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SKY-SCRAPERS BKLYN NY
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FLYOFF

Round 24 / Winter 1993

The SKYSCRAPERS Quarterly

Edited by Bob Hatschek

What's up? XXIV

The World Championships—WOW!!!

You've probably already read a half dozen reports on the 1993 Free Flight World Championships at Lost Hills. *FLYOFF* is not published often enough to report hot news, and we don't have enough pages to do a thorough report. But we do have a few things to say about it that you might not find elsewhere.

Looking at the numbers, you might be surprised to learn that—even though more countries participated (34)—there were not record numbers of competitors in any event. And the flyoffs were not the biggest in history, either.

Instead of a USSR team, there were flyers from Russia, Ukraine, Latvia, and Armenia. Slovakia and the Czech Republic were both represented. Only one German team came, not two. And none from Yugoslavia, although one glider flyer came from Bosnia-Herzegovina.

With 230 contestants it was certainly the largest FF WC ever held in the USA. But 244 flew in Wiener Neustadt, Austria, in 1973 (93 F1A, 86 F1B, 65 F1C). And 248 came to Plovdiv, Bulgaria, in 1975 (92 F1A, 83 F1B, 73 F1C). We're not sure that these were the biggest—just the biggest we've ever attended. And the largest WC flyoffs we've ever witnessed were the 42 in F1A and 42 in F1C in 1975.

But the 1993 World Championship was certainly a World Class contest—in every respect!

Congratulations are certainly due to the winners. To Mike Fantham of Great Britain, the new F1A World Champion, and to Alexander Andriukov (Ukraine) and Randy Archer (USA), both of whom successfully defended Championships earned two years ago. To the winning Canadian Wakefield team of Mathews, Rowsell, and Ackerly, who again demonstrated outstanding performance with non-automated models. And to the US team, who dropped only two maxes (one in Nordic, one in Wake) in 63 pre-flyoff officials and took a team second in F1C.

Had Archer been a member of the US team, instead of defending champion, the USA would have taken first. The same can be said in F1B; had Andriukov been flying for Ukraine that team would have topped the field!

And, finally, congratulations to the two displaced Skyscrapers who flew: Martin Gregorie, who led the New Zealand glider team to the bronze medal; and Koei Tsuda, last year's World Cup winner, who added an excellent—but not quite good enough—1282 to the Australian F1C score.

Impressions from Lost Hills—by Walt Rozelle

How often do you attend a contest where you get a printed program with bographical sketches of the contestants?

Near perfect weather, the sheer size of Lost Hills, and the exemplary efforts of literally hundreds of US modelers added up to a World Champs we can be proud of. Glitches were few, thanks to the able leadership of Bill Hartill, Steve Geraghty, Paul Crowley, Ken Oliver, and their aides.

Add the odds against two world champions repeating and the '93 world meet begins to take on perspective. Its competitive tone was set a week earlier at the Livotto meet, where some 40 (of 140+) made the F1A flyoff: "How would you like to make the 11-minute round and be an also-ran?" commented one Livotto contestant.

F1A at the World Champs—Of 91 flyers, only 12 didn't make the first-round 180 max. The top 37 maxed through seven rounds; then 23 made the 300 round. Only two made the 420—incrementing the flyoffs by 2 minutes gets to the core of things pretty quickly. But the rules also call for a 600-sec max if the flyoff goes to the next morning.

The two survivors, Britain's Mike Fantham and Austria's Manfred Gruneis, made superb 7 a.m. scores of 263 and 239. And they proved that a well-executed bunt gains more altitude than a well-executed zoom.

My conclusion: The last few years have all but optimized construction techniques. Improving the launch technique will dominate advances between now and 1995.

F1A (91 flyers, 34 teams, 37 in flyoff)

1	Mike Fantham, Great Britain	1260+300+420+263
2	Manfred Gruneis, Austria	1260+300+420+229
3	Ivan Horejsi, Czech Rep	1260+300+400
4	Bernard Trachez, France	1260+300+351
5	Mikhael Kochkarev, W Ch	1260+300+335
	Viktor Isaenko, Ukraine	1260+300+335
7	Randy Weller, USA	1260+300+322
8	Matt Gewain, USA	1260+300+268
18	Martin Gregorie, New Zealand	1260+300+197
23	Lad Horak, Canada	1260+300+138
39	Gord Mackenzie, Cdn	180 180 180 173 180 180 180 = 1253
66	Tom Coussens, USA	180 180 180 180 180 93 180 = 1173
75	Peter Allnutt, Cdn	180 180 66 180 180 180 180 = 1146

1	Czech Republic	3780	(3+13+30=46)
	(I. Horejsi, P. Motalik, J. Vosejpka)		
2	France	3780	(4+24+28=56)
3	New Zealand	3770	
9	USA	3693	
10	Canada	3659	

F1B—Only 25 of 85 didn't make the 210-sec first-round max. Of those, 17 dropped at least one other round. So, it appears that the 210-sec first round is attainable for most. Then, 26 maxed out, and 22 of them made the late-afternoon 300-sec flyoff. Ignore one 22-sec pile-in and the lowest time for the remaining 21 at the 7 a.m. flyoff was 234 sec!

