

NMPRA NEWS RELEASE

HIGH PERFORMANCE



May/June 1990

National Miniature Pylon Racing Association

AMA Affiliated

Since 1965

Top View



from the President

Great news this month. Futaba Corporation has agreed to join Pacer Technology in co-sponsoring the 1990 NMPRA Championship Race. Futaba's participation will insure that the 1990 race will offer the best rewards ever for the participants and winners. I recently had the opportunity to visit with Rick Landers (our VP for the Southeast) in Atlanta, and he told me that the plans for this year's Championship Race are progressing nicely. Be sure to get all the points possible to assure your invitation to the Formula I race. For those of you who have never attended this end of year race, now is the time to make every effort to attend. The top Formula I pilots from around the country will gather for a final shootout. We also have the annual NMPRA banquet and awarding of season point trophies.

Rumor has it (now confirmed) that the team selection for FAI F3D will take place Labor Day weekend in Toledo, Ohio at the Weak Signals club field. The contest director is Wayne Yeager. With Wayne's experience, it should be a well run event. This will be the third connectivity qualification in the Midwest/Eastern part of the country. Maybe the selection committee should consider a roving contest like the NMPRA Formula I Championships that moves each year from East to Midwest to West. This plan equalizes the travel burden for the competitors.

Now that the racing season is in full swing all over the country, we are starting to get more race reports. Please try to include pictures with any results sent in so everyone can see who is doing what, where.

I received a couple of calls on the frequency proposal that I talked about in our last newsletter. Both calls came from Texas. Does anyone else have any comments? I think 1991 will be a transition year for everyone with the new frequencies. Some clubs have said that they will not allow the odd numbered frequencies to try to minimize the confusion. That might give the FCC the impression that we don't need the new

frequencies, which is not the case. Next year will be a test for us all; the fliers, the radio manufacturers, and the AMA to come up with equipment and plans that will allow coexistence. Please, let me know what you want to do about the frequency situation for our racing so we can develop a plan.

The article in a recent newsletter by Fred French said that the AMA Q-500 Rossi only comes with a .300 inch carburetor. It has been brought to my attention that the Rossi comes with either a .330 or a .300 carburetor, buy you can use a stock .330 carburetor.

Wayne Yeager called and asked that we publish a request for pylon workers for the NATS. If you would like to help for all or part of the racing events, give Wayne a call at (313)941-6661. He also tells me that a Holiday Inn in Olney has some rooms available. It is about 23 miles from the NATS site.

Ready Turn.

Mike

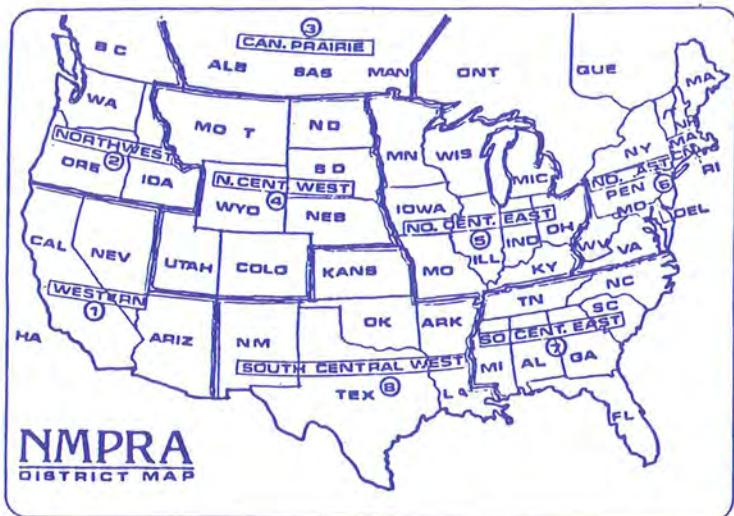
From The Editor's Desk

Perhaps you noticed you didn't receive a May issue of "High Performance." A lot of copy arrived late, and it appeared that if we could get it out at all, it would barely be in the month of May.

Another and perhaps more dominating factor was that my wife was critically ill at publication time, and I just didn't have the time to get the issue together. With the very kind approval of Mike Helsel, we decided to combine the May and June issues.

There are a lot of fine articles and race results in this issue, so you'll have some good reading as you prepare to pack up for the Nats. Good luck and may you all win.

