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FLYOFF

Round 11 / Fall 1990

The **SKYSCRAPERS** Quarterly

Edited by Bob Hatschek

What's up? XI

You know you're retired when. . .

At any time past noon, you hear a noise at the front door and you race your wife to get the mail. This is the event of the day. The loser gets only specifically addressed mail and no junk mail at all. When you're retired, this can be a penance.

On weekends, you look forward to a trip to the town dump on Saturday and a trip to the supermarket Sunday morning. These are the major events of the week.

You cut the grass in small sections, saving the two side yards for later when you're not so pooped.

Your "Things Done" list is suddenly longer than your "To Do" list. I started it to prove to myself I really was accomplishing something, and it's grown like Topsy.

You realize that most of your To Do list consists of things you don't want to do and probably won't—ever. Well, some of them may be forced on you.

Your cabinet work is completed and the only thing you can dream up to make out of wood is something you know you don't need and have no space for. Or something you already built and think you can improve.

The repair work on the car is as done as you can make it and whatever remains is not going to get fixed, except by getting rid of the car.

You actually look forward to driving to the airport to meet or send off someone.

You take a short nap in the afternoon and don't feel guilty. You pay for it later by not sleeping through the night.

Chuck Emerson, 9/22/90
Retired August 1988

So what?

Chuck Emerson and the editor of *FLYOFF* were close colleagues for more than 20 years prior to our respective retirements. We remain good friends, and we continue our business association on a somewhat reduced scale as Contributing Editors to *American Machinist*. Although Chuck is not infected with the incurable virus of model aviation, he is a lot more active than his recent tongue-in-cheek letter would imply. He more than dabbles in electronics projects, he's an excellent craftsman in his own right, and he's been heavily into sports car racing/rallying (along with former Skyscrapers as Mike Cook and Eric Hatschek).

The diagnosis that Chuck has never been bitten by the aeromodeling bug should be immediately obvious to any regular reader of *FLYOFF* — one symptom of infection. This growing group, some retired and some not yet, never seem to have enough time for all of the many items on their free-flight To Do lists — a chronic condition that is especially acute in the contest season.

Yes, this issue of *FLYOFF* is late. For that we humbly apologize. But our excuse is the busy outdoor competition season that has just concluded here in the Northeast — and the fact that we had to build two new models to complete that season.

Once again, it was great!

Compounding both the busy-ness of the season and its lateness was the October scheduling of USOC/Nats in Lawrenceville, which was attended by 13 Skyscrapers who traveled westward and an "adopted" Skyscraper (Guy Eaves, a retired John Deere tractor salesman from Geneseo, Ill, whom we met at USOC 89). How each of them fared in the competition is briefly noted in the table below. In winning the National Championship, Vic Nippert demonstrated why he was named Outstanding Modeler by the club last year. And Hank Cox points out that all of Vic's retrieving was done on foot!

In all, Skyscrapers brought home more than 25 awards. Why they didn't bring back even more is a question you'll have to ask them individually. The tribulations of one member, Jean Pailet,

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Skyscrapers at the USOC/Nats 90

Dave Acton	—
Jim Boccikinfuso	3rd B NosGas, 6th 1/2A, 2nd Team HLG
John Carbone	—
Hank Cox	5th P-30
Larry Davidson	2nd SAM RC HI POINT, 1st RC OT A/B ignition, 2nd RC 1/2A Texaco, 3rd RC OT A/B Glow, 4th Spirit of SAM Concours
Bob Gutai	1st F1C (FAI power)
Bob Hatschek	5th F1G (Coupe d'Hiver), 4th Team Mulvihill
Bob Langelius	1st PeeWee-30
Vic Nippert	NATS FF CHAMP, 1st FF Helicopter, 2nd F1G (Cd'H), 3rd F1A (A/2), 4th P-30, 5th F1H (A/1)
Jack Nix	1st F1J (Intl 1/2A)
Jean Pailet	3rd HLG, 4th OT HLG, 2nd Team HLG, 5th F1J (Intl 1/2A)
Dennis Phillips	—
Jack Rice	6th Lg Rub Cab OT, 9th Mulvihill, 4th Team Mulvihill
Guy Eaves (adopted 'Scraper)	1st 1/2A NosGas, 1st 020 Replica

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however, are worthy of special note: First, in pre-competition testing and trimming of his 1/2A with its brand new Shuriken engine (which he received on the Tuesday before the meet), Jean suffered a dethermalizer failure. A light plane pilot flying over another airport several miles away reported seeing a model airplane at 3000 feet — and accurately described Jean's model. Not only was it a new $200 engine, it also mounted a $50 hand-made Italian single-blade carbon-fiber folding prop. We doubt that Jean would put a very high value on the timer!

