Established 1936
SKY-SCRAPERS BKLYN NY
AMA Club Charter 470

FLYOFF

Round 33 / Spring 1996

The **SKYSCRAPERS** Quarterly

Edited by Bob Hatschek

What's up? XXXIII

Doing the Walston Waltz

When you see a modeler downwind pirouetting to aim his Yagi at all points of the compass, you know he's searching for a model. And if he keeps doing it, you know the model and its faithful beacon aren't where they're expected to be

At the King Orange International in December a stranger came up with a nice looking Wakefield and asked if anybody knew Bud Brown. I said I did, but I didn't know where he was. So I suggested the model be left at the FAI-events table and I went looking for Bud. I went to his car parked downwind and blew its horn. Then I saw Bud out combing the weeds. I ran the Honda over to him and said, "You won't find it, Bud. It's back upwind." He thanked me and abandoned the search.

Modelers using radio beacons no longer retrieve at break-neck speeds. They tend to get downwind at a more leisurely pace because they now have the confidence that they'll find the model quickly with the electronic system. If someone finds it first and returns it upwind, he's not doing the searcher a favor...he's actually hiding the model.

Moral of the story: If you find a model hiding in the weeds, especially if it has a tracking transmitter aboard, the proper thing to do is put it where it's highly visible—but leave it in the general area.

Al Abriss is our new president

Elections were held at our December meeting. New president of the Skyscrapers is Al Abriss—virtually by acclamation. Other officers were reelected to their previous positions: Dave Acton, the outgoing president, continues as treasurer; and Bill Colish continues as secretary. Before stepping down as president, Acton appointed Bob Hatschek "Editor for Life" (see previous item).

When your subscription expires...

...is detailed at the bottom of page 7. Many readers send renewal checks with a note saying they're not sure when their subscriptions run out. Look at your mailing label. There's a code after your name; the number in that code is the last issue you've paid for; if your code is "FP33," this is the last issue you've paid for, so please send a check or money order in US funds made payable to "Skyscrapers," as described on page 7.

Many of our faithful readers err on the side of excessive payments. Some of this is our fault, since we tend to be slow cashing checks. We will gratefully accept payments beyond our minimum of $10 (USA and Canada) for the next 5 issues, but please don't force us to extend our bookkeeping into the next millenium just yet. Our books are currently extended to Round 48—the Winter issue of 1999. Beyond that we have to return your money. Believe me, I have every intention of publishing Round 49, Spring 2000, but at my age, I have to be careful about long-range promises!

Here's an idea for *FLYOFF* readers

Alan Abriss, our new president, writes the following:

"I had the Skyscrapers emblem scanned onto a floppy disk, which I then loaded into my word processor. I scale it to whatever size I need. Then I Scotch tape a sheet of tissue to a sheet of bond paper and run it through my printer. On one piece of tissue I can print as many "decals" as size allows. You can do this with anything that you can print on your computer: clip art, drawings created on a paint program, etc.

"After printing make sure that the ink your printer uses will not run when thinner and dope are applied. The ink in my Okidata 24-pin dot matrix printer did not run or bleed when thinner was applied. Test the ink in your printer.

"If any of my fellow Skyscrapers would like a copy of the

[Continued on page 6]

Galeville Maintenance Fund, 2/5/96

	Amount	Balance
Previous Contributions		
Skyscrapers	3,404	
Friends of the Skyscrapers	13,155	
		16,559
Previous Expenditures	-13,256	
		3,303
New Contributions		
Skyscrapers		
Jack Minassian (Auction, 12/95)	27	
Mary & Tom Waddington (12/95)	100	
Pailet Family (Xmas 95)	225	
Jack Rice (1/96)	100	
		3,755
Friends of the Skyscrapers		
Bill Fox (8/95)	20	
Roy Biddle (12/95)	15	
Starline International (Sal Fruciano,1/96)	50	
Tobias Feuer (1/96)	25	
		3,865
New Expenditures		
None as of date		
Current Balance (2/5/96)		**$3,865**

Sincere thanks for all donations. Funds are held in a separate account and are fully reported here. Please make checks payable to "Skyscrapers" and send to FLYOFF. Thank you again!

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FLYOFF 1996 FF Contest Calendar for the Northeast, (v.8.0, Mar. 9, 1996)

Any sponsor of a FF meet (unrestricted entry) within 500 miles of New York please contact ***FLYOFF***. We will list as many as space allows. This list is not complete. We apologizew for any errors. Contact sponsor to confirm all info.