Conclusions: F1B has made tremendous advances in two

years. Use of high-tech materials to achieve structural rigidity is commonplace. Props are thinner, in many cases undercambered, and often covered with carbon. Multifunction timers are also commonplace. Top flyers worldwide have become comfortable with FAI Tan rubber.

Foremost, however, is the advance of delayed prop release (DPR). In a short time span, the tech of F1B has climbed as high as F1C's. Not only that, but you can't be competitive in F1B with a bad back—because DPR demands a hefty, straight-up heave!

Thermal flying is no longer essential to win F1B. It's still an element (Andriukov reportedly made one 182). Down air can still kill you, of course, but technology has taken over. Evidences: (1) Andriukov's outlandish winding technique, which prompted many comments; (2) even higher wing aspect ratios; (3) steel-rigid structures; (4) I didn't really comprehend just how Wakefield has advanced until I saw Andriukov rear back, heave his model straight up, heard the click as the blades unfeathered, and saw the model accelerate like an F1C.

In the performance that extended his reign as World F1B Champion, Andriukov's winning flight could not have been more convincing: a climb that outclassed his competition by at least 75 ft; a wide open, but positive 105-sec (yes!) glide circle that seemingly refused to lose altitude. His winning time—at 7 a.m.—was 5 sec short of 9 minutes!

As he came down the flight line picking up time cards, Paul Crowley said, "We have some work to do, people. I've already picked up four cards of more than 7 minutes."

F1B (85 flyers, 30 teams, 26 in flyoff)

1	A. Andriukov, World Champ	1290+300+535
2	V. Roshonok, Latvia	1290+300+459
3	Tony Mathews, Canada	1290+300+434
4	Anselmo Zeri, Netherlands	1290+300+428
5	Doug Rowsell, Canada	1290+300+424
12	Cameron Ackerly, Canada	1290+300+347
17	Fred Pearce, USA	1290+300+304
24	Chris Matsuno, USA	1290+280
57	George Xenakis, USA	210 180 180 180 180 86 180 = 1196

1	Canada	3870	(3+5+12=20)
	(T. Mathews, D. Rowsell, C. Ackerly)		
2	Ukraine	3870	(7+10+20=37)
3	China	3870	(8+13+19=40)
7	USA	3776	

F1C—Two delays slowed the power competition: The opening round started late due to a highway pileup on I-5 that held up two busloads of participants coming from Bakersfield. And a fire broke out during round 5 that quickly consumed many acres of tinder-dry grass.

Performance? You had to go to 33rd place to find the first to drop the 240-sec first-round max; and the 42nd finisher was one of only seven to drop the fire-delayed fifth. The delays pushed the first flyoff round to the next morning —mandating a 600-sec max. Only two made it: defending champ Randy Archer and the Britisher Peter Watson. Randy successfully defended with a superb 567 (9 min 27 sec), topping Watson by 159 sec.

Conclusions: F1C models have advanced to the point that few sites in the world can accommodate a world class flyoff. Human error, more and more, is becoming the deciding factor. Wings are settling into the 90-100 inch span range, although Verbitski had a 105-in. model. F1C doesn't need a muffler rule—that would yield an attendant power boost via pipe tuning; a model with 10-min capability hardly needs more power.

F1C (54 flyers, 23 teams, 27 in flyoff)

1	Randy Archer, World Champ	1320+600+567
2	Peter Watson, Great Britain	1320+600+408
3	Dehua Wang, China	1320+584
4	Stafford Screen, Great Britain	1320+565
5	Eugene Verbitski, Ukraine	1320+564
6	Ed Keck, USA	1320+540
10	Dave Sugden, Canada	1320+459
17	Roger Simpson, USA	1320+373
21	Doug Galbreath, USA	1320+329
33	Eric Condon, Canada	237 180 180 180 180 180 149 = 1286
36	Koei Tsuda, Australia	240 180 180 177 180 180 145 = 1282

1	Ukraine	3960	(5+15+19=39)
	(E. Verbitski, A. Kirilenko, V. Tregubenko)		
2	United States	3960	(6+17+21=44)
3	Argentina	3960	(20+22+25=67)
15	Canada	2606	(2 flyers)

Confirmation— At the Sierra Cup meet a week later, Mike Fantham (WC champ) won F1A; Alexander Andriukov (WC champ repeater) won F1B; and Eugene Verbitski (5th at the WC and a former champ) won F1C. When you're hot, you're hot—or is it more than that?

Skyscrapers lost and found

Here are new addresses for a pair of displaced Skyscrapers:

Jack Nix
RR 1, Box 23
Wirtz, VA 24184
(Phone 703/721-5703)

Clifford M. Montplaisir
29 Tide Turn Dr.
Salem, SC 29676-4624
(Phone 803/944-6285)

The 1994 Skyscrapers annual banquet

The Skyscrapers' annual dinner will be Saturday, March 12, 1994, at Manero's Steak House in Greenwich, Conn. We will have a private room and cash bar. The party starts at 3:00 p.m., and dinner at 5:00.