Jean did somewhat better in A/1 glider: he got two maxes before that dethermalizer failed!

Last year we wrote a glowing account of USOC 89, and we can almost say "ditto" for 1990. Once again we will give you only a personal view, leaving the detailed results and photo coverage to the established modeling press. The site is still excellent. The accommodations are still fine. The organization was again superb. Attendance was even more numerous than last year's — there's no doubt that this was the largest free-flight meet in North America for many a year. The quality of the competitors was topnotch.

There were differences, however. What were they? In no special order:

It was October, not June. Crops were a smaller problem, but we understand that there was some friction with at least one farmer — who may profit more selling crops to AMA than to normal markets. Deplorably, some free-flighters are still willing to risk the loss of a topnotch flying site by riding motorbikes where they shouldn't. I do not believe this applies to any Skyscrapers.

Another consequence of the date was the weather. Temperature ranged from pleasant to chilly. Rain was no problem. But wind sometimes was. Monday, a day before official flying began, was good for testing: sunny, with a generally light breeze increasing to moderate. Tuesday the breeze ranged from moderate to strong. Wednesday it went from strong to 40 mph or more (Larry Davidson has a videotape of Jack Nix's flyoff win in F1J in that gale). And it got even stronger on Thursday — the day the Skyscrapers were in the barrel running the show. Wisely, contest management rescheduled Thursday's events on Friday and Saturday. Friday dawned with the wind blowing "0 mph and gusting to 4," said the TV. The wind did pick up, but Friday was still a good day. On Saturday the wind continued to freshen, making the chases long but never getting out of hand. Jean Pailet, who has now attended two October meets at Lawrenceville, says he won't go back in October again. I think that's a bit too strong.

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Skyscraper Merchandise for Sale

NEW ITEM: Yellow 3-button Arrow shirt, full collar, pocket, large Skyscraper emblem on back, small one on front.
Sizes Sm to XL.....$18.00 each
Double X.....20.00 each

100% cotton Skyscraper T-shirt, large emblem front and back.
Sizes Sm to XL.....$10.00 each

All hats on SALE.....$4.00 each

For UPS delivery, add $2.00. Make check or money order payable to "The Skyscrapers" and send with order to:

Vito Gagliano
104 Cherry St.
Floral Park, NY 11001
(516/488-4217)

Skyscrapers 24th International Challenge

Galeville, July 28-29, 1990.
Aram Schlosberg and Alan Abriss co-Contest Directors

Strong northeast breezes postponed start of meet to 3:00 pm on Saturday. Only four 1-hour rounds of F1A, F1B, and F1C held on first day, with weak thermals diminishing toward the end. Several models were lost in trees at western edge of field, including one by Sweden's Anders Hakanson.

Sunday started with light breezes from the west, which swiveled around to northeasterly later in the day. Thermals were strong. All events were completed and a flyoff (starting at 5 pm) was required only in F1C.

F1A -- Nordic A/2 (5 entries)

1. Aram Schlosberg	180	180	180	123	180	180	180	=	1203
2. Matt Gagliano	180	180	112	145	180	180	180	=	1157
3. Ed Pelatowski	180	180	157	116	169	180	58	=	1040
4. Dominic Gagliano	121	0	60					=	181
5. Bob Sifleet	73							=	73

High team = Aram Schlosberg, Matt Gagliano, Ed Pelatowski

F1B -- Wakefield (14 entries)

1. Steve Landy	180	170	180	180	134	180	180	=	1204
2. Jerry McGlashan	180	180	146	180	150	180	180	=	1196
3. Anders Hakanson	180	180	180	180	180	180	103	=	1183
4. Fred Blom	150	180	171	175	130	180	180	=	1166
5. Chris Pelatowski	94	163	180	180	135	180	180	=	1112

High team = Fred Blom, Joe Williams, Vince Croghan

F1C -- FAI Power (9 entries)

1. Ed Keck	7 x 180 = 1260 + 240 + 300							=	1800
2. Dale Mateer	7 x 180 = 1260 + 240 + 290							=	1790
3. Bob Gutai	7 x 180 = 1260 + 240 + 175							=	1675
4. Craig Lippmann	163	180	180	180	180	180	180	=	1243
5. Ed Hopper	180	91	97					=	368