Dates	Site	Meet Name or Sponsor	Event guide	Info contact (Phone or send S.A.S.E.)
4/27-28	Cuckoo, VA	CAAMA/SAM10 Spring Meet	A,Fm,O,N,+	David Lacey (703/548-9058), 510 Tennessee Ave, Alexandria, VA 22305
5/18-19	Muncie, IN	Kirkwood Thermaleers (FF)	A,O,N,Fm	Bob Johannes (314/441-3945), 5117 Silverlake Dr, St Charles, MO 63304
5/18-19	Petersburg, VA	Brainbusters Spring Meet	A,Fm,N,+	A. Van Dover (804/877-2830), 112 Tillerson Dr, Newport News, VA 23602
5/25-26	Galeville, NY	Skyscrapers Int'l Challenge	2,3, F,Fm,+	Alan Abriss (718/275-6362), 94-20 66 Ave, Rego Park, NY 11374
5/27	Westover AFB, MA	SAM 7 Spring Rally	O,N,A,S	Carmen Botticello (860/568-5733), 30 Bluefield Dr, East Hartford, CT 06118
5/29-6/2	Johnson City, TN	USIC	In	Larry Coslick (314/892-3803), 4202 Valley Crest Hills Dr, St. Louis, MO 63128
6/1-2	Muncie, IN	COFFC Annual Meet	A,N,O,Fm	Larry Willis (614/745-5314), 10303 Peat Moss Rd, Utica, OH 43080
6/2	Falmouth, MA	NEWG	S,Fm,A, +	Stan Colson (617/389-3313), 47 Sammet St, Everett, MA 02149-3139
6/8-9	Gananoque, Ont	SAM 86 Spring Loonie Meet	O,+	Dave Seath (613/432-0693), 304 Raglan St N, Renfrew, Ont K7V 1N9 Canada
6/9	Durham, CT	Glastonbury FAC meet	S,A	Ed Novak (203/238-9066), Cutlery Ave, South Meriden, CT 06450
6/15-16	Wright-Pat AFB	FFMAS FF meet	?	?
6/22-23	Sturgis, MI	M.A.M. OT FF Meet	A,N,O,+	Karl Spielmaker (616/538-3077), 4690 Burlingame SW, Wyoming, MI 49509
6/29-30	Galeville, NY	EFFC Championships	2,3, A,F,Fm,N,O,S,+	Dave Acton (914/628-0526), RD#3 Box 302, Lakeview Dr, Mahopac, NY 10541
7/4	Westover AFB, MA	SAM 7 Summer Outing	O,N,A	Tom Lucas (860/875-5293), 19 Burke Rd, Rockville, CT 06066
7/6-7	Wright-Pat AFB	CIA OT & NosGas Meet	N,O	Harry Murphy (317/642-7377), 3824 Oakwood Blvd, Anderson, IN 46011
7/19-21	Geneseo, NY	FAC Nats Mk X	S,O, +	Lin Reichel (814/833-0314), 3301 Cindy Ln., Erie, PA 16506
7/22-26	Muncie, IN	Combo AMA FF Nats & USOC	2,3, A,F,Fm,N,O,S,+	Steve Kaluf (317/287-1256), AMA , 5151 E. Memorial Dr, Muncie, IN 47302
7/28	Middleboro, MA	SAM 7 Summer Rally	O,N,A,S	Al Vollmer (203/933-4400), 14 Check Point Ln, West Haven, CT 06516
8/3-4	Galeville, NY	SAM 75	A,O (FF & RC),N	Larry Davidson (516/261-1265), 1 Salisbury Dr N, E Northport, NY 11731
8/3-4	Wright-Pat AFB, OH	NOFFA FF Meet	A,N,O,+	Marge & Warren Weisenbach (216/671-8623), 4568 W 146 St, Cleveland, OH 44135
8/1-3	Kibbie Dome, ID	Kibbie Dome Annual	In	Andy Tagliafico (503/452-0546), 10039 SW Quail Post Rd, Portland, OR 97219
8/4	Kibbie Dome, ID	International EZB	In (EZB)	
8/5-9	Kibbie Dome, ID	Indoor World Champs	In (F1D)	Andy Tagliafico (see above)
8/9-11	Fayette, NY	Empire State FF Champs	A,N,O,S,+	Brooks Goodnow (315/252-9170, 183 State St, Auburn, NY 13021
8/13-15	Gananoque, Ont	SAM 86 Great Grape Gathering	O,N,S	Noel Kirby (613/592-5744), 5 Tiffany Crescent, Kanata, Ont, K2K 1W1 Canada
8/17-18	Cuckoo, VA	Cuckoo Challenge	A,N,O,Fm,+	Bill Saunders (301/593-7196), 11613 Le Baron Terr, Silver Spring, MD 20902
8/17-18	Wright-Pat AFB, OH	FFMAS FF meet	A,N	Marty Richardson (513/236-4058), 7130 Claybeck Dr, Dayton, OH 45424
8/18	Falmouth, MA	NEWG	S,Fm,A, +	Tom Accavatti (617/696-1229), 52 Parkway Crest, Milton, MA 02186
8/24-25	Galeville, NY	Skyscrapers Annual	2,3, A,Fm,N,O,+	Dave Acton (see 6/29-30 above)
8/31-9/1	Westover AFB, MA	SAM 7 EC OT Champs	O,N,A,S	Nick Notte (860/236-5144), 382 Bloomfield Ave, West Hartford, CT 06117