Dinner will be your choice of filet mignon, chicken Florentine, or the fish of the day. Price will be $19.00 per person, including gratuities. You do not have to make an advance menu selection nor even pay in advance. But please call Bob Hatschek (718/224-3908) in advance to tell him how many places to set.

To get there, take I-95 (north or south) to Exit 3 (Arch St.) in Greenwich. Take Arch St. east for a short distance to Steamboat Rd. Turn right (south). Manero's is at 559 Steamboat Rd. (on left) one long block from Arch St. If lost, call us at Manero's (203/869-0049) for directions.

But report your 1993 scores first!

One feature of the banquet will be the annual awards: High-point trophies to the club's top three flyers; the Royal Order of the Purple Shaft to the Skyscraper with the worst luck in 1993—self-inflicted or not; and the trophy for the Outstanding Skyscraper of the Year. Nominations for these latter two awards may be made to Jean Pailet, who will pass your comments on to the "selection committee."

The point system is detailed in *FLYOFF 9*. All members who competed in any 1993 free-flight event should report their year's results to Jean Pailet (30 Emerson Rd, Brookville, NY 11545 **before Jan.31,1993**.

aleville Semifinal, Aug. 14, 1993, Dave Acton, CD
rtly sunny, light and variable winds

F1A — A2 Towline

1	Andrew Barron	180	180	180	180	174	180	179	168	1421
2	Aram Schlosberg	180	180	180	180	180	180	180	0	1260
3	Rod Ioerger (JR)	180	145	180	180	46	160	153	93	1137
4	D. Gagliano (JR)	180	130	127	180	0	122	180	130	1049
5	M. Gagliano	180	180	180	0	180	—	—	—	720
6	J. Gagliano (JR)	64	117	180	48	—	—	—	—	409

F1B — Wakefield

1	Rod Ioerger (JR)	180	180	180	180	150	180	180	180	1410
2	Larry Pelatowski	180	180	180	175	180	180	180	150	1405
3	Tom Ioerger	180	180	180	152	180	150	180	177	1379
4	Vic Nippert	180	180	180	121	148	180	131	156	1276
5	Ed Pelatowski	180	119	107	180	180	180	180	138	1264
6	Dave Lacey	180	93	77	121	180	0	178	170	999

F1C — FAI Power — No Entries

BABU revisited—comments by Dick Quermann

As you might guess, I read with interest your description and drawings of BABU in *FLYOFF 23* Although I was a little surprised to see the bulge in the rear, I was, and am, completely baffled by the excess empty weight and the very small motor. I can only assume that flying Wakefield and Coupe d'Hiver has led you into ignoring the basics.

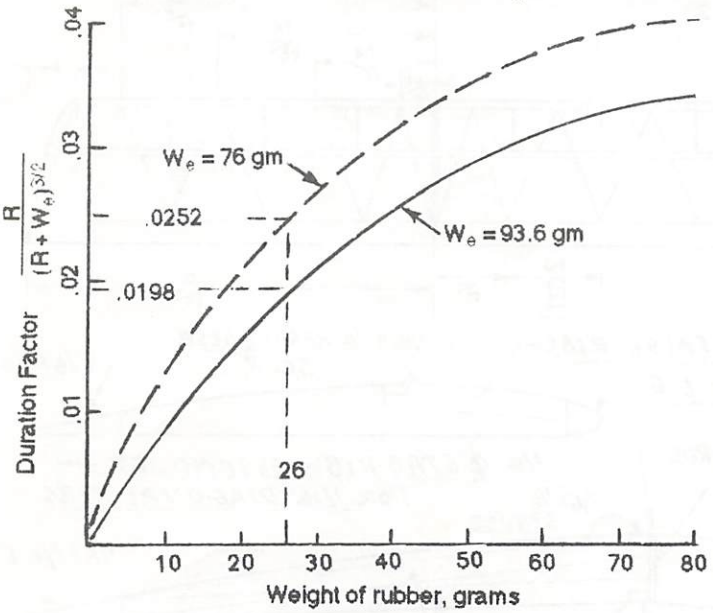
To satisfy my curiosity as to how much performance you were giving away, I ran through some quick calculations. If all other factors are constant, the duration of a rubber-powered model is proportional to $R/(R+W_e)^{3/2}$, where R is the weight of rubber and W_e is the weight of everything else. Two curves, one for 93.6 grams (as built) and the other for a minimum weight of 76 grams were plotted:

As you can see, simply building to the minimum weight should increase the dead air duration by .0252/.0198 = 1.27 times the original-weight duration!

My calculated weight of 14 strands of 1/8 by 24" long may be off somewhat, but I think the message is clear:

Build it light and put a motor in it!

Your comments on 1001 classes are right on the mark.