Don



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Phoenix Formula I Classic - February 24 & 25, 1990

by Bruce Brown

The season opener in Phoenix saw a wide open race for the win, beautiful weather, great accommodations and I counted 14 crashes with two fliers each losing two planes.

Golf carts were again used for flight line transportation (that's nice!) Contestants came from far and near including Canada, Mexico, Connecticut, Texas, Colorado, Ohio, California, Arizona and Washington.

My memories include... Richard Verano stuck with an unfortunate refly... Harold Satler twisting his ankle just as the flag was about to drop in his heat... The "When will Ron Schorr crash?" pool (Ron in turn did well all weekend and went quite fast with Henry's old T-tail)... Scott Manning and Lyle going fast all weekend... The midairs, as they are the most spectacular — you know who you are... New faces, M. Greer, J. Allen and pattern experts C. Hyde and Tony Frakoviak all doing a great job... Bernie winning best of show AND runner-up best of show... my winning a top of the line Futaba 5 Channel radio all for only two raffle tickets... Being mooned by Buckwheat on the way home...

Thanks for another great race, Pro Flyers!

A note from Chuck Brown... Please give me your input as soon as possible on eliminating the California Quickie event and replacing it with only AMA class Quickies with a Standard and Expert class. Call or write to: Chuck Brown, 12083 Caminito Corriente, San Diego, CA 92218 (619)487-5670. Thanks.

Just "Z" Facts

by Paul Stenberg

Earlier this year, I touched on a new finishing resin from EPacer that will give you a superior base for that perfect Formula I finish that you are planning. The new resin is epoxy rather than polyester resin. Now before you go saying that epoxy is out because it doesn't sand, give this one a chance. First of all, epoxy will give you a much more stable base to work with because it cures by a chemical reaction rather than catalyzing a material that never really cures, as is the case with polyester resin.

As far as the sanding issue is concerned, the crazy little chemists over at the ZAP lab have found a material that will give you a sandable finish. This does not give you a license to gob on a gallon of resin and expect to sand it back to a few thousandths of an inch above the glass cloth, but it does allow you to put a fine finish on your airplane.

The procedure is outlined on the package, but here are a few pointers to follow:

1. Don't thin the resin. You will change the chemical structure and ruin the resin.
2. Work in small batches. If you mix too much resin at one time, the heat from the reaction will accelerate the cure and you will end up with a cup full of solid material.
3. Get yourself a good 6 to 8 inch window washers' squeegee. After you apply the resin over your 3/4 ounce glass cloth, carefully smooth the excess out with the squeegee. Clean up after with some alcohol and it will last a lifetime.
4. You don't have to worry about doing both sides of your thin pieces at the same time since the epoxy will not shrink like polyester.
5. Run down to your favorite hobby shop and grab a box of "ZPOXY" from ZAP and give it a try.

Well, off to the airport again. Keep those glue joints together while you're going fast.

Phoenix Formula I Race

February 24-25, 1990

Heat Pts.	Finish	Name	Time	National Pts.
31	1st	Manning	1:10.10	108.8
31	2nd	Larson	1:12.96	106.5
29	3rd	Helsel	1:11.37	104.3
28	4th	Shadel	1:09.48	102.0
28	5th	Bartle	1:07.87	99.8
28	6th	Verano	1:09.78	97.6
26	7th	McStay	1:20.11	95.3
25	8th	Johnson	1:14.26	93.1
25	9th	Tocci	1:15.99	90.8
23	10th	M. Greer	1:17.84	88.6

Beginner's Luck

By Rony Barlevav

Yes, I'm a beginner, and no, I haven't won anything yet. Just lucky to be here I guess. I'm on my second year of racing both Q-500 and F-1. As a beginner, there are a few observations I'd like to share with you. First, I wish more of you with experience would write more often and tell us beginners how it's done. I know that for every Shadel, there are probably three Shadwells on stand-by. Please don't let this deter you, as you have no idea how great it is for us novices to learn even a few things from someone else's experience. Besides, we can all take a joke and if this newsletter can offer information and entertainment for the same price, what more can we ask?

After a total of 4 F-1 races and 9 Q-500 races, I realize that the first goal for a beginner, or at least for me, is not top performance, but rather consistent performance. I'm not yet ready to invest time and money looking for the engine that will turn 30,000 r.p.m.'s or search for that elusive prop that will take me under a minute. Right now, I'm trying to figure out what it takes for me to get up in the air 5 times in 5 rounds, and while I'm up there, try to stay up for 10 laps.