Dates	Site	Meet Name or Sponsor	Event guide	Info contact (Phone or send S.A.S.E.)
8/31-9/1	Muncie, IN	FAC Outdoor Champs	S,O,+	Lin Reichel (see 7/19-21, above)
9/7-8	Gananoque, Ont	Eastern Canada Open	C,N,F,Fm,O,+	Jerry McGlashan (905/468-1829), RR #2, Gp 4, Niagara-on-the-Lake, Ont, Canada L0S1J0
9/8	Galeville, NY	Mid Hudson Modelmasters	A,N,S,+	Vic Nippert (914/382-1967), 6 Douglas Dr, Lake Katrine, NY 12449
9/14-15	Petersburg, VA	Brainbusters Fall Meet	A,Fm,N,+	Ed Sullivan, 19 Frederick Dr, Newport News, VA 23601
9/15	Durham, CT	Glastonbury FAC	S,A	Ed Novak (203/238-9066), Cutlery Ave, South Meriden, CT 06450
9/14-15	Muncie, IN	CIA Fall Regional FF Meet	A,O,N,+	Harry Murphy (see 7/6-7 above)
9/22	Falmouth, MA	NEWG	S,Fm,A, +	Paul Nelson (508/352-2765), 4 Talltree Way, Georgetown, MA 01833
9/28-29	Cuckoo, VA	CAAMA/SAM 10 Fall Contest	A,O,N,Fm,+	Jim Coffin (see 4/27-28 above)
10/6.....	Gananoque, Ont.....	SAM 86 Fall Turkey Tourney....	O,+.....	Dave Seath (see 6/8-9 above)
10/10-13	Lost Hills, CA	Team Selection Finals	F	George Batiuk (805/546-8231), P.O.Box 14443, San Luis Obispo, CA 93406
10/11-16	Pensacola, FL	SAM Champs	O,N,+ (FF & RC)	Jack Bolton (904/939-3354), 6621 Calle de Laurel, Navarre, FL 32566
10/13	Westover AFB, MA	SAM 7 Fall Rally	O,N,A	John Stott (203/426-5190), 8 Bradley Ln, Sandy Hook, CT 06482
?	CFB Borden, Ont	InterCity FAI meet	2, F	Jerry McGlashan (see 9/7-8 above)
12/28-30	Palm Bay, FL.....	King Orange International.....	2, A,F,Fm,N,O,S,+.....	Jerry Wagner, 1767 New Point Comfort Rd, Englewood, FL 34223

Notes: FF events only . Most meets similar to '95. 1 = World Cup. 2 = Americas Cup. 3 = Selected contest for '97 Team. "Event Guide" indicates type of events or source of rules (Example: CdH, P-30, HH Cat would list as Fm,A). May not include all such events (check info sources). Codes are: A=AMA gas/non-gas; C=MAAC gas/non-gas; N=NosGas; O=Old-Timer gas/non=gas; S=Scale; F=FAI (F1A,B,C); Fm=FAI mini (F1G,H,J); In=Indoor; +=Special added events.

Torque-actuated wing incidence

By Jim Brooks, MAAC 1813

My main problem with fixed-geometry PGI trimmed models (–2° wing, –4° stab, 3° side thrust, 4° downthrust, 75% CG) is the extremely sensitive balance between a stall and a good transition from burst to cruise. A sudden gust is likely to send the model screaming downwind in an altitude wasting jaunt or, worse, into a stall after the burst. Properly trimmed in light to moderate winds, the model may show these nasty traits in later, windier rounds. There seems to be too much decalage for the burst and the model wants to loop, which can be controlled by washin and turn, but this is always a very dicey balance.

Most top F1B flyers seem to have solved this with timer-actuated variable incidence stab, autorudder, and wing wiggler; with as many as seven functions operating off the timer. Scanning the various catalogs of hardware for this approach suggests that, just for the moving bits, $50 to $75 would not be out of line. You get a model with numerous color-coded nylon lines emerging from the fuselage—and hook up just one wrong, or get just one little bit of grit in the gears, and all your efforts are negated. My attempts in this direction have all obeyed Murphy's Law. And three failed d/ts have convinced me NEVER to use anything but good old reliable British d/t fuse again—a terrible confession for an old power flyer!

Is it possible to effectively control the burst torque with a much simpler system using about 25 cents worth of piano wire and plywood—and not requiring a three-page checklist before launch? Jerry McGlashan has developed a very successful model using a torque-actuated variable-incidence stab and rudder, but I did not feel up to the technical challenge his approach involves. With much of Jerry's mechanism in the tail, weight control is critical. But using ideas we discussed over a Chinese dinner, I developed an idea based upon keeping the mechanism closer to the CG and utilizing greater operating forces—thereby permitting cruder techniques.