High team = Ed Keck, Dale Mateer, Bob Gutai

F1G -- Coupe d'Hiver (8 entries)

1. Bob Hatschek	120	120	120	120	120	=	600
2. Bill Buss	105	90	120	120	120	=	555
3. Vic Nippert	120	120	120	120	71	=	551
4. Joe Williams	120	97	120	112	82	=	531
5. Stan Fink	75	120	71	120	120	=	506

F1H -- Nordic A/1 (5 entries)

1. Vic Nippert	120	80	120	120	120	=	560
2. Jean Pailet	120	120	120	70	120	=	550
3. Kay Fags	120	120	74			=	314
4. Tom loerger	58					=	58
5. Bob Hatschek	30					=	30

F1J -- International 1/2A (6 entries)

1. Jim Bocckinfuso	120	116	120	94	120	=	570
2. Jean Pailet	120	120	120	120	76	=	556
3. Bill Buss	88	120	106	117	120	=	551
4. John Carbone	120	120	106	82	85	=	513
5. Dave Rounsaville	100	117	78	87	120	=	502

HLG -- German flight rules: best 6 of 10, 60-sec max (10 entries)
(only the best 6 flights shown)

1. Jim Bocckinfuso	41	56	60	45	60	60	=	322
2. Larry Pelatowski	60	35	60	40	60	60	=	315
3. Chris Pelatowski	51	48	60	60	45	48	=	312
4. Dominic Gagliano	35	53	51	29	59	20	=	247
5. Charlie Gagliano	40	60	48	27	43	26	=	244

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Probably because this was the "Nationals," there was better representation from the West Coast and the Rocky Mountain states. They are most welcome! But there should still be more! One apparent factor is that the westerners seem to be mesmerized by their USFFC and its AAAA sanction. Great meet that it undoubtedly is, it is realistically no more than the United States Free Flight Championships of California. On the basis of numbers and diversity, the USOC/Nats is a more significant gathering.

As it was last year, the 1990 USOC was a great meet. We shouldn't forget that it was several meets combined: SAM 57 ran its show, as did the FAC, while NFFS added its Nostalgia events to the regular "rulebook" classes. The NosGas and rulebook events were run under the overall management of CD Jim Bennett by five different volunteer clubs: The Central Ohio FF Assn, the Brainbusters, the Skyscrapers, the Detroit Balsa Bugs, and the Central Indiana Aeromodelers. Each club was nominally in charge of one day, and each did its job with no apparent flaws. A large measure of credit for that belongs to thorough preliminary planning and effort by overall manager Jim O'Reilly. Doubtless there were many others who deserve credit, and there's no way to name them all. But thanks!

The major ball carriers for the Skyscrapers were Dave Acton and Bob Langelius. Their task, because of Thursday's gales, was shifted to Friday AND Saturday, which probably cut into their own personal competition plans. They had some help from other Skyscrapers, but they were the ones who really carried the club's load. Also Larry Davidson was Tuesday CD for the SAM RC events.

AMA provided moral, financial and logistical support — and called it the "Free-Flight Nats." AMA supplied the simple but very attractive trophies for the rulebook events, for example, and the AMA trailer was on hand and was used.

But from a contestant's viewpoint, at least for those of us living east of the Rockies, the 1990 USOC was not significantly different from the USOC held in '89, and adding "Nats" to the title

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Weight in grams of 3" x 36" sheets

Compiled by Henry Cox

Thick-ness	Density, lb per cu ft 4	6	8	10	12	14	16
1/32"	3.57	5.35	7.14	8.92	10.71	12.50	14.28
1/20"	5.71	8.56	11.42	14.27	17.13	19.98	22.84
1/16"	7.14	10.71	14.28	17.85	21.42	25.0	28.56
3/32"	10.7	16.1	21.4	26.8	32.1	37.5	42.8
1/8"	14.3	21.4	28.6	35.7	42.8	50.0	57.1
3/16"	21.4	32.1	42.8	53.6	64.3	75.0	85.7
1/4"	28.6	42.8	57.1	71.4	85.7	100.0	114.2
5/16"	35.7	53.6	71.4	89.3	107.1	124.9	142.8
3/8"	42.8	64.3	85.7	107.1	128.5	150.0	171.4
1/2"	57.1	85.7	114.2	142.8	171.4	199.9	228.5
3/4"	85.7	128.5	171.4	214.2	257.0	300.0	342.7
1"	114.3	171.4	228.5	285.6	342.8	400.0	457.0

For 2" x 36" sheets, multiply values by .67
For 4" x 36" sheets, multiply values by 1.33
For 6" x 36" sheets, multiply values by 2.00

Best place to keep the above table (or a Xerox copy of it) is on the wall near where you keep your gram scale. Hank says, "When I get a batch of balsa I weigh each piece and mark the density (lb per cu ft) on a corner of the sheet." Your editor follows a similar practice, but also records the actual weight in grams.