If at the end of a racing day you find out that you only have three out of five complete rounds then, like me, you have work to do. Keeping a record will go a long way in helping you find solutions. If you catch yourself making the same mistake more than twice — forgetting to fuel, for instance — you better create a system or get into some kind of routine that will insure you don't forget again. If you have a super-strong engine but it only goes for 8 or 9 laps or sometimes won't start at all, then maybe you're better off with an old reliable one — the one that is a little old and a little slow, but still starts every time and stays running until *YOU* tell it to stop. Doesn't everybody have one? How can you improve your flying skills or get into a rhythm with your caller if you don't get up in the air to begin with?

Being consistent also means a lot of free time between rounds, which I still don't have. Instead of taking half my airplane apart and then putting it back together between every round, what I'd really like to do is walk around, see how the other guys get prepared, maybe ask a few questions, and just enjoy life in general. Don't get me wrong — I'm still having a blast every time out there, but I'm sure it gets better.

Another thing I've noticed is that many times the only help that other beginners and I are getting is from other beginners. There are many different reasons for this, which I don't want to get into, but what happens is the classical situation of the "blind leading the blind," which basically is what this article is doing. So, if I could finish with one word, it would be... *HELP!*

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Reports From Your District Vice Presidents

District 2 — Pete Bergstrom

HELLO AGAIN! Since our flurry of activity at the end of March, I don't have any races to report on with the exception of 1/2 of a Quickie 500 race on May 6. (The report will follow next month.)

What I do want to talk about this month is the proposed frequencies for racing in 1991. What Russ Kime has come up with for frequencies (see Mike Helsel's column in the April 1990 Newsletter) is a Contest Director's dream come true. Setting up a race matrix with these frequencies would be a piece of cake, no matter the number of entries. Without having to worry about 3IM, 23rd Order and all the other matrixing problems that we currently have, it would be just a matter of filling slots with frequencies and names and going racing. I wholeheartedly agree that this should be implemented. *In 1992!!!!, not 1991.*

Let me run this scenario by you. We go ahead and approve these frequencies for use in 1991. Come January 1st, 1991, we will have only 6 frequencies to fly on. Here is why. The manufacturers are NOT going to have odd numbered frequencies available for use any sooner than the middle of the year. This point was proven in 1989 when we were given the current "Narrow-Band" channels and they did not become available until August of 1989 through the current distribution system. Now let's say that paging systems in your area are liable to wipe out 1/3 to 1/2 of the frequencies available to us for use. Now, for the first 6 to 8 months of the 1991 racing season, we will be able to race on only 3 to 4 frequencies. Woe be unto the CD who has everybody show up on only two frequencies. Two plane heats and a lot of dummy heats would be the rule for the day. That sure doesn't sound like very competitive or fun racing to me!!

I recommend that we keep the current frequency arrangements that we have in force today throughout 1991 and let the manufacturers catch up and make available to us the odd numbered channels. Granted, the CD's life won't be made any easier for one more year, but that is why we get paid the big bucks! Let's implement the new frequency system in January 1992 and go on from there. I think that this issue is important enough that if serious consideration is given to the new frequency plan for 1991, a vote of the general membership should be required to implement it.

Our F-1/Q-500 race for June will be at Whidbey Island, courtesy of the WIRCS club. This is a great site (150' X 6000' runway all to ourselves.) Should be a lot of fun and I'm looking forward to seeing everyone there for a great weekend of racing.

Thanks for listening. **GO FAST AND TURN LEFT!**

Pete

District 4 — Daryl Tulberg

So far, building is the only thing going on in our area. Most of us are raring to go, hearing about racing in other areas. The weather isn't good enough to test fly and we have three weeks before the first contest. I'm getting a little nervous with time running short.

I received some sad news a while back. Dan Powell of Missoula lost his home to a fire, taking with it most of his aircraft, tools and supplies, but no one was hurt. They pretty much lost everything. I've heard that some fellow racers have been sending him care packages, so hopefully he won't be set back too much for the race season. In talking to Dan, the thing that upset him the most with his loss were his super good props. He said he had been saving some of the wood for years.

We are still looking for a mechanical starter clock, so if anyone can find one or knows where to get the mechanics for one, let me know.

