26.8
22.	Jerry Salisbury	Heinkel	Nelson	N.C.	18	1:25.2	46.	John Jenness	Shark	Rossi	Minn	4	1:52.5
23.	Jerry Elert	Napair	Nelson	Minn	18	1:25.2	47.	Dan Kane Sr.	Heinkel	Nelson	Ill.	2	1:27.2
24.	Drew Telford	Heinkel	Nelson	Md.	18	1:28.2							

Summary:

Entries by States

1.	Michigan	13
2.	Minnesota	9
3.	Ohio	9
4.	Pennsylvania	5
5.	Georgia	2
6.	New Jersey	2
7.	Maryland	2
8.	New York	1
9.	Tennessee	1
10.	Virginia	1
11.	North Carolina	1
12.	Illinois	1
		<u>47</u>

Kits by Entry

1.	Heinkel (Gager)	13
2.	Napair (Sealy)	8
3.	Napair (Larson)	3
4.	P-39/P-63 (Doe)	3
5.	Rivets (Matney)	3
6.	Toni (Prather)	3
7.	Shark (Sealy)	3
8.	Polekitty(Jacobson)	2
9.	Estrellita (Gager)	2
10.	Spitfire (Gager)	2
11.	AJ Special (Matney)	2
12.	DeJaVu (Sealy)	1
13.	Caudron (Comber)	1
14.	ME-109 (Matney)	1
		<u>47</u>

Engines by Entry

1.	Nelson	37
2.	Cox	9
3.	Rossi	1
		<u>47</u>

Average Fast Time (all Entries)

1:26.7

N M P R A   P O I N T S   L I S T I N G  
District Points

Listing for District 1  
As of September 1, 1988

Position	Racers Name	NMPRA #	Races Entered	District Points	(Best 6 Races)
1	DAVE SHADEL	39C	9	616.17	
2	GARY HOVER	27F	10	582.15	
3	LEE VONDERHEY	7C	7	576.93	
4	MIKE HELSEL	5A	8	559.74	
5	HENRY BARTLE	9B	8	535.58	
6	LYLE LARSON	16B	7	504.88	
7	GARY LONG	26B	9	484.63	
8	BRAD YOUNG	21B	7	462.80	
9	PAUL STENBERG	4B	6	441.33	
10	CHUCK BROWN	55B	9	440.13	
11	RICHARD VERANO	22B	7	419.07	
12	BOB DIBLE	7A	14	407.92	
13	RONALD SCHORR	1C	9	400.85	
14	KRISTOPHER WILSON	99C	8	397.62	
15	EDWARD HOTELLING	51A	6	396.62	
16	BOB SMITH	51C	5	387.14	
17	NANCY RUTHERFORD	17B	9	382.97	
18	BRUCE BROWN	15B	8	378.40	
19	SCOTT MANNING	41C	9	361.88	
20	RUSTY VANBAREN	76D	5	361.59	
21	BILL RUTHERFORD	11C	6	339.20	
22	KEITH DAVIDSON	81C	8	321.81	
23	RUSS KIME	77A	9	312.21	
24	MARK LATTIMORE	50C	5	284.62	
25	KENT MCKENNA	27B	6	281.93	
26	GENE SIDEWELL	86D	8	249.03	
27	BERNIE WORKMAN	13C	4	225.56	
28	LARRY LAULOM	4C	3	199.21	
29	EMIL GHAPGHARN	42C	4	191.67	
30	JAMES KENNEDY	69C	7	190.78	
31	LEONARD CURIEL	29C	6	186.56	
32	GARY PARISE	63B	5	183.04	
33	RON MENDEL	21D	2	121.09	
34	PETER PRIEST	25A	5	120.56	
35	LYNDON STONE	21H	5	96.63	
36	JEFF BERTKEN	3C	3	96.52	
37	BRUCE DECHASTEL	12Z	2	92.38	
38	CHARLES WAHL	23A	3	91.90	
39	LEWIE KEAR	14D	2	86.84	