The driving force is the torque of the rubber motor which partially winds up a 3-in. length of 1/16-in. piano wire. As the torque of the motor runs down, the piano wire torsion bar unwinds and pulls a linear cam through its track box. Steps on the cam move an arm pivoted on the main wing rod. A smaller wire aft of this pivot moves both wings up or down as the pivot arm moves.

The torque wire is contained in a very light and strong balsa/glass cone. The fixed end of this wire is glued to a 1/8" ply disk with the best adhesive for this purpose that I have found to date—Pattex Stabilit by Henkel (a German product listed in catalogs from that country that my hobby shop orders through). It is a resin/powder combination that joins metal to wood, glass, or metal better than anything I have ever used, and sets up in 30 minutes. For safety, I also apply a layer of 2-oz. glass cloth over this joint.

For simplicity, I have permanently glued the cone to the motor tube, but making a removable coupler wouldn't be difficult. In either case, you must preload the torque wire in the cone so that it seats hard up to the end of the slot in the motor tube. If not preloaded, the wire will eventually take a set and not move to the end of the slot or move the cam to the glide position. I twist the cone with the motor peg in the carrier until the peg snaps smartly against the end of the slot—perhaps 1.5–2Kg force. A few dots of CyA around the cone will hold it until you can bandage the joint with Stabilit and glass.

The carrier can be sawn out of nylon or Delrin, but I have molded them out of glass quite successfully. I unravel 6-ounce

glass cloth to obtain four strands about 5 ft. long. Soaked in thinned epoxy and then wrapped around a mold comprised of a waxed pine plug and ply end plates with the torque wire embedded results in a light and strong carrier for the motor peg. Glue a 1/32" wire arm above the motor peg hole and attach a short length of old control-line wire leading through a brass guide tube. Do not connect this wire directly to the cam; instead leave space for an adjustable Kevlar line between the two to permit control of when the cam comes off the burst setting.

You must cut opposing slots in the motor tube so that the peg is free to move as the torque winds up the wire. Cut these slots so that about 1/2 in. of movement is available to the cam. Reinforce the motor tube with glass or CF cloth at the slots to prevent a failure at this potential weak spot.

The model itself still uses all of the PGI settings, including washout on the right wing (REMEMBER, I fly with left-handed props) to cause the model to roll to the right while climbing to the left. Set up the cam so that the arm comes off the initial burst setting about 3 sec after launch and off the secondary burst setting after about 5–6 sec. At this point the initial torque of the motor will be gone, but the model will have a great deal of momentum. When the cam goes to the cruise setting the model will zoom upward—it had been in a giant outside loop, so remember to launch vertically if you don't want to stick it into the ground—and it will cruise very steeply if it has enough side thrust and turn to prevent a stall.