Now that the problem has been stated, perhaps some effort toward a solution can be anticipated—but don't hold your breath.

Keep up the good work.

And the designer responds — by Bob Hatschek

Dick is absolutely right, of course. BABU does fly better with more rubber. And it would fly better if built lighter.

This year I did add rubber, powering BABU with eight strands of 1/4 (equivalent to 16 of 1/8, a 14% increase). And I improved my performance at the USOC Moffett event by 11 seconds (3x120+180+240+193 in 1992 vs. 3x120+180+240+204 in 1993).

Oddly enough, the top three places in this event went to the same three flyers as last year, Bob Bienenstein, Hatschek, and Ed Konefes, respectively. But whereas Bienenstein only nudged me out by half a minute or so last year, this year he really whomped me by doing 8 minutes in the 5-minute round, which I didn't make.

The real difference was air picking. Last year we both went in less than beneficial air; this year I bombed into a downer and he put it into some nice gentle late-afternoon lift. No sour grapes. Bienenstein trounced me again; this just explains how. But wait until next year, dammit!

Tow Soar Two A/1 glider

by Jean Pallet, the Skyscrapers

The name "Tow Soar" was a natural outgrowth of the name of my 1985 Nats-winning HLG, the Arm Soar (*FLYOFF 14*). Based on its own Nats performances, however, Tow Soar should probably have been dubbed the "Almost" because it almost won the 1991 Nats (taking second place by a 1-second margin) and it almost won the 1992 Nats (again placing second only 1 second behind first). In addition to almost winning the Nats twice, the glider has proved to be very competitive in virtually all other meets entered. The "Two" simply indicates that this is the second version of the basic design.

The design steals a bit from Bill Dunwoody's "Soar Sam" (which my two sons flew successfully for many years) and from Bob Hatschek's "Circulator". Unlike the Circulator, which used a circle-tow system (which I think should be banned from F1H/A-1 competition) the Tow Soar Two uses a simple adjustable hook for straight towing.

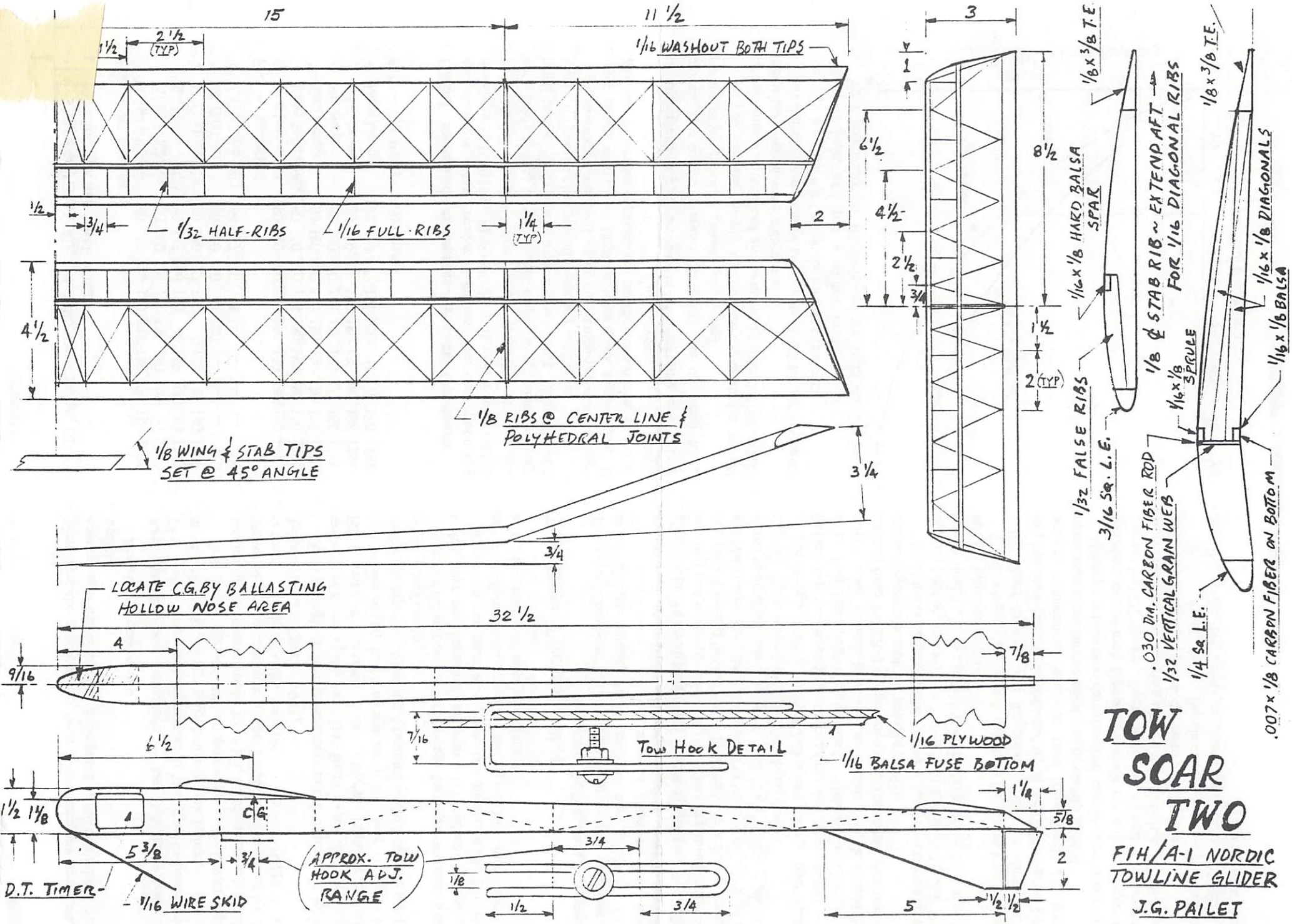
The airfoil is patterned after the very simple undercambered section (and structure) that I developed for my 1/2A and F1J power models. It has proved itself on both strength-to-weight and performance criteria.