Another useful habit — especially for 1/32" sheet balsa — is to check the actual thickness with a micrometer, a dial caliper, or a vernier caliper. Oftentimes so-called 1/32" sheet is a lot closer to 1/20" or 1 mm, which means the density won't be what your scale and the table say it is.

For really critical uses, some modelers even take a scale along to the hobby shop when buying balsa.

What's Dat? by Art Phillips

Dat's a canard pusher P-30U. . .Dat's What!

The design of "What's Dat?" is a very good example of the trouble a retired senior can get into over the long winter months.

As far as the name is concerned, I had no trouble with that. It was named for me. Every time somebody looked at it, they would say, "What's dat?"

I became interested in canards after reading an article by Clarence Mather in Frank Zaic's 1957-58 Yearbook.

This design falls into the P-30U class proposed for AMA adoption by the Skyscrapers. It's a little on the heavy side, but that can be corrected with a little better selection of balsa. I just used what I had on hand.

I used a small diameter prop, hoping that it would give me a good climb. It did that, but with more fine tuning it will do a lot better.

My first flights indicated a power stall problem. This was corrected very easily by reducing the angle of the canard plane (the one in front) from $+6^0$ to $+4^0$. It still had a little stall, but that was removed with a little left thrust and a little left rudder trim. Remember: this is a pusher; it goes left, not right!

During my testing, it seemed that the balance point was in the right place because I didn't have to use any ballast in trimming.

In the future, I intend to experiment with various size canard wings and prop diameters, prop pitches, and power.

Construction notes

The fuselage is made by rolling a sheet of 1/32" balsa around a 1" diameter aluminum tube. The inside of the balsa tube is doped and lined with Silkspan and doped again. The outside can just be doped or tissued and doped. The fuselage ends are reinforced with 1/2" wide strips of 1/64" aluminum sheet epoxied in place. The rear has a small slot to accept the timing pin on the tail plug. The nose plug can be held in place with a rubber band.

The propeller assembly has been drawn full size to help explain the freewheeling device, which is a Lou Garami drive — the best I've found for a freewheeler.

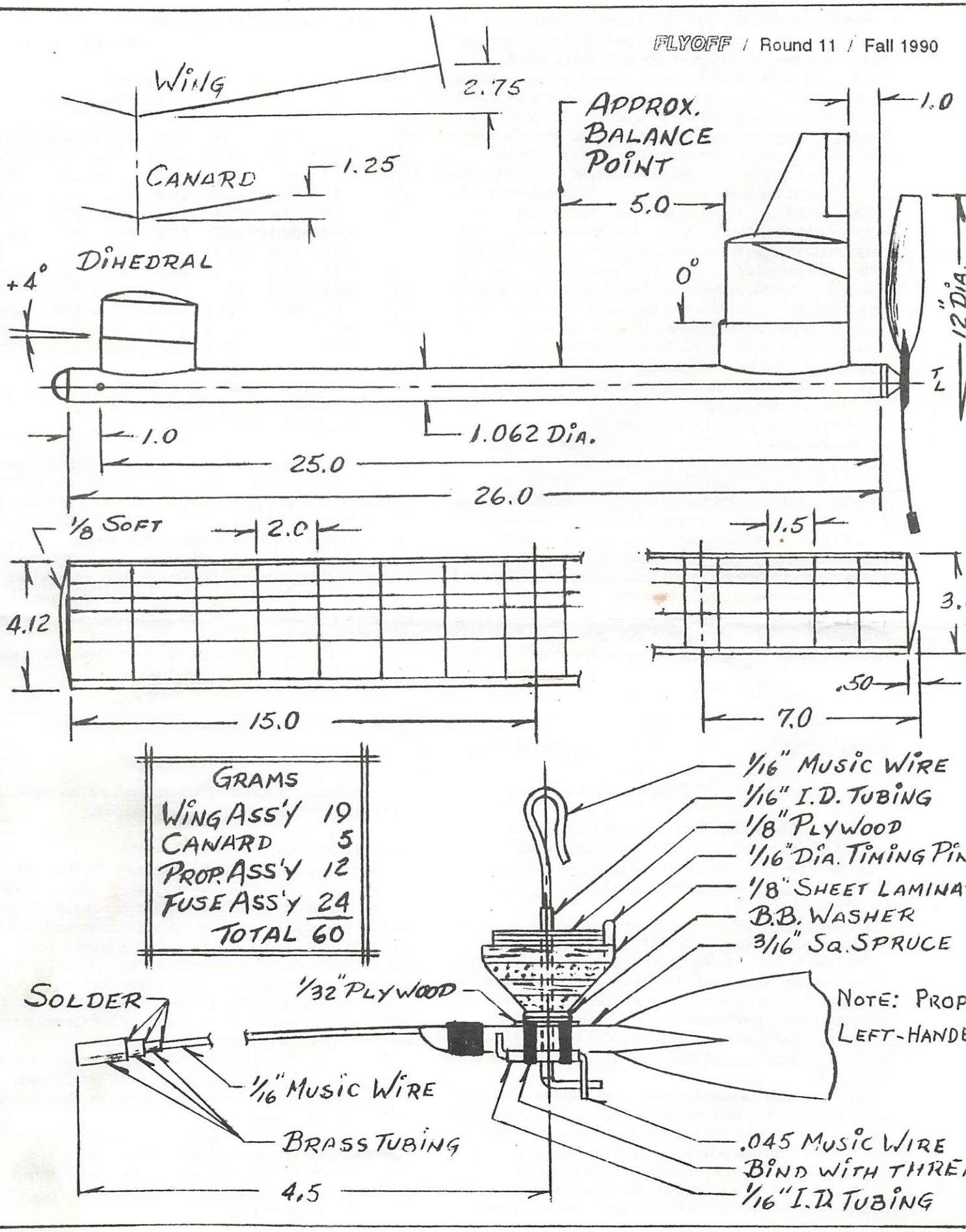
You may ask Why freewheel? Answer: Because if it folded, the model would be longer than the 30" allowed by the rules.