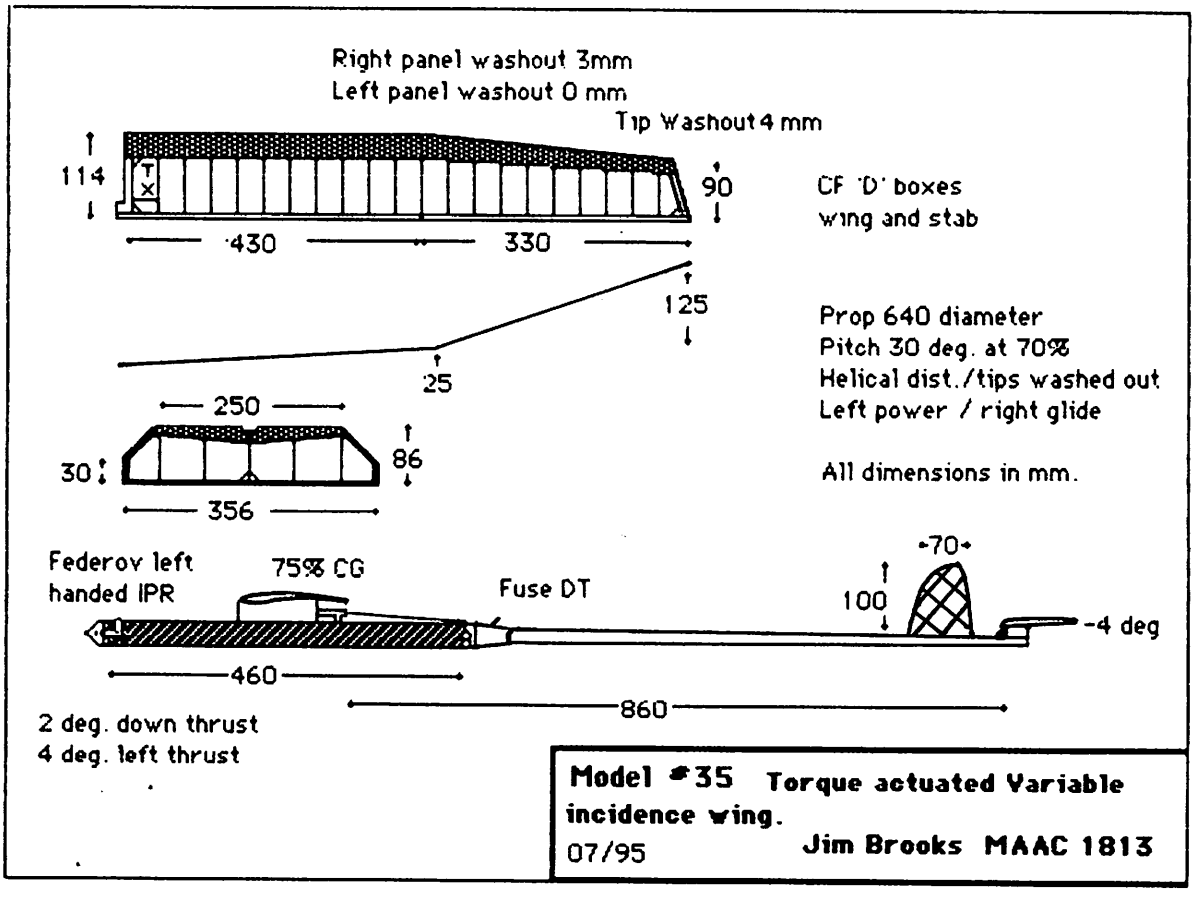
It's possible to reduce downthrust as well to improve the cruise. But the major improvement that this system provides is 2° of excess incidence (compared to the glide) during most of the cruise. The cruise is very steep and, although I have no means of objectively measuring the improvement in height, the model looks a great deal smaller when the prop folds. I am very excited about its potential.

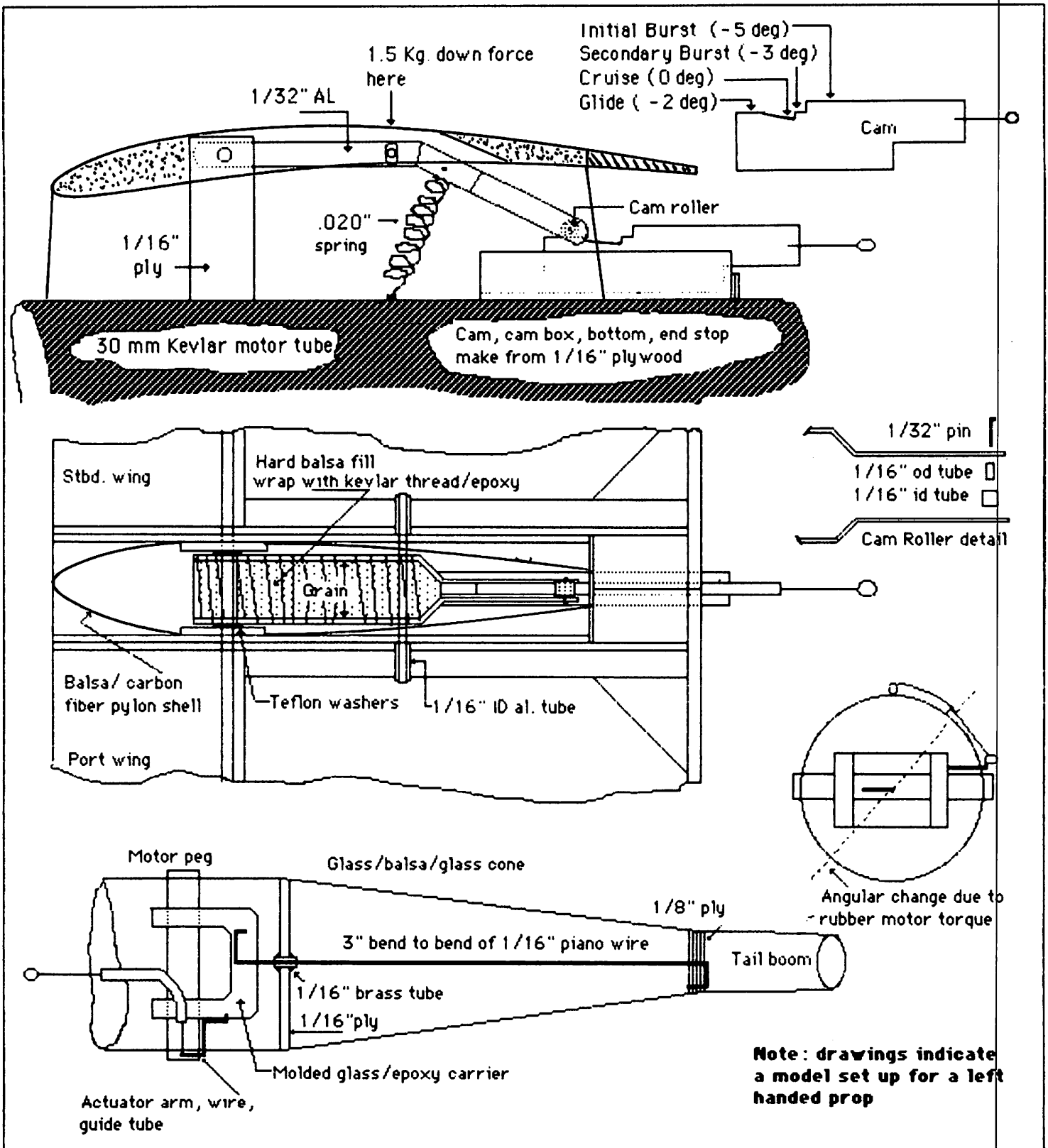
Trimming is not particularly difficult. I start with hand turns until the glide is right, then go to about 50 in.-oz. of torque to adjust the over-incidence of the cruise. You won't find anything else until about 100 in.-oz. when the secondary burst position is determined. Then max winds to find the best cam height to control the initial burst, at around –5° on the wing. Just keep whittling the cam until everything works—and if you go overboard, just invest another nickel in a new cam. Lubricate the cam with candle wax to ensure free movement in the box and on the roller.