40	JAY REFLOGLE	95B	1	68.40
41	RON MILLS	13D	2	68.05
42	DAN ANDERSON	26A	6	64.63
43	JORGE SALAS	21Y	1	60.93
44	JERRY SKOCZYLAS	46D	2	60.13
45	FRED HUSTED	82B	4	57.12
46	JIM KELLY	1A	6	51.37
47	DAVID GAVIN	48B	2	40.14
48	JESSIE CARTA	32C	2	29.66
49	MICHAEL OTTO	60C	1	20.10
50	JEFF HUBERT	32A	1	10.53
51	LARRY STOTTS	11B	2	8.00
52	JIM LIME	38D	1	6.86
53	T PIERCE	@16	1	-1.20
54	LUIS SALCEDO	@15	2	-5.23
55	MIKE DELPONTE	@2	2	-15.47
56	YASUO NOMURA	@7	1	-16.13
57	DAVID GAVINXXX	@8	2	-41.38
58	YOSHIKAZUA SAKURAI	@6	1	-47.87
59	BOB HUNT	@5	8	-55.33
60	FRANCISCO GONZALEZ	@4	3	-76.20
61	JORGE COMAS	@3	3	-78.94
62	JEFF CARPENTER	@1	5	-80.00
63	HARLEY CONDRA	@14	2	-90.33

Listing for District 2  
As of September 1, 1988

1	TONY HUBER	31E	7	530.18
2	TOM STROM	3E	9	482.41
3	ANDREW MCINDOE	@31	8	467.68
4	CHARLES EADS	28E	6	375.10
5	DON RICE	24E	6	351.17
6	DONALD DENTZ	51E	9	340.94
7	AL WATSON	15E	7	325.78
8	RANDY LING	11E	6	214.74
9	PETER BERGSTROM	17E	9	189.57
10	DEAN KING	39E	4	151.23
11	NELSON EDDY	4E	3	147.46
12	DANNY NALLEY	2E	4	72.02
13	ROY NAKANO	6E	3	58.42
14	WALTER TIESS	5E	2	58.15
15	JOHN PACKER	@33	2	-11.69
16	SCOTT PUZIO	@30	2	-53.32
17	STEVE SHEEY	@32	2	-80.31

Listing for District 8  
As of September 1, 1988

1	DUB JETT	4I	7	472.51
2	ED RANKIN	1ER	7	465.14
3	BRUCE RICHMOND	2H	7	448.10
4	BRUCE HOBBS	70H	7	371.39
5	DAVE LAYMAN	51H	7	366.26
6	RICHARD TOCCI	43I	9	346.44
7	ROBERT GREER	18H	13	319.77
8	RICHARD OLIVER	26H	5	298.85
9	KEN KLEIN	14H	7	289.63
10	RED CRANFILL	65H	8	262.97
11	HUBERT WILLS	32H	5	220.94
12	KEITH FREDRICKSON	36H	7	216.53
13	NORM JOHNSON	8I	12	211.83
14	J.P. HANWAY	41H	4	202.72
15	BILL HAGER	1BH	4	187.90
16	FRED FRENCH	17H	4	184.51
17	MONTY MONCRIEF	1I	4	172.69
18	HARVEY HOBBS JR	50H	3	101.44
19	GARY HEITHOLD	38I	3	74.74
20	DICK RITCH	5I	6	70.34
21	PHIL BUSSELL	1PB	2	8.48
22	TERRY ROLLINS	@12	1	-1.20
23	GARY PONNELL	@23	1	-14.93
24	GARY HOWARD	@13	2	-52.87

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1988 season results to July 26, 1988

Dist T -Tangerine Dec 27, 1999

1. Tom Erb	33P	OH
2. Gene Jones	70V	MO
3. Pete Seabase	11P	OH
4. Quay Barber Jr.	89P	OH
5. Harry Arnold	5S	MS
6. Tom Jordan	77P	OH
7. Charlie Barber	73P	OH
8. Neil Johnston	17T	FL
9. Jim Bartels	14S	Tn
10. Dave Barber	92S	OH