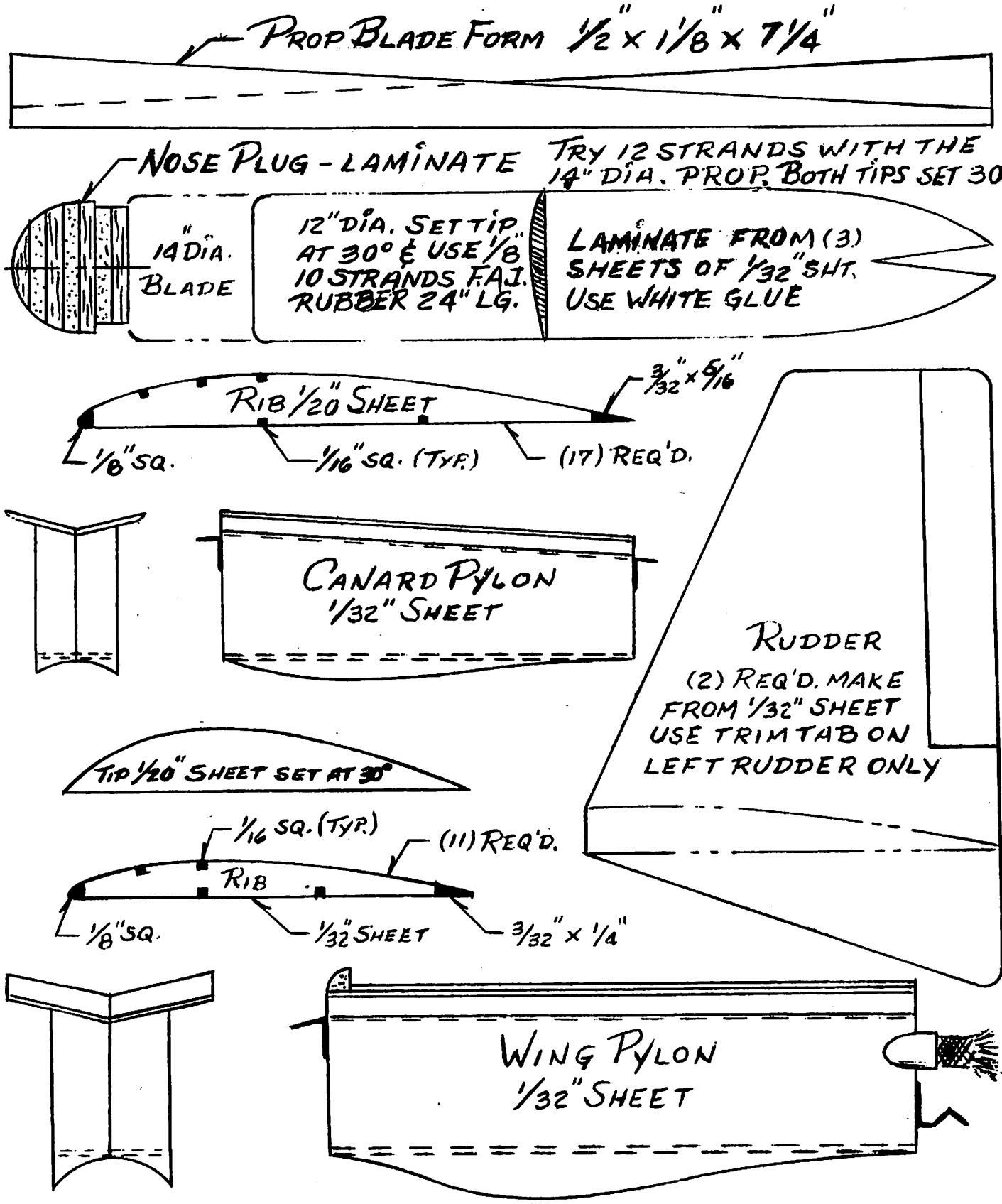
In future experiments I'm going to try double-bladed props to see if I get a better push.