The racers here are very excited about the addition of Spokane on the schedule for the Northwest. Many of us remember attending their races in the past. It was a great race to attend with the influx of racers from Washington, Canada and Montana. So put it on your contest schedule; September 22 & 23.

As of this article, we will have the Billings race under our belts, which will be reported on next month's newsletter. The race after Billings will be Missoula on July 7 & 8 at the Arlie Sod Farm.

You will notice that at the race meets throughout the area, we will have our sMASH unit set up. It is for real, even in our district, and we have Paul Stenberg and Pacer Technologies to thank for it and my wife and I will make sure it gets put to use at the contest.

I have a real need for speed...

Daryl

District 6 — Pete Reed

News from the East is better. The banks are failing but we finally had our first race and I was almost right. Almost no one was ready, including some of the brand new lap counters/timers!

The Bear Mountain race is a little different for the Northeast. It's on blackstuff. The last weekend in April, (they open the park in May), we got to hold the first contest of the year in the parking lot. It's kind of a free form shape rimmed with trees and a parkway, making landings a little tight on approach but

Reports From Your District Vice Presidents

(continued)

plenty safe on the runout. Ego seems to drive a few flyers to make a close touchdown so the trees got to eat a few planes.

For Quickie, we had 38 entrants from Massachusetts, Rhode Island, Connecticut, New York and Pennsylvania. Pretty good regional representation.

Q-500 Standard

Dick Esterbrook	1st	16 pts	
Mike Mungavin	2nd	15 pts	(faster time)
Lewis Schwab	3rd	15 pts	
Rick Fornier	4th	14 pts	
Dave Chapdelaine	5th	12 pts	

Q-500 Expert

Marty Berr	1st	15 pts	(faster time)
Bill Glode	2nd	15 pts	
Pete Reed	3rd	13 pts	
Dave Doyle	4th	12 pts	(faster time)
Art Arro	5th	12 pts	

In Formula One, we had 13 entrants with three plane heats. Don McStay and Dave Doyle looked to have their flying pretty well together and it was nice to welcome back Lloyd Burnham who has been out of racing for several years. Points and times suffered a little from the inexperience of the timers.

Formula I Results

Pete Reed	1st	10 pts	
Don McStay	2nd	9 pts	
Lloyd Burnham	3rd	7 pts	(new racer)
Jim Van Sant	4th	7 pts	
Steve Pastula	5th	6 pts	(new racer)

We were sure glad to have the ZAP sMASH Unit. The parking lot was suffering from a bad winter. Landing was like picking your way through a mine field blindfolded. Wheel-pants and tail groups suffered! As some of you may remember, ZAP furnished free samples of their products for repair and we needed it. Many Thanks.

Pete

District 7 – Rick Landers

The 15th Annual Southern Regional Championships

The Atlanta Radio Control Club hosted its annual Spring Pylon Race on May 5 & 6. If you weren't there, you missed a really good race. Saturday morning we had an early morning thunderstorm and were just about to say our uh-ohs when

Mother Nature gave us a reprieve with mild temperature but lots of wind.

We knew we would have some fast times when Dave Latsha turned a 1:18.31 on his first race. Mr Speed Builder, Paul Benezra, who did not truly finish building his plane until the third round, finished with fast time on Saturday of 1:16.69. He had borrowed a prop from Carl Simms. After the last race was over, Carl had to fight to get his prop back.

Unfortunately, we saw some good planes meet a bitter end on Saturday, including an old pink Heinkel flown by Rick Moreland. May she rest in peace. It seems that North Carolina's Jim Katz was bitten by the "If it weren't for bad luck" bug on Saturday, but Sunday he had his ducks in a row with fast time for the weekend of 1:14.91.

The last race of the contest was one of the most exciting. In a two plane heat, the two fastest planes, Jim Katz with his De Havilland Tiger Moth and Paul Benezra with his Miss R.J. fought it out. Both are new planes on the racing circuit. When starter Mike Klutz dropped the flag, Katz was off in front but Benezra was ahead by the second lap and stayed there all the way to the finish with a 1:15:15, putting Katz one point down for the day.

Mr. Cary Strickland, who competed in his first QM race, finished 9th overall. What a good job, considering he has only been flying R/C since last year. Good job, Cary!