In the model's first contest (1995 USOC/Nats) a serious flaw was discovered. The model climbed to a great height and when the prop folded it did a wingover and spun to the ground. I had been attaching the wings to the pylon in the usual manner so that each could be adjusted independently of the other and then taping them down. With movable wings, tape was not possible at the trailing edge and one wing moved, causing the spin. I now include tabs at the 80% station to the trailing edge so that I can lock the wings and prevent sideways movement. Trimming now suggests no further spin problems and I look forward to the next meet. The only additional thing I have to remember is to push the cam forward to the initial burst position. When I once forgot this the model just behaved like an ordinary PGI model—a nasty kink in the burst, good cruise, and decent but not exceptional altitude. Very forgiving!

If anyone contemplates trying this approach, or is already experimenting with torque mechanisms and can suggest improvements, my address is:

Jim Brooks
6784 Cherry Hill Dr.
Niagara Falls, Ontario
Canada L2E 5N1





Note: drawings indicate a model set up for a left handed prop

A device for varying wing incidence using motor torque.

Jim Brooks MAAC 1813

07/95

[Continued from page 1]

club insignia on disk, send me a 3.5-in. floppy along with a mailer with proper postage afffixed and I'll be glad to copy the files onto it for them. The file is a TIFF file (tagged image file format) and is compatible with both PC's and Mac's."

Skyscrapers at the King Orange

At least a dozen Skyscrapers attended the King Orange International at Palm Bay, Fla., on the last three days of 1995. John Barron and David Ellis brought their dads, Andrew and Art. Nancy Bocckinfuso, Elaine Davidson, and Tena Nippert brought their husbands, Jim, Larry, and Vic. Jean Pailet and Bob Hatschek brought each other. And when we got there we found a Florida contingent of former Skyscrapers consisting of Frank Wolff, Stan Haberman, and Norm Rosenstock.

From geriatric memory (neither total recall nor perfect accuracy is guaranteed) here's how the current members did:

Andrew Barron	2nd in F1A; 3rd in catapult.
John Barron	1st in Jr. P-30; 3rd in Jr. HLG.
Jim Bocckinfuso	1st in F1J (5 maxes + 3 flyoff rounds); 1st in1/2A NosGas (5 maxes); 2nd in C gas; 2nd in 1/2 gas.
Larry Davidson	1st in A/B NosGas, 3rd in 1/2A NosGas.
Art Ellis	Apparently went to assist son Dave.
David Ellis	2nd in Jr. HLG; 2nd Dawn Unlimited Glider; 3rd in Open Glider; 3rd in Jr. P-30.
Bob Hatschek	1st in F1G (5 maxes + 1 flyoff), clinching America's Cup in F1G; 3rd in P-30
Vic Nippert (Iron Man)	2nd in F1G (5 maxes + 1 flyoff), 1st FAC combo CO_2/Elec; 2nd Golden Age Scale; 2nd Embryo; 2nd FAC WWI Mass Launch; 2nd Greve/Thompson.
Jean Pailet	1st in 1/2A (3 maxes + 1 flyoff), 3rd in F1H, 4th in F1J.