The propeller blade bottom camber is kept flat. So when you make your form, be careful to keep it as flat as possible.

Construction of the wing and canard doesn't require any detailed description; the drawings speak for themselves.

Have fun and good flying.


WING
2.75
CANARD
1.25
DIHEDRAL
+4°
APPROX.
BALANCE
POINT
5.0
0°
1.0
1.062 DIA.
25.0
26.0
1/8 SOFT
2.0
4.12
15.0
1.5
.50
7.0
GRAMS
WING ASS'Y 19
CANARD 5
PROP ASS'Y 12
FUSE ASS'Y 24
TOTAL 60
1/16" MUSIC WIRE
1/16" I.D. TUBING
1/8" PLYWOOD
1/16" DIA. TIMING PIN
1/8" SHEET LAMINA
B.B. WASHER
3/16" SQ. SPRUCE
1/32" PLYWOOD
SOLDER
1/16" MUSIC WIRE
BRASS TUBING
4.5
.045 MUSIC WIRE
1/16" I.D. TUBING
NOTE: PROP
LEFT-HANDE



FULL - SIZE PARTS

WHAT'S DAT? BY ART PHILLIPS

Engine power / weight, nostalgically

by Walt Rozelle

[The author, a nostalgia-class expert and former colleague of the editor, was introduced to FLYOFF readers in Round 8, where he provided some basic thinking about the selection of model designs for this popular category of free-flight. Here he discusses engines.—the Editor]

Four years ago, the onset of what has become a chronic condition in my winding elbow sent me scurrying from rubber power to a new area of FF interest, and I settled on Nostalgia. I've had some interesting experiences along the way as I went about accumulating Nostalgia-era engines.

Something I discovered early in the game is the considerable weight variations between various engines of the same displacement. But these variations aren't predictable when you compare weights in other displacements. Examples: An OS 15 is 17 g heavier than a K&B 15; an OS 19 is 28 g lighter than a K&B 19; an OS III 29 is 45 g heavier than a K&B or Johnson 29; and an OS I 35 weighs the same as as a K&B 35.

This information is useful to the skilled builder, who will sometimes have to add weight to make the 100 oz/in.^{3} rule. It will also benefit a "thumbs" builder like me, who usually is frantically searching for somewhere to reduce model weight.

Power-to-weight comparisons make this subject all the more intriguing when you consider that, on average, an OS will outperform a K&B Greenhead by a considerable margin. The same holds true when some of the Enyas are compared to the K&Bs. However, "legality" of Enyas has become a Contest Director's nightmare unless he is equipped with the accompanying chart (Table I), which Bob Larsh worked up for Harry Murphy's *Model Aviation* column. The chart is essential if you are shopping for Enyas, due to the unpredictability of series/displacement falling within the Nostalgia time-frame. For instance, Enya Series 4 was manufactured in 09, 15, 19, 29, and 35 displacements. But production stretched from 1962 to 1975, and only the 19 in this series is "Nostalgia legal."

