Established 1936
SKY-SCRAPERS BKLYN NY
AMA Club Charter No. 470

FLYOFF

Round 9 / Spring 1990

The SKYSCRAPERS Quarterly

Edited by Bob Hatschek

What's up? IX

Was it "power of the press"? Not really. But it demonstrated the power of communication! The basic medium was the exchange of newsletters between the Brooklyn Skyscrapers and the San Diego Orbiteers, through which we learned we had some common goals in straightening out several points in the AMA rulebook. Then we both started communicating with AMA officials. Orbiteers President Bob Beecroft describes the initial results below.

There are some other items still pending, such as Beecroft's proposal to eliminate the rulebook redundancy of two sets of slightly different electric FF events. (Go ahead, look it up!)

Another pending item is the Skyscrapers' proposal to add P-30U as an official AMA event. Part of the documentation for that proposal is reproduced on page 6.

One of the Orbiteers sparkplugs in originating the P-30 event several years ago was John Oldenkamp. He has this to say about the Skyscraper proposal: "As one who had quite a bit to do with P-30, I applaud your decision to extend it to P-30U. Some interesting letter games result: viz., UP-30, PU-30, U-30 (Underwater, for those living outside the sunshine zones!) Anyhow, have at it. I foresee the day when any '30' event will draw, given field and economic caveats as burdens on the main body of FF folks. We are already flying Electric 30, Catapult 30, Glider 30, and PeeWee-30 alongside our favorite, the original strength P as in P-30. So why not? Will there be a pill to abort all this madness?"

FF competition flyers are urged to look at page 2. There you'll find our new — and hopefully improved — contest calendar as another example of communication. This will be a regular feature at least during the northeastern contest season.

Meet sponsors and CDs are urged to submit at least the basic information about planned contests at the earliest possible time! The new calendar really should have been in our last issue, but adequate information was not on hand. Back in the days that I'm nostalgic for, anybody planning a contest sent out bundles of notices to potential entries. I'm also nostalgic about the 3¢ stamp it took to get them delivered. We understand the problems. *FLYOFF* promises to enhance your mailings as a service to its readers.

Unfortunately there just won't be enough space to list all the FF meets in North America. But our selections will be those meets we deem to be most significant to the bulk of our readers, who are in the northeastern USA. The 500-mile radius is strictly an arbitrary guide. You'll note that this issue lists meets from Prince Edward Island, Canada, to Lost Hills, California. And if you think we're missing a significant contest, just communicate!

Flying High—By Bob Beecroft

[This item has been excerpted from the president's column of an upcoming issue of El Torbellino, *the newsletter of the San Diego Orbiteers. Bobs Beecroft and Hatschek have been cooperating in a cross-country effort to unscrew some of the aberrations in the AMA rulebook. What's especially gratifying has been the reasonableness and cooperation of various AMA officials—both elected and paid-staff—once we were able to attract their attention.]*

AMA's Micheline Madison (Competition Dept. Director) called Apr. 5 and asked me if I'd consider withdrawing my proposals regarding Coupe and F1J (FAI 1/2A Gas). I was simply delighted to get this phone call. . . .no, I'm not confirming that I'm as nuts as you always figured! I had hoped that these two proposals could be withdrawn, thinking that they should have been unnecessary to start. Being a day late and a dollar short, I had just the day before sent out 17 two-page single-spaced letters with the three proposals attached. Quite a little project considering the time to format the letter, make a couple of loooong distance phone calls to ensure it was all accurate, and so forth.

The letter was intended to convince the FF Contest Board to add F1J, delete Coupe, and add F1G as corrections to the rule book to bypass the normal two-year rules cycle routine. Turns out the CB had a conference call to do just that. The result is F1J and F1G become "official" as does the elimination of AMA event 123 (Coupe) on Jan 1, 1991. What this means is that until 1/1/91 there is (1) still a cross-section rule and 30-second increments on flyoffs for the AMA event 123, called Coupe d'Hiver, and (2) you can't set an AMA record in either F1G or F1J until then. Of course, you could set a new Coupe record with your cross-section legal Coupe if you can beat the astronomical records already there!