I would like to thank all the workers of the Atlanta R/C Club. They did a fantastic job with *No Reflys* the entire contest. Thanks, guys and gals, GREAT JOB!. Also, thanks to all the folks who came from out-of-state, and to the local fellas who came. You helped make the race a success. Hope to see you next year for the 16th Annual Southern Regional Championships.

Racer Rick Landers



Bear Mountain Race-
Chuck French holding, Pete Reed fixing.

15th Annual Southern Regional Championships

May 5-6, 1990

Place	Name	Points	Fast Time
1	Weidman	35	1:24.15
2	Smith	31	1:18.47
3	Kovach	30	1:26.73
4	Doe	29	1:18.41
5	Benezra	28	1:15.15
6	Grove	29	1:15.47
7	Jacobson	28	1:19.50
8	Latsha	27	1:18.31
9	Strickland	26	1:32.00
10	Cromer	24	1:26.31
11	Moreland	20	1:17.00
12	Beasley	20	1:22.00
13	Katz	19	1:14.91**
14	Rehm	18	1:20.87
15	Landers	17	1:22.50
16	Sims	17	1:22.61
17	Knepper	15	1:26.66
18	Greather	13	1:24.87
19	Roos	12	1:36.34
20	Brown	4	1:28.41
21	Salisbury	4	1:29.66
22	Clayton	0	0:00.00

**Fast Time

Middle Tennessee R/C Society

April 21-22, 1990
Smyrna, Tennessee

Quarter Midget – BEST TIMES

Rick Landers	1:14.0
Jim Katz	1:14.3
Craig Grumkmeyer	1:14.6
Rick Moreland	1:15.4
Gail Jacobson	1:16.0
Mike Langlois	1:17.6
Greg Doe	1:18.8
Al Grove	1:19.4
Steve Kovach	1:19.9
Neal Rehm	1:21.0
Joe Ruh	1:22.2
Bob Hisey	1:23.2
Jerry Salisbury	1:24.0
Tony Speck	1:25.4
Jon Lemmons	1:26.8
Joe Dodd	1:30.5
Dave Beazley	1:31.4
Jim Warner	1:44.4
Barry Andersen	0:00.0

Quarter Midget

Place	Name	Total Points	NMPRA Points
1st	Steve Kovach	25	99.5
2nd	Craig Grumkmeyer	21	94.1
3rd	Rick Landers	20	88.6
4th	Joe Ruh	19	77.7
5th	Dave Beazley	19	72.2
6th	Greg Doe	19	83.1
7th	Jim Katz	17	66.8
8th	Neal Rehm	16	61.3
9th	Bob Hisey	16	55.8
10th	Tony Speck	16	56.4

Sport/Novice – BEST TIMES

Jeremy Chinn	1:29.1
Wayne Pewitt	1:31.9
Dave Bowman	1:36.5
Cary Strickland	1:36.6
Mike Stokes	1:38.6
David Smith	1:39.8
Marty Rittenberry	1:42.1
John Adams	1:45.9
Paul Allen	1:47.7
Timmy Storre	1:47.9
Sam Shimizu	1:51.8
Tommy Pewitt	1:53.6
Jim Wallace	2:33.8
Greg Meyer	2:36.8
Arthur Reuther	0:00.0

Q-500 Novice

Place	Name	Total Points	NMPRA Points
1st	Jeremy Chinn	16	97.3
2nd	Wayne Pewitt	15	90.5
3rd	Dave Bowman	14	83.6
4th	Cary Strickland	14	76.7
5th	John Adams	13	69.9
6th	Mike Stokes	11	63.0
7th	Marty Rittenberry	10	56.1
8th	Timmy Stone	10	49.3
9th	David Smith	8	42.4
10th	Sam Shimizu	7	35.5

Q-500 Expert

Place	Name	Total Points	NMPRA Points
1st	Mike Langlois	16	105.4
2nd	Craig Grumkmeyer	15	102.4
3rd	Mike Pate	15	99.5
4th	Doug Whiteaker	15	96.5
5th	Steve Kovach	14	93.5
6th	Gail Jacobson	13	90.5
7th	Larry Burns	12	87.6
8th	Tony Speck	12	84.6
9th	Dennis Green	12	81.6
10th	Paul Benezra	11	78.6

The Case for Filament Props

by Walt Perkins

(Editor's note: The following was received from Walt Perkins, one of our members in Switzerland. If any of you have any comments, pro or con, we'll be happy to print them.)