Keep your powder dry...revisited...again

FLYOFF 26 (Summer '94) included a great tip from Al Abriss about extending the life of cyanoacrylate adhesives by storing them together with a silica gel desiccant bag to prevent humidity from initiating a cure. Al sells cameras, which frequently are packed with these bags. I suggested the little containers of silica gel that come in pharmaceutical packages (At my age, I take a lot of pills).

It works. Opened bottles of Zap and Slo Zap stored—in ZipLok sandwich bags with silica gel—in my model box throughout the entire 1995 season are still usable! And, incidentally, it's not a bad idea to keep your dethermalizer fuse in the same bag.

Reader John Ahearn then wrote (in *FLYOFF 32*) about rejuvenating saturated silica gel. Although his comments were essentially correct, he didn't score 100%. The following letter from Dr. Chris Murphy, who really knows his way around the chem lab, sets us all straight. It is presented here in the true spirit of *FLYOFF*, which is to give you more information than you want. Excess info is never a problem; insufficient info can be disastrous.

When he's away from the lab, Dr. Murphy is the Chris Murphy who edits *FFONZ NEWZ*, the official publication of the Free Flighters of New Zealand. Chris also sent information on four World Cup meets Down Under in April: 6th Pacific Free Flight Champs (Apr. 7–10, Wagga Wagga, NSW, Aus), Kotuku Cup (Apr. 13–14, Rangitaiki, NI, NZ), Omarama Cup (Apr. 20–22, Killermont nr Omarama, SI, NZ), Victorian State Champs (Apr. 27–28, Marong nr Bendigo, Vic, Aus). If anybody is interested, send $1.00 to *FLYOFF* (for copying and postage) and we'll mail the information.

The letter:

"Re the silica gel comment in *FLYOFF 32* by John S. Ahearn. He is wrong on a few counts, which I will correct. Silica gel (precipitated silicic acid) is a commonly used drying agent or desiccant in science and industry (there are others, such as anhydrous calcium chloride, magnesium perchlorate, and phosphorous pentoxide which are just as effective but have properties more suited to laboratory usage). Silica gel is normally a white granular compound, granules ranging from pin-head to match-head in size. Frequently, for commercial desiccant usage, it is enclosed in small porous cloth bags—as alluded to in Mr. Ahearn's letter. This form of packaging is quite common in camera cases and various instrument cases. Leave it in the bag—with time and handling, the granules crumble and wear slightly—and silica dust is very abrasive. Sometimes (but by no means always) silica gel is available in what is known as the "self indicating" form (this is how you will find it descibed in the catalogs). This material contains the compound cobalt chloride ($CoCl_2$) which changes colour from blue to pink when hydrated, and thus indicates that the silica gel to which it is bonded is exhausted. The bit about regenerating is correct—simply bake in a warm oven (100–150°C / 212–302°F) for a few hours and reuse. The point to emphasise is that this works for any silica gel desiccant—not just the self indicating kind.

"Treat it the way you would any item of kit that requires periodic rejuvenation—such as your field box battery (give it a recharge—or a bake, as appropriate!)

"The worst item in modelling for moisture degradation is glow fuel—or rather the methanol in it (all right, Jetex fliers I know your fuel pellets are susceptible too!) and perversely methanol is the hardest item to keep dry. There are chemical desiccants which work (Molecular Sieve #4A is the common one) but they are neither cheap, nor commonly available outside of laboratories. If you can get it, Molecular Sieve #4A is a zeolite (clay-like) material in bead form which can sit on the bottom of your methanol container and adsorb moisture. Just like silica gel, it too can be regenerated by baking in an oven."

Chris Murphy, BSc(Hons), MSc, PhD
Editor of FFONZ NEWZ

Iron Man Nippert is Skyscraper Champ for '95

Despite yet another snowstorm on Mar. 2, the Skyscrapers annual dinner was held without a hitch and with excellent attendance—including Tom and Mary Waddington, who drove down from Rochester, and our guests of honor John and Sally Clapp (the new proprieters of FAI Supply), who drove from Sayre, Pa.

A highlight of the dinner, of course, was the awarding of high-point trophies for the previous year. And the winner

again this year was Vic Nippert! Top scores were:

1	Vic Nippert	2140
2	Jim Bocckinfuso	1774
3	Larry Davidson	1042
4	Jack Nix	1032
5	Jean Pailet	898

This is the first time anyone has ever topped 2000!

The Skyscrapers "Royal Order of the Purple Shaft" was conferred upon Joe Wagner for all around bad luck throughout the '95 season. And everybody wishes Joe better luck in '96!

The club's "Outstanding Modeler" award went to Bob Hatschek, who also was presented the SCAT Club's America's Cup for F1G. Making the presentation was John Clapp, who had accepted it for Bob at the SCAT Club's banquet at Lost Hills two weeks before.

It was also announced at the dinner that David Ellis will compete as a member of the US Team at the Junior FF World Championships to be held in Poland on Aug. 17-23.