An additional note to CDs: All rules for the FAI mini events are contained in the FAI *Sporting Code Supplement* and not in the blue book you (should) have. The *Supplement* is available from AMA. (See Competition Newsletter in *MA* for May 1990 for details.)

Thanks to Bob Hatschek, John Oldenkamp, Bill Booth, co-signers Jim Martin and George Peace for your help on this project, to Don Lindley (Contest Board Coordinator), Bob Underwood and all the FF Contest Board members for being so responsive with a swift, supportive and innovative solution. I consider these two proposals to be a complete success!

The proposal to delete the two redundant (in my mind) electric events will have to go the normal cycle but there is no urgency as there was for the FAI event proposals. Sounds like an acceptance speech at the Oscars!!

FLYOFF 1990 Free Flight contest calendar for the Northeast (As of Apr. 14,1990)

Any sponsor of a free-flight meet (unrestricted entry) within 500 miles of New York City is urged to contact *FLYOFF*. As many as possible will be used, with listing priority as follows: "Modern" events (AMA, FAI, MAAC), NFFS nostalgia, SAM old-timer, FAC scale. Both outdoor and indoor meets will be considered.

Some meets in this listing may be tentative and subject to change. To conserve space, information has been cut to the minimum and some entries may have lost clarity. This listing is not complete—we are aware of meets in the Northeast that are not listed simply because we do not have information. If any errors exist, we humbly apologize. For additional information, look for separate articles on some of the meets or footnotes below the table And be sure to contact the sponsoring organization for confirmation of all information and for any last minute details before you depart on any long journey.

Dates	Site	Sponsor / Meet	Notes	Info contact (Phone or send S.A.S.E.)
5/13	Galeville, NY	Skyscraper Monthly	1	Dave Acton, RD #3 Box 227, Mahopac, NY 10541 (Tel 914/628-0526)
5/19-20	Petersburg, VA	Brainbuster Spring Meet	10	A. Van Dover, 112 Tillerson Dr, Newport News, VA 23602 (Tel: 804/877-2830)
5/26	Chicopee, MA	NEWG	9	Stan Colson, 47 Sammet St, Everett, MA 02149 (Tel: 617/389-3313)
5/27	Chicopee, MA	SAM 7	0	George Armstead, 89Harvest Ln, Glastonbury, CT 06033
5/26-27	Galeville, NY	Skyscraper Spring Meet	2, 11, 12	Victor Gagliano, 104 Cherry St, Floral Park, NY 11001 (Tel 516/488-4217)
6/4-6	Johnson City, TN	Indoor World Champs	F1D	AMA HQ (Tel 703/435-0750)
6/7-9	Johnson City, TN	USIC/Nats Indoor	0	USIC, 1655 Revere Dr, Brookfield, WI 53005
6/17	Galeville, NY	Skyscraper Monthly	1	Dave Acton (see above)
6/23-24	Prince Edward Isl, Canada	Atlantic Zone FF Champs	0	T. Wilson, 12 Lionel Dr, Rothesay, NB, Canada E2E 1K2 (Tel 506/847-1911)
6/30-7/1	Galeville, NY	EFFC Champs	4, 11, 12	Bill Poythress, 2 Hemlock Ct, Saugerties, NY 12477
6/30-7/7	Centralia, Ont	Canadian Nats	0, 12	P. Allmutt, 2460 Weston Rd #1707, Weston, Ont M9N 2A4 (Tel 416/249-0032)
7/2-5	Chicopee, MA	SAM Champs 90	0	George Armstead, 89 Harvest Ln, Glastonbury, CT 06033
7/14-15	Dayton, OH	41st Intercity FAI Meet	0, 11, 12	Joe Macay, 22278 Prosper, Southfield, MI 48034 (Tel 313/356-4091)
7/15	Galeville, NY	Skyscraper Monthly	1	Dave Acton (see above)
7/18-20	Gananoque, Ont	SAM 86 Grape Gathering	5	Don Reid, 7 Pinepoint Dr, Nepean, Ont, Canada K2H 6B1
7/28-29	Galeville, NY	Skyscraper Intl Challenge	3, 11, 12	Aram Schloeberg, 79-02 212 St, Bayside, NY 11364 (Tel 718/479-0478)
8/4-5	CFB Borden, Ont	Ontario Champs	0, 12	Doug Rowsell, 448 Cranbrooke Ave, N. York, Ont M5M 1N7 (Tel 416/785-0323)
8/11-12	Fayette, NY	Empire State FF Champs	6	Bill Burris, 209 Hamilton St, Penn Yan, NY 14527 (Tel 315/536-9479)
8/12	Galeville, NY	Skyscraper Monthly	1	Dave Acton (see above)
8/19	Galeville, NY	Mid Hudson Modelmasters	0	?
8/26	Warminster, PA	43rd Eastern States Champs	7	Walt Eggert, 26 Moredon Rd, Huntingdon Valley, PA 19006 (Tel 215/947-4387)
9/2	Galeville, NY	Bath BAM Bash	8	Clay Ott, 6018 Nor-Bath Blvd, Bath, PA 18014
9/16	Galeville, NY	Skyscraper Monthly	1	Dave Acton (see above)
9/21-23	Lost Hills, CA	FAI FF Team Finals	F1A, B, C	Fred Terzian , 4858 Moorpark Ave, San Jose, CA 95129 (Tel: 408/725-1065)
10/16-20	Lawrenceville, IL	USOC/Nats Outdoor	0, 12	USOC, 4760 N Battin, Wichita, KS 67220
10/28	Galeville, NY	Skyscraper Monthly	1	Dave Acton (see above)