The fuselage is a simple 1/16" sheet balsa box built around 1/16" sheet formers and diagonals. Built as shown, the original model had to be ballasted up to the old 180-gram FAI weight requirement; with the new (ridiculous!) 220-gram requirement, still more ballast was obviously needed.

Although a fuse-type dethermalizer can be used, too many too-short or too-long flights have made me a firm believer in mechanical DT timers. The model is rigged with a release pin attached to the towline ring which activates both the autorudder and the DT timer as the model comes off the line.

Anyone wishing further details can write me at 30 Emerson Rd., Brookville, NY 11545, or phone me at (516) 626-2825.

[Turn page for plan]



TOW SOAR TWO

FIH/A-1 NORDIC TOWLINE GLIDER

J.G. PAILET

Letters on radio trackers

FLYOFF,

I really enjoy your newsletter—it's well done, timely, and of interest (and expertise) for everybody. Bill Prensky's article on trackers in *FLYOFF 22* is well presented and expertly analyzed. There are two points I would add. Bill points out the disadvantages of an audible sounder (Radio Shack) and I agree. I used one for a few years (especially in the heavy brush at Galeville) and found that when used with a "bionic ear" (microphone pickup used by hunters and outdoorsmen) the range was well over 1/2 mile and was very effective—except for a long distance flyaway.

An important point on Jim Walston's system is that it uses different frequencies and Jim is very careful to geographically separate these frequencies for his customers. Can you visualize, say, 50 guys at the Nats all on Ch 14? Mayhem! The system under these circumstances becomes almost useless. I have used a system with a non-directional walkie-talkie and I very quickly discarded it because it was so time-consuming and frustrating to use. The audio system (despite its limited range) was much better.

I like my Walston system very much and would not trade. As Prensky points out, it has a tendency to swamp at close range and must be detuned. However, I would much rather search a 50-foot circle than a larger area.

Prensky has done us all a good service. It would be nice to see Bill do an evaluation on the Bauer and Whittemore systems and along with his current evaluations present the whole article to *Model Aviation* as the definitive dissertation on radio retrieval systems.

Bill Dunlop
Greensburg, PA

FLYOFF,

Bill Dunlop's letter supports my article in all respects. He refers to "..50 guys at the Nats all on CB Channel 14?" Bill is quite right, but that doesn't apply to the Bradley transmitters in the 144-160 MHz range. In my article, I summarily disposed of CB because of the strong possibility of "skip" signals there. Bill has added another horror: 50 models at the same site on the same frequency.

Bradley, like Walston, separates frequencies for users in the same geographical area. He is relieved to have me coordinate frequencies in the 144-148 MHz (2-meter) Ham Band, where I have provided 30 KHz separations.

The rocket transmitters, Gil Morris, and Moe Whittemore (in chronological order) used the Citizen's Band. While one could easily select one of the other 39 channels in that band, Moe has initially supplied his transmitters on Ch 14. Even if he used all of the channels and moved outside CB (it is legal), the skip problem would still exist.

Bill's comments on directional antennae also concur with the article, most of which dealt with that specific problem. Perhaps he is not aware that Bradley units are not in CB wavelengths and can use directional antennae.

Bill Prensky
Pittsford, NY

FLYOFF,

Thanks for the copy of Bill Dunlop's letter on the Prensky article in *FLYOFF 22*. Damn good article, by the way! Great reference material—really points up the need for a thorough "state of the art" milestone report on this growing branch of our sport/hobby. A set of standards probably wouldn't hurt anything, either! (Harry Murphy's trying to do his part as quickly as he can, thru his MA column. The report includes comparative tests.)

I guess the 700 West Model Beacon is the new kid on the block. It has family ties to the Gil Morris x'mitter, and also operates on the 27 MHz Citizen's Band. The circuitry and technology, however, bear no resemblance. Its purpose is to offer an affordable alternative to the premium retrieval systems; to cater to the small rubber FF'er, as well as the FAI competitor.