Dist S Tupelo MS MAY 25, 1988

1. J. Prillaman	19S	<u>1:56.84</u>	M.Must
2. D. Wenman	30P	1:56.95	Cassut
3. T. Coates	21S		M.Must
4. D. Henderson	29S		Cosmic
5. G. Jones	70V		M.Must
6. G. Stewart	18S		M.Must
7. B. Roper	4S		M.Must
8. H. Arnold	5S		Cosmic
9. R. Ray	7V		Rivets
10. L. Ray	2V		M.Must
11. P. Adkins	80P		M.Must

Dist F Cleveland OH 6/19/88

Plc	Name	#	Fast	Ave.	Hts
1.	D. Wenman	30P	<u>1:56.44</u>	2:00.42	4
2.	P. Adkins	80P	2:03.74	2:08.13	4
3.	T. Erb	33P	2:05.54	2:07.36	4
4.	C. Adkins	18P	2:06.32	2:13.11	4
5.	B. Gadamer	12P	2:05.13	2:16.55	4
6.	G. Villard	8P	2:03.2	2:05.40	3
7.	B. Gadamer Jr	22P	2:40.26	2:49.34	4
8.	G. Hudson	43P	2:09.10	2:10.74	3
9.	H. Walker	5P	2:33.84	2:45.92	3
10.	G. Vaccaro	50P	2:33.90	2:43.75	4
11.	B. Gadamer	10P	2:17.20	2:47.95	4
12.	T. Jordan	77P	2:17.88	2:21.04	3
13.	J. Samuto	24P	2:42.46	2:49.29	3
14.	P. Seabase	11P	2:24.00	2:26.55	2
15.	B. Gadamer Jr	25P	3:10.18	3:16.65	2
16.	P. Christ	52P	2:19.02	2:19.02	1

Dist S Memphis TN 4/25/88

Plc	Name	#	Fast	Ave.
1.	T. Coates	21S	2:05.75	2:11.4
2.	P. Seabase	11P	2:06.41	2:11.9
3.	J. Prillaman	19S	<u>2:00.84</u>	2:08.5
4.	G. Jones	70V	<u>2:35.81</u>	2:43.8
5.	H. Arnold	5S	2:38.98	2:46.3
6.	D. Henderson	29S	2:19.81	2:24.3
7.	G. Stewart	18S	2:15.72	2:16.1
8.	B. Roper	4S	2:41.54	2:49.8
9.	F. Lincoln	12S	3:09.38	3:16.0
10.	L. Ray	2V		

Dist S Tupelo MS 5/26/88

1. T. Coates	21S	2:01.5	M.Must
2. J. Prillaman	19S	<u>1:54.7</u>	M.Must
3. D. Wenman	30P	1:54.8	Cassut
4. P. Adkins	80P		Ioaner
5. B. Roper	4S	2:08.43	M.Must
6. G. Stewart	18S	2:08.79	M.Must
7. H. Arnold	5S		Cosmic
8. D. Henderson	29S		Cosmic
9. J. Moore	6S		Cosmic
10. G. Jones	70V		M.Must
11. L. Ray	2V		M.M
12. R. Ray	7V		Riv

Dist V St. Louis Mo. June 25, 1988

1. J. Prillaman	19S
2. H. Arnold	5S
3. G. Stewart	18S
4. D. Henderson	29S
5. B. Roper	4S
6. P. Adkins	80P
7. R. Hesscamp	43V
8. D. Wenman	30P
9. C. Adkins	18P
10. T. Coates	21S
11. C. Chambers	13T
12. P. Seabase	11P
13. J. Moore	6S
14. L. Ray	2V
15. R. Ray	7V
16. G. Jones	70V
17. Schweickhardt	9V

Dist V - St. Louis Mo 5/1/88

Plc	Name	#	Time	Fast	Ave	Hts
1.	T.Coates	21S	2:06.5	2:07.6	4	
2.	G. Stewart	18S	2:01.1	2:07.5	4	
3.	J.Prillaman	19S	<u>2:00.5</u>	2:08.4	4	
4.	T. Erb	33P	<u>2:09.4</u>	2:10.2	4	
5.	D.Hendrson	29S	2:13.5	2:23.9	4	
6.	H.Arnold	5S	2:21.0	2:28.6	4	
7.	J.Moore	6S	2:19.0	2:26.5	3	
8.	D.Wenman	1P	2:09.3	2:16.6	3	
9.	G.Jones	70V	2:16.0	2:30.6	3	
10.	B.Roper	4S	2:26.1	2:38.4	3	
11.	P.Seabase	11P	2:16.1	2:23.4	3	
12.	T.Jordan	77P	2:11.0	2:24.4	3	
13.	L.Ray	2V	-	-		
14.	R.Ray	7V	-	-		