The accompanying list details weights of some representative Nostalgia engines from my assortment. Sometimes a heavier engine is worth it because of the power gained. At other times, you need both the power from the heavier engine and its weight to counterbalance that heavy stab you built. Frankly, I have not been able to build a 40% stab that is both light and strong.

Table I—Nostalgia eligibility of early plain-bearing Enyas

Compiled by Bob Larsh, 1/90

Displ.>	.09	.15	.19	.29	.35
Series I					
Model No.	.09-1	.15-1	4001	5101	5001
Year	1955	1955	1950	1951	1953
Series II					
Model No.	.09-II	.15-II	4002	5102	5002
Year	1962	1959	1953	1953	1956
ELIGIBLE					
NOT ELIGIBLE					
Series III		(3303)			
Model No.	.09-III	.15-III	4003	5103	5224
Year	1966	1966	1956	1956	1963
Series IV		(3304)			
Model No.	.09-IV	.15-IV	4004	5224	5224
Year	1975	1975	1962	1963	1970
Series V	(No additional .09 or .15				
Model No.	models were produced		4005	5225	5225
Year	after Series IV)		1969	1975	1975
Series VI					
Model No.			4006		
Year			1976		

Table II—Weights of various Nostalgia engines

Engine	Displ.	Weight (grams)	Heavier (g / %)
Class 1/2A - A			
Holland Hornet	.049-.051	53	-- / --
Class A			
K&B Greenhead	.09	77	-- / --
Enya II	.09	98	21 / 27%
K&B Greenhead	.15	93	-- / --
OS III	.15	110	17 / 18
Enya 3101	.15	126	33 / 35
OS Max I	.19	145	-- / --
K&B Greenhead	.19	173	28 / 19
K&B Glo-Torp	.19	173	28 / 19
Class B			
K&B Greenhead	.201	173	-- / --
K&B Greenhead	.23	173	-- / --
Enya 5103	.29	195	-- / --
K&B Greenhead	.29	198	3 / 2
Johnson	.29	199	4 / 2
McCoy S-Stunt	.29	205	10 / 5
K&B-S	.29	228	33 / 17
OS III	.29	243	48 / 25
Class C			
K&B Greenhead	.32	195	-- / --
Johnson	.32	199	4 / 2
McCoy SS	.35	205	10 / 5
K&B Greenhead	.35	212	17 / 9
OS Max I	.35	212	17 / 9

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didn't give us another major contest. All it really did was get AMA officially off the free-flight hook.

Official representation from AMA HQ consisted of John Worth, who was also inducted into the NFFS Hall of Fame, and Chip Smith, who had been sent "to learn all about free flight," he said. If there were any elected members of the Executive Council present, or any members of AMA's Nats Planning Committee, they were keeping an extremely low profile and I missed them. If they were there, I apologize now, and will happily report their presence in the next Round of *FLYOFF*.

Free Flight in Holland — by Daniel Schulten

[The latest in FLYOFF's series on free flight in foreign lands. this article was written before the start of the 1990 competition season. Daniel Schulten is a freshman at Twente University of Technology at Drienerlo, where he is enrolled in the Department of Mechanical Engineering. He is an active F1A flyer, coached by his father Johan Schulten, an F1B specialist, who works at NLR (Dutch aerospace lab) in aeroacoustics of propellers. — Ferdie Hendriks]

On a recent visit to his home country, Ferdie Hendriks asked me to write an article about the present state of free-flight modeling in The Netherlands. Here are some highlights seen through the eyes of an F1A flyer.

Holland is the popular name of my country, referring only to the two most populous provinces. The official name, The Netherlands, is very descriptive because 50% of the country is below sea level, including Schiphol (literally: "Ship's Grave") Airport. Through massive land reclamation efforts, the total area is now nearly 15,000 square miles, one third as big as New York State, on which about 15 million people live. That makes it one of the most densely populated countries in the world.

There are some 100 Dutch free-flighters, although only about 40 fly contests regularly. Fortunately, among the active participants, the number of juniors is growing — perhaps as a result of Maarten van Dijk's becoming 1988 Junior World Champion in F1A. He is also the only Dutch world champion in any free-flight class. He'll defend his title this year in Yugoslavia. Among other Dutch free-flight successes are the F1A Team Championship in Germany, the 1964 European Championship by Ferdie Hendriks (now living in the USA and a member of the Skyscrapers), and two more recent European Championships by Cenny Breeman (now living in Belgium).