The Formula One pylon racing fraternity continues to reject the use of filament props based on the arguments of safety, cost, and availability. I have been a builder, seller, and user of Carbon Filament props for 12 years and, because I have a budding interest in pylon racing, I followed the proposal discussions with some interest. Two things I noticed in the NMPRA newsletter was a general lack of debate and a specific lack of fact. I feel an amendment allowing filament props is inevitable; I would like to hasten the change with some arguments "in favor of".

First, a comparison of the two types of props. Filament props are not injection molded of nylon or any other material, "filled" or not. Filament props are made by laminating continuous (tip-to-tip) strands of high-strength material with a bonding plastic resin in a special mold. Common filaments used are glass, carbon, and graphite, and they can be used in combination or alone. A variety of plastic resins will work, with Polyamide Epoxy being the most popular. A manufacturer who exercises reasonable process control can produce virtually identical props from a given mold. In general, a filament prop is denser, stronger, and harder than their wooden cousins. Even the best attempt at wood selection will yield props with fundamental strength variation due to grain direction, density fluctuations, and moisture content. Performance between wood props varies, sometimes greatly, even though the user may go to extreme lengths to duplicate pitch and diameter. Filament props can be duplicated to the point of undetectable performance variations.

Now to examine the traditional arguments against filament props. On the question of safety there are two concerns; the threat of self disintegration and the danger of the spinning prop. I have no personal knowledge of a properly used wood or filament prop "blowing up" due simply to centrifugal force. It is conceivable to imagine either one coming apart if improperly used or maintained. However, due to vastly greater inherent strength, a filament prop is less likely to disintegrate under the influence of poor user decisions. The probability of improper manufacturing of filament props is very low due to the nature of the materials and process (the resins used either cure, with full material properties—or they don't, and the resulting props are obviously unusable). I have made development props with insufficient fiber material, and the props failed in use due to the crushing of the hub. They did not disintegrate. In the unlikely event a prop does disintegrate, the problem is one of flying prop blades. Because the blades of filament props are much thinner than wood props, the inertia of the particles is roughly equal.

The danger of a spinning prop is real and because the filament blades are thinner and harder it would seem that a filament

prop could do more harm than a wood prop. In reality, however, the outcome of putting a hand into a spinning prop of either variety would be equally unpleasant. Let's face it, 25,000 RPM's and flesh are not compatible! The views of a doctor on the relative medical dangers would perhaps be enlightening. Psychologically, if a spinning filament prop is perceived as being a greater danger, then maybe racers will pay closer attention to the business end of the plane.

Undeniably, the unit cost of a commercial filament prop is higher than the cost of a wood prop. But, no serious racer buys a single prop, so let's consider the more typical case of buying props in bulk, say 24, and culling out the good ones. Of the 24, 2 or 3 will be discarded because they are too light or the blades have different bending characteristics. Roughly 4 to 6 will be discarded because machine-carving variation is so great that single blade sanding cannot correct the pitch and pitch distribution problems. Of the original 24, 16 will survive to flight testing where roughly three groups will emerge: 2-4 real "runners", 10-12 props needing certain weather conditions or diameter tweaking to be "usable", and 1-2 "turkeys". This boils down to 2-4 desirable props out of the original 24. Since filament props are less susceptible to incidental damage, they last longer than wood props. If the life ratio is 2:1, then you only need to buy 2 filament props to get same functional benefit as buying 24 wood props. This analysis could be incorrect by a factor of two and the cost benefit would still be roughly equal.

The question of availability is more theoretical than real. There is no shortage today of filament props to supply all other branches of aeromodeling and there is no reason to believe that the Pylon Racing market would receive any less attention. I have always been willing to sell molds and technology to anyone wanting to make their own filament props.

I believe one reason behind prohibiting the use of filament props is fear of the unknown; a fear that filament props will be "harder" to use than wood props, that new flying characteristics may be necessary, and that new prop-finishing materials and techniques will be needed. It's true some new handling and finishing techniques must be learned (roughly equal to trimming a new plane or learning how to adjust a new engine), but the materials stay the same. As far as I can tell, there is no difference in flying characteristics.

I have also been told the limitation to wood props is to "equalize the competition" but I haven't been able to find the connection. In my experience it is impossible to regulate competitive equality. There will always be winners who know how to "race" and losers who just want to "fly". The only realistic way to become a winner is to master more of the racing variables than the competition.