Why 27 MHz? A competitively priced product—readily available! When I first started this project, I thought I'd use the higher frequencies, too, with all their short-antenna advantages, etc. — until I found the lead time on crystals was 8 to 12 weeks! And with flyers supposedly wanting custom frequencies, a large cash outlay would be necessary to stock crystals so plenty of different frequencies could be available in our first flying season. Or potential customers might lose interest due to the long wait. So, based on Gil's earlier success, the 40 CB channels (38, if you don't count Emergency Ch 9 and Trucker/Hooker 19) seemed best.

The wide availability of good, inexpensive receivers (albeit omnidirectional!) was another reason for choosing 27 MHz. As Prensky says, tracking a downed model with a telescoping whip antenna takes practice. But it does work, and it's not all doom and gloom! In fact, I just found my Wake in dense woods, keying on increasing signal, while collapsing the whip on my $19 Shackup TRC 87. I was within 10 ft before I even saw it. No receiver overload, either! What more could you want?

For those who are gun-shy of omni receivers, I'm into development of an affordable directional receiver in the 27 MHz band. We've already used the 700 West x'mitter with the Morgan directional receiver (Australian, $50) with great success. (Keith Hoover uses a Ch 35 unit with his.)

By the way, a large, quarter-wave receiver antenna isn't mandatory. "More is better," of course, but what counts is how well the existing antenna is matched to the receiver front end. The Morgan antenna is a "too small" 13-in. loop (should theoretically be about 3-ft diam.)! The 700 West loop will be even smaller. Helps in the corn, don'cha know. And you can fall on it without perforating yourself!

Dunlop expressed concern over "50 guys at the Nats all on Channel 14." C'mon, now! Like Jim Walston, I allocate the 38 different channels geographically, keeping in mind who's likely to show up at the large events. I'm currently (July) shipping 10 different frequencies from stock, the remaining 28 channels available with a 1-week wait.

Among free-flighters who have purchased the 700 West Beacon (about 50 in the field), 3 out of 4 *don't care if someone else is on their channel!* The common response is "Heck, I'll just pick up their model for 'em!" Nice people. (Also makes the 27 MHz band much more attractive.)

Again, the whole reason for 700 West's entry into this game is a fairly priced, quickly delivered, reliable retrieval transmitter. A companion receiver will soon follow, depending on our x'mitter user's feedback.

Knowing the cost of components that go into these systems, I am baffled by the incredible retail prices that are asked. They're priced to what the market will bear, not to what may or may not be fair! The receivers are generally a commercial "receiver-on-a-chip" retailing for about $3.50 each. Add $15 worth of external parts and $10 for knobs

and a case and it's still a long way from a $250–$350 finished product! Labor must be $50 an hour, I guess—or real slow! Morgan's $50 unit is much more realistic. Hell, you can buy a Futaba 2-channel RC transmitter/receiver with all the trimmings for under $50—less batteries!

Believe it or not, I'm beginning to sell Beacons to RC-ers. One guy bought 2 for his RC helicopters! You figure!

Moe Whittemore
2348S, 700W
New Palestine, IN 46163

FLYOFF,

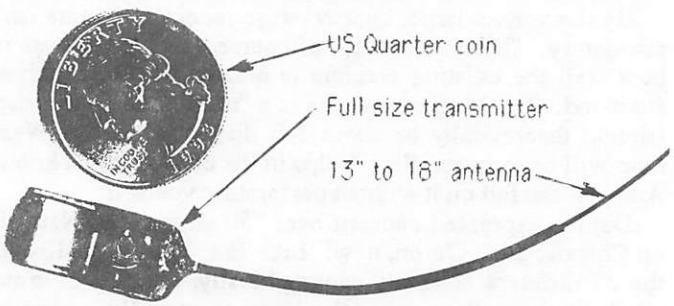
Thanks for your query on the location transmitters I can provide — the Falcon Transmitter. They are made for falconry sportsmen for tracking their birds. The Falcon Xmtr is a dual-stage unit that is hand potted to reduce weight. It uses two #392 silver oxide batteries ($2.79 each at Radio Shack) which provide 5 to 14 days continuous operation. Range on the ground is approximately 7 miles, line of sight, with a sensitive receiver and directional antenna. Using a scanner type receiver with a non-directional antenna, the range would be much less but still useful for us except, perhaps, in case of a flyaway.

The normal frequency ranges for the Falcon Xmtr are:

150.962 - 151.037 MHz (18" antenna)
173.200 - 173.275 MHz (16" antenna)
216.000 - 216.090 MHz (13" antenna)

However, my supplier will custom build a transmitter on any frequency within a few MHz of those frequency bands. As an example, he made a Xmtr for me on 219.600 MHz to use with my Walston receiver.

The transmitter is quite small and light. Mine is 1/4" x 7/16" x 15/16" with a 13" antenna. With batteries and battery retainer (heat-shrink tubing), ready to insert in the model, weight is 4.5 grams. Price is $100 postpaid and delivery takes approximately 4 weeks.