Dist P St.Albans WV 6/5/88

Plc	Name	#	Time	Fast	Ave	HTS
1.	T. Erb	33P	2:08.8	2:15.1	4	
2.	D.Wenman	1P	<u>2:03.6</u>	2:06.9	3	
3.	T.Coates	21S	<u>2:03.6</u>	2:08.7	3	
4.	B.Gadamer	12P	<u>2:03.8</u>	2:10.8	4	
5.	B.Gadamer Jr.	25P	2:21.8	2:27.1	4	
6.	B.Gadamer	10P	2:26.1	2:26.2	3	
7.	L.Hewitt	85P	2:30.4	2:32.6	3	
8.	R.Ringle	3P	2:16.1	2:26.7	3	
9.	G.Villard	8P	2:07.9	2:12.1	2	
10.	G.Vaccaro	50P	2:38.1	2:41.9	3	
11.	T.Jordan	77P	2:42.0	2:52.8	3	
12.	B.Gadamer Jr.	22P	2:33.0	2:49.6	2	
13.	P.Seabase	11P	2:16.2	2:26.1	2	
14.	R.Jahng	29P	2:12.3	2:12.3	1	
15.	J. Schweitzer	45P	2:38.2	3:12.0		

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# NMPRA

## Q - 500

# CHAMPIONSHIP

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North Lake Park

Irving/Dallas Texas  
October 8th/9th  
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MEMBERSHIP

NMPRA Q500 RULES

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ROSSI READY TO FLY  
FUTABA RADIO

FUEL SUPPLIED BY

2ND TROPHY  
FUTABA RADIO

3RD TROPHY  
ROSSI

4TH TROPHY

5TH TROPHY

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FAST TIME TROPHY

PRE-REGISTRATION \$ 25.00  
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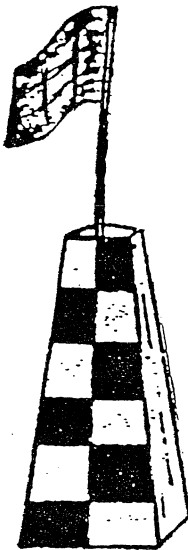
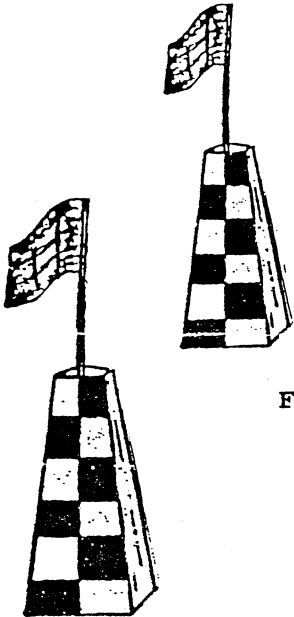
MORE PRIZES FOR ALL