Holland's maritime climate is fickle and usually windy, comparable to that of the coast of the State of Washington. The prevailing winds are from the sea. Summer temperatures are usually in the 60s and rarely exceed 80^0F. One of the nicest features of the summer climate is the long evenings. Great for free flight after work! In general, it's very difficult to forecast the weather by more than two days. That's why we have a phone service that informs an early morning caller if the contest is called off, thus avoiding needless driving to canceled meets.

There are only three reasonably good flying sites in Holland. These are the "Rozendaalse Heide," the "Regte Heide," and the "Boshover Heide." The word "Heide" refers to a relatively unobstructed area covered with heather, a ground-covering plant that grows on sandy, infertile soil. In fall the heather is in bloom, producing a spectacular purple color. To maintain heather, it is occasionally set on fire, which suppresses competing vegetation, especially shrubs and grass. Free flight on charred areas can be tricky: After DTing, a model can be blown about by the wind. Unfortunately, lack of maintenance due to budget cutbacks leads to the gradual disappearance of fields of heather. What remains are fields with tough restrictions on flying, and fields that are less suitable (often meadows). Environmental laws have effectively banned all gas-powered free-flight, with no fields remaining that are suitable for practice flying. Efforts are under way to gain access to an area called the "Flevo polder." A "polder" is land reclaimed from the sea, surrounded by dikes. What is needed is the cooperation of farmers, who are by nature only concerned for their crops, and know little about free flight. The flying field problem will be decisive for the survival of free flight in Holland.

There are five free-flight clubs in Holland. First, there is "Silent Flight," which has country-wide membership. Each year they organize the "Midsummernight Trophy" contest. Then there is the "Goirlese Modelvliegclub," located in the South (the beer-drinking and fun-loving part of the country), who have a nice flying site close by. This club has a lot of juniors (Maarten van Dijk among them), and they actively promote free flight. In the

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FLYOFF Subscriptions & Renewals

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East we have the "Modelvliegclub Hengelo," a highly skilled group of flyers. One of their best-known members is Pieter de Boer. Hengelo also has a few control-line flyers and some excellent indoor flyers. Also in the South is the model airplane club of Sittard, with such notable members as the three Hackens: Arno, Jeff, and Jeff's son Eric. Cenny Breeman and Jan Somers are ex-Sittard flyers.

Each summer the Koningklijke Nederlandse Vereniging voor Luchtvaart (K.N.V.v.L. = Royal Dutch Aeroclub, equivalent to NAA in the USA) organizes a weeklong Model Airplane Camp, presently at the village of Vierhouten. This well-managed camp offers novices and experienced modelers alike a great opportunity to share ideas, have contests, and --- unavoidably when you put such a highly innovative group together --- play high-tech pranks on the staff. The model airplane section of K.N.V.v.L. publishes a monthly magazine called "Modelvliegsport/Bouwen en Vliegen" (Building and Flying), which in the late 60s grew out of a need of aircraft modelers to have "their own" publication, divorced from "big aeronautics."

Important free-flight contests in Holland are the Nationals and the Midsummernight Trophy. The Nats are always held at the Rozendaalse Heide on Ascension Day. The Midsummernight Trophy is the only international outdoor free-flight contest in Holland. This contest is always held near the longest day of the year. What makes this contest special is that there are three rounds late in the evening and the remaining four early the next morning. The party during the very short night is famous! Another contest with interesting format is "Hengelo's Alternative." Here the classes are separated by age: under 18, equal to and over 18, and over 45. The various maxes are corrected by multiplication factors.

Selection of international teams is based on points awarded to the six best contests you've flown. The number of points depends on the number of contestants. This encourages participation at many large international contests. This is considered unfair by some who argue that not everyone is in a postion to participate in such contests. Sometimes in the future there may be a Final Selection to give more people a chance.

Indoor flying enjoys a steady popularity. The indoor flyers use the hangars at Schiphol Airport. Once a year a large hall is rented in the town of Nijmegen to stage the international "Butterfly Cup" contest. In this very hall, Thedo André set his low-ceiling world record.

Calendar XI — Skyscraper meetings

The November 9 meeting of the Skyscrapers will be held at the home of Dennis Phillips, 4 Timberland Pass, Chappaqua, NY 10514 (914/238-4270).

On December 14 (election night) the club will gather at Bob Hatschek's, 316 Grosvenor St., Douglaston, NY 11363 (718/224-3908).

On January 11, 1991, we go to Tom Waddington's at 3504 Carol Ct, Yorktown Heights, NY 10598 (914/245-7521).

And on February 8 the Skyscrapers will descend on jolly Bob Langelius at 32 Clinton St., White Plains, NY 10603 (914/949-6083).