My intent is to provide a source for replacement or extra transmitters for use with the Walston receivers at a more reasonable price. However, there is no reason why the Falcon should not work well with the scanner type receivers that are used with Bradley transmitters.

Walston receivers have two or three crystals, which determine what xmtr frequencies you can use. If you don't know what the frequencies are, call Jim Walston.

With the programmable scanners, you can pretty well pick the frequency you want. Just be sure your scanner will lock-in the frequency before you order.

I can also supply a complete system (xmtr, receiver, antenna, and pouch), but it's a little pricey at $579.00. However, there are a few unique features that might be attractive. For example, the 10-channel receiver is much more sensitive (greater range) than the Walston, and includes a meter for visual direction indication as well as the usual audio. The receiver is mounted on a folding Yagi antenna and includes a backup battery.

I feel this equipment is technically superior to anything else that I know of. However, except for the Falcon xmtr, it's pretty expensive.

Bob Johannes
Master Modeler, Inc
5117 Silver Lake Dr
St. Charles, MO 63304
(Phone: 314/441-3945.)

The editor comments

Controversy is not *FLYOFF's* objective in either the initial Prensky article on radio trackers or this exchange of correspondence. The information is basic and very significant to all free flighters.

My experience with radio trackers dates from the 1988 Canadian Nats, when I borrowed a Bradley unit from Bill Prensky for the unlimited 4-man flyoff in open rubber. Good pal Prensky also took his motorcycle about 1/2 mile downwind (south) for the retrieve, while I went about 1/4 mile north for the launch.

Weather was extremely unsettled, as a thunderstorm was brewing. I launched, and the breeze immediately veered from approximately N to E. About 3 minutes into the flight, the wind shifted again, now from the SW, taking the model directly away from Prensky's retrieving position. Meanwhile, the sky was blackening, and the wind velocity and turbulence were increasing. I was having a hell of a time just keeping the model in sight. It d/t'd to the ground at 6:26 (good for 2nd place) an estimated 1/4 to 1/2 mile north of me in a soybean field. . .I thought.

Prensky and I spent a short time among the soybeans when the sky opened up in an icewater deluge. We quit, returning the next morning about 11 a.m. Prensky went along an east-west road with his ham-band receiver (with omnidirectional rubber-ducky antenna), and turned into *the adjacent cornfield* just <u>one row</u> away from the row where we found the model—still transmitting after 18 hours and soaked by the thunderstorm.

I've since bought two Bradley transmitters, which I use with a Radio Shack PRO-27 scanner mounting a rubber ducky. They've paid me back many times!

Jack Nix, Jim Bocckinfuso, and I all bought Bradley transmitters and PRO-27 scanners (for about $100 each). Because the scanners accept only two crystals, Jack and I went on the same frequency, and Jim on the other. This works fine because we work together. But one time, when I *did not realize* that Jack's transmitter had not been turned off, I did have a rough time when mine got pretty far out on one flight. *You can't forget!* And several models downwind on the same channel would be a zoo!

Bradley's instructions about using your body as a shield to get some directional data are quite helpful—but you MUST practice. Also, I have developed a technique I have never heard anybody else describe: I point the rubber ducky directly at the supposed location of the model and I try to follow the silent null. This takes advantage of the "dead" spot off the end of any whip antenna.

Shortly after I got my Bradley unit, I had a call from a Staten Island RC group (about an hour's drive away)—and they sent a delegation over to check it out. Their problem is 10-12 foot swamp grass at the edges of their flying site.

Bob Hatschek

Skyscrapers Annual Fall Meet, 1993

Galeville, NY, Oct.9-10, 1993—Ron Felix, CD

F1A — A2 Towline (3 flyers)

1	Andrew Barron	165	180	134	180	180	—	180	1065
2	Aram Schlosberg	68	180	180	122	180	180	79	1047
3	Kay Fags	179	127	180	180	—	—	—	666

F1B — Wakefield (9 flyers)

1	Bill Buss	180	180	180	180	172	180	71	1143
2	Jack Minassian	180	180	180	180	167	92	158	1137
3	Vic Nippert	180	180	165	180	170	122	134	1131
4	Joe Williams	180	180	161	149	143	164	138	1115
5	Fred Blom	180	176	180	139	180	97	122	1074
6	Ed Pelatowski	159	178	180	180	177	53	77	1004
7	Dave Lacey	148	180	128	164	180	—	—	800
8	Larry Pelatowski	180	153	152	110	119	—	—	714
9	Hank Cox	180	104	—	—	—	—	—	284

F1C — FAI Power (No entries)

Nos Gas Combined (4 entries)

1	Dick Delinski	90	62	120	272
2	J. Zeigenfuse (JR)	51	82	—	133
3	Dave Lacey	74	—	—	74

P-30 Jr-Sr (4)

1	Greg Abriss (JR)	45	55	31	131
2	John Barron (JR)	39	50		89
3	J. Zeigenfuse (JR)	15	16	14	45

P-30 Open (3)

1	Don Vetter	120	120	120	+150	510
2	Vic Nippert	120	120	106		346
3	Bob Hatschek	120	90	120		330

PeeWee 30 (2)

1	Alan Abriss	750	706	—	1456
2	Dick Delinski	200	215	—	415

Weather was good news, bad news—again

This year the Skyscrapers Annual (usually a spring meet) was swapped with the FAI Challenge (traditionally Columbus Day weekend) because of the conflict with the FF World Championships at Lost Hills. That's why the Spring Meet was in the Fall. Trouble is, that didn't work too well either and attendance was off heavily. A World Championship, even 2800 miles away, is powerful competition.