### IMPORTANT ITEMS TO CONSIDER

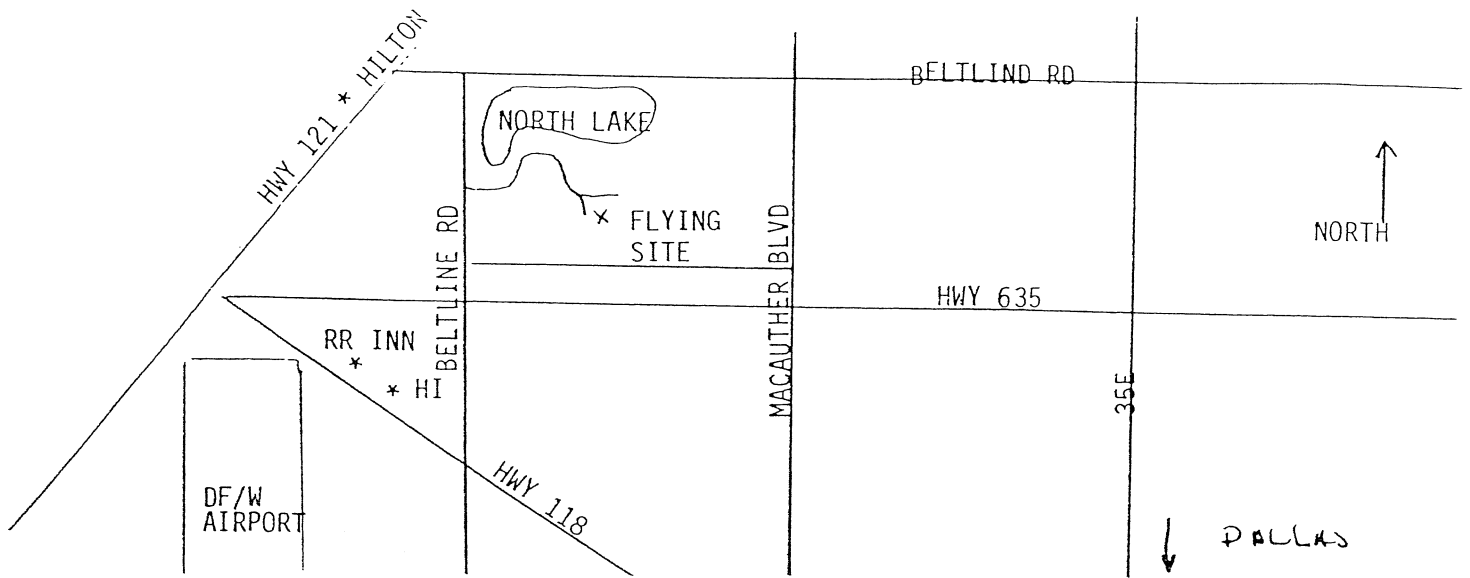
- o Takeoff two planes at a time (1-3,2-4).
- o 20% maximum of total entries will be allowed on any one frequency. Pre-register.
- o \$ 25 pre-registration fee must be post-marked by Sep 23, or \$ 35 to register in person on Saturday Oct 8th.
- o Test flying is permitted beginning at 6:30AM on Saturday until 9:30AM.
- o Pilots meeting at 9:30am Saturday.
- o First heat off at 10:00am Saturday.
- o First heat off 8:30 Sunday.
- o Camping is permitted (no hookups).

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NMPRA Rate \$ 39.00
- o Hilton Inn  
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Grapevine, Tx  
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CD - Bob Greer  
616 Briarglen  
Coppell, Tx. 75019  
214-462-9550



PRE-REGISTRATION FORM

You must mail this form by Sept 23, or pay \$ 35 race day.

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Address \_\_\_\_\_ Frequency \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_ Zip \_\_\_\_\_

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R / C	PATTERN	PATTERN	PATTERN		SCALE*	SCALE*	
W O R L D	ALL CLASSES AND JET	SAME	SAME	SCALE REGST. 12PM-5PM			
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					1/4 MIDGET*		

\* MUST HAVE FIFTEEN ENTRANTS PRE-REGISTERED BY NOVEMBER 1st, 1988 OR RCACF RESERVES THE RIGHT TO CANCEL THE EVENT. STATUS OF EVENTS WILL BE DISPLAYED ON AMA'S MODELNET.

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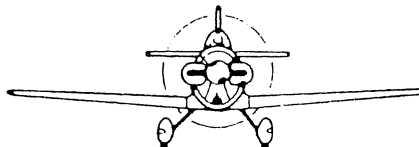
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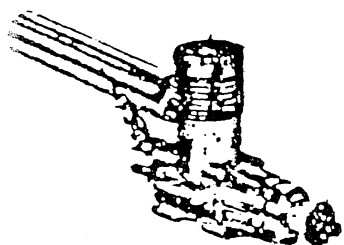
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