Blaine Miller, the Junior Team Administrator, solicits your contributions to support the juniors. He asks that checks be sent to AMA with the specific notation that the funds be applied to support the Junior FF Team.

Although the recipient could not attend, a handsome desk clock was also presented with the following inscription:

To JOHN C. GRIGG
in appreciation of his successful efforts
toward the rehabilitation of Galeville
Presented March 2, 1996
by the SKYSCRAPERS
acting for all freeflighters in the Northeast

From our readers

FLYOFF,

Something is bothering me. I believe that the blast tube by Walt Rozelle in *FLYOFF 26* is in error. The "locking" procedure is on the wrong side of the tube as illustrated. If you reverse the bayonet slot so it locks on the rubber peg when you twist the winding tube counter-clockwise (from the front) it will lock onto the peg when the motor blows and prevent the broken motor from going past the peg and damaging the rear end of the fuselage or the tail boom. I make winding tubes this way.

I've found by experience that when the broken rubber is in the rear of the tube I have to pull the rear peg out with pliers and cut the motor out with an X-Acto knife.

Joe Macay
Spring Hill, FL

This editor slots his winding tubes as Rozelle suggests. The reason is to prevent the tube from slowly slithering out of the fuselage during winding. Therefore it locks in the direction you wind, not in the direction the motor unwinds itself.

Your purpose is just as valid, so there's no question of a "right" way versus a "wrong" way; just a different purpose.

You may have noticed that almost all of my rubber models feature a plug-in tail boom with the rear peg fixed in the boom and only slotted into the motor tube (keying it). When I blow a motor (as I frequently do), the whole mess can easily be removed by either pushing the winding tube from the front, or pulling the boom out the back.

The Editor

FLYOFF,

Received Round 31 during vacation & took copy to Chicago & misplaced. Please start renewal w/R#32. Thanks.

My son Allen and I thank you and the others who contribute to *FLYOFF*. Great stuff, good job. Looking to new info on turbulators and boundary layer control. Thanks for sharing—it's what makes this hobby/life so great.

Cliff Culpepper
Charlotte, NCar

FLYOFF,

Enclosed is 20 bucks to extend my *FLYOFF* subscription.

Hope you had a great Holiday season, and hope we have a summer of great free-flight weather.

By the way, I thought the "Guidelines for Electric FF" article by Chuck Groth in Round 32 was outstanding—the

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Subscriptions & Renewals

Subscriptions: *FLYOFF* is published four times a year for active (dues paid) Skyscrapers. Others may subscribe to a minimum of five issues for $2 per issue in North America ($10 minimum) or $3 per issue overseas ($15 minimum). Payment must be in US funds, drawn on a US bank, made payable to "Skyscrapers."

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best and most useful piece on electric flying I have seen.

See you at Galeville this summer.

Don Srull
McLean, Va.

FLYOFF,

Would like to extend my subscription. Here's a check for $10.

Great newsletter!

Built three Goblins! What a great P-30. Won every contest Ive entered with it. Got to work on another d/t; two of the three are gone. Super glide! Even in the d/t mode. Thanx.

Archie Harlan
Phoenix, Ariz.

FLYOFF,

Enclosed find my check for $10.00 to extend my subscription.

I always look forward to my next issue of *FLYOFF.* Someday I may even take in a free-flight competition. Now that I am retired, I thought I would have more time to build more models of all types. I didn't anticipate that going flying two to four times a week would cause a higher rate of attrition and take almost all my newly available time to maintain a fleet of competition ready R/C sailplanes.

I'm hoping that I can take advantage of this severe winter weather to build up my R/C sailplane fleet and then finish some partially completed rubber jobs. I'm reliving my childhood by building some models that I built as a kid. I have a Scientific Korda Victory, a Pacific Ace, a Black Bullet and a Comet Sparky all in good flying condition. I also have a 3/4 size version of Cahill's Clodhopper almost completed. Now I know why I had so much difficulty as a kid. It takes some fifty years of experience to be able to cut out all those little pieces without splitting.

In deference to my age, I did not equip these planes with dethermalizers. This means that I should only fly them in calm non-thermal conditions. In addition to the calm evenings at the local school athletic field, I fly them early in the morning untii the wind starts. Then it's time to pack up the free-flights and pull out my R/C sailplanes. I can fly all day without having to chase. Retrieving the winch line is adequate exercise.

Life is good. Hope you feel the same.

Gerald R. Zeigenfuse
Reading, Pa.

Yep!

The Editor

FLYOFF,

Heres my check to extend my subscription to *FLYOFF.* Its a great newsletter, but then it should be because it follows the principles you laid out in your recent article in *Model Aviation.*

[My son] Eric and I are still flying Liberty II's (Oops, I am...Eric lost his last year—he's built a new design that uses your prop, which I think is the secret of the design).

Tom Hepler
Decatur, Ala.