The original schedule had NosGas, P-30, and PW-30 on Saturday; Dawn Mulvihill, 1/2A, and HLG on Sunday; and the three FAI events split over both days.

Saturday started with sunshine, moderate temperatures and light southerly winds. But the forecast called for a front to pass, with strengthened northwest winds and a drastic temperature drop. On this forecast it was decided (all contestants concurring) to accelerate rounds and finish the FAI events on Saturday. This proved wise.

It was a virtual rerun of last year's Spring Meet. But this year the light southerlies increased considerably on Saturday, and maxes went nearly a mile in the late rounds.

At 6:30 a.m. Sunday—still dark—the breeze was light and southerly, and temperature had dropped somewhat. But by 7:00 a.m. it was freshening and swinging to the west and northwest for the unlimited Mulvihill flight scheduled to go between 7:00 and 7:15. From there the wind velocity increased and the temperature continued to drop.

Dawn Mulvihill (5)

1	Joe Williams	631
2	Bob Hatschek	261
3	Dave Lacey	260
4	Don Vetter	242
5	Fred Blom	168

1/2A Power (1)

1	John Walsh	61	115	—		176

Hand-Launch Glider, Jr-Sr (3)

1	Gabe Royall (JR)	47	5	16	5	3	33	96
2	J. Zeigenfuse (JR)	3	10	7	9	21	19	50
3	Greg Abriss (JR)	7	8	15	3	3	6	30

Hand-Launch Glider, Open (6)

1	R. Zeigenfuse	60	120	40	29	30	120	300
2	Ed Pelatowski	31	14	120	39	20	65	224
3	Don Vetter	34	30	1	28	28	47	111
4	Larry Pelatowski	13	45	27	32	23	32	109
5	Vic Nippert	4	37	19	24	11	4	80
6	Fred Blom	3	38	3	11	8	27	76

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The 1994 competition schedule

As this is being written, the tentative 1994 schedule for Galeville is being considered by the powers that be (FBI and West Point). Similar things are happening with respect to Wright-Patterson AFB in Ohio and Westover in Massachusetts. We have a preliminary schedule roughed out with nearly 40 FF meets on it.

These include the following tentative dates for some of the larger competitions. Write them down, but in pencil:

June	2-5	USIC	Johnson City, TN
July	5-9	USOC	Muncie, IN
	9-10	FAC Nats	Geneseo, NY
	17-20	AMA Nats (Indoor)	Lubbock, TX
	20-24	AMA Nats (Outdoor)	Lubbock, TX
Sept.	11-16	SAM Champs	Muncie, IN
	21-24	Team Finals	Palm Bay, FL

FLYOFF 25 will carry a complete and updated Calendar. If you know of any meets within 500 miles of New York City, please send information immediately. We are especially looking for info on these meets:

Brainbusters, Spring and Fall Meets
SAM 86 Great Grape Gathering at Gananoque, Ont.
Cuckoo Challenge at Cuckoo, VA
Eastern Canada Open
MAAC Nats (if scheduled)

Indoor schedule at Chappaqua

A schedule of indoor flying sessions—already under way—has been set for Horace Greeley High School in Chappaqua, NY. Flying is permitted in the gym from 1 to 4 p.m. on the following dates: Oct. 3, 17, Nov. 7, Dec. 5, Jan. 9 and 23, Feb. 6 and 27, and Mar. 6 and 20. For more information, phone Art Maiden at 914/741-6848.

Galeville Maintenance Fund, 11/14/93

Previous Contributions	Amount	Balance
Skyscrapers	2554.00	
Friends of the Skyscrapers	3286.00	
		5840. 00
Previous expenditures	— 3425.00	
		2415. 00
New Contributions		
R. Volker (9/93)	40.00	
George Batiuk (9/93)	11.00	
NARCONN Rocket Club (10/93)	150.00	
Joe Williams (10/93)	20.00	
Fred Blom (10/93)	20.00	
		2656.00
New Expenditures		
Privy rental (7/93)	— 177.19	
Mowing trails (8/93)	— 400.00	
Current Balance (11/14/93)		$2078.81

Sincere thanks to all donors. We welcome additional contributions. Funds are held in a separate account, and a full accounting is published here. Please send donations (payable to "Skyscrapers") directly to *FLYOFF*. Thank you!