The real benefits of using filament props are their uniformity and high strength. Small developmental changes can be tried and evaluated. Favorite props can be duplicated easily. Blade thickness can be reduced, prop efficiency thereby increased, and higher speeds achieved. Unfortunately, using filament props will not insure victory but they will provide a stable prop baseline, not influenced by the size of individual racers' bank accounts. At the Formula One level of Pylon Racing there is certainly enough expertise to make use of this known technology.

To close this discussion let me pose a simple question: If filament props are so exotic and sinister why haven't the AMA and FAI already banned them entirely?

SOUTHWEST RACING NEWS

Q-500 REPORT

NORTHWEST R/C RACE 4/8/90

The Q-500 racing season if off to a fast a furious start, with mother nature playing games with us we have had more races than we scheduled. The first race went as scheduled at the Northwest R/C field in Houston. After all the feathers had settled the PHUGAWI RACING TEAM had scalped the whole bunch. Fast time went to fast Freddie French with a 1:21.00, and third place also went to fast Freddie French. Fourth place went to junior PHUGAWI scalping Rickey Cranfil flying a Texas Outlaw 500 with a fast time of 1:30. This is Rickey's second year in flying and he is already coming to the top. He has worked very hard and done lots of flying to achieve this, he deserves a big hand of approval. Second place went to little chief PHUGAWI Randy Ritch his fast time was 1:26.00 he also using the Texas Outlaw 500. Not last and not least but first for a change was the Chief PHUGAWI himself Dick Ritch using a Texas Outlaw 500 also, and with a fast time of 1:27.00 and a perfect score. There were no flyoffs and the contest was run very well. All engines of the top 5 were torn down and found legal. I think this will encourage new comers to our sport to keep it legal and on the up and up. A big round of applause to the Northwest R/C Club for a job well done.

IRVING R/C Q-500

4/21/90

With mother nature still playing tricks with us and Bob Greer's new runway not being finished we could only have a two day Q-500 race. I must say when this field is finished it is going to be the show place of the Southwest. Bob worked very hard at trying to make everybody happy and fair. On day one after all the dust had settled, I mean rain had gone, we got two days of good racing and good times.

As I said before Bob has worked very hard to get this club together and has the results to show for it. He go 42 quickie flyers out on Saturday for a record in this area at least in the last few years, he broke the race up into two races with the Novices flying themselves and the experts flying themselves. After everything was over the Novices had 22 flyers and the experts had 20 for a total of 42 a exceptional job well done to Bob Greer.

When everything was settled 1st place Novice went to Golden Hoffpaur, second place went to Billy Schultz, and third went to Norm Trogdian. In expert 3rd place to Ken Howell with a fast time of 1:27 and 2nd place went to another newcomer and fast riser Bob Miller with a fast time of 1:23 and then again another PHUGAWI Chief Fast Freddie French took 1st place with a fast time of 1:22.86. Fast time went to junior PHUGAWI Chief flying a Texas Outlaw 500 with fast time of 1:21.12. All top 5 engines and fast time engines were torn down and found legal this just goes to show everybody that you can have fun and be legal.

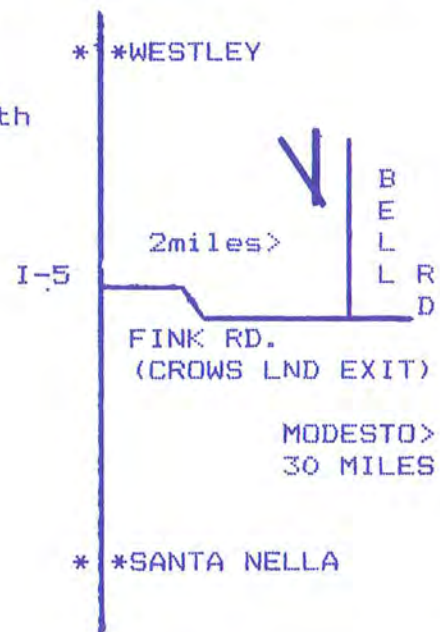
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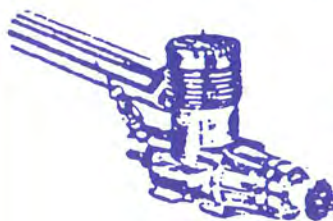
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