Notes:

Record-trials and FF practice sessions also scheduled for Galeville on 4/28-29, 5/12, 6/16, 7/15, 8/11, 9/15, and 10/27

0. Specific events not known. All meets include FF events (AMA, FAI and/or MAAC and/or SAM and/or NFFS).
1. 1/2A, A-D combo, PW30, F1A, F1B, F1C, HLG, Cat Gl, P30, P30U, Mulvihill, AMA Rub Scale—Category III
2. Dawn Mulvihill, 1/2A, PW30, P30, F1A, F1B, F1C, HLG, Cat Gl.—Category III
3. F1A, F1B, F1C, F1G, F1H, F1J, German rules HLG
4. EFFC, essentially as 1989, contact Poythress
5. 30sec Ant, HLG, A-B Glo, A-B Ign, A-B Pyl, C Fus, Lg rub Cab, Sm rub St, C Pylon, A-B Fuse, Lge rub St, Sm rub Cab. Also various SAM RCassist events.
6. Essentially as 1989. Contact Burris—Category III
7. Info assumed from 1989 meet. Also RC & UC.
8. Essentially as 1989. Contact Ott
9. 1/2A, PW30, P30, Embryo, HLG, Cat Gl.
10. 1/2A, A, B-C-D, PW30, Nos, 020 Rep, A/1-A/2, P30, Cd'H, Mulvihill, OTHLG, OTgas, JrFreeForAll.
11. Selected contest for 1991 US Team Selection Program
12. Americas Cup points awarded

Something NEW in serious 1/2A engines

You've probably never heard of BV Competition Engines, but it seems to be a pair of guys named Fred L. Baldwin and Jim Van Arsdall who are suppliers of parts for Indy race cars and who have decided to go commercial in manufacturing a racing engine for model airplanes — in 1/2A and F1J sizes. First word here was received mid-April in a letter (on a totally different subject) from Harry Murphy. Two days later (again on a different subject) came a letter from Walt Rozelle with much the same information.

According to Murphy, "Big news is this little known new engine which is to come out of Indy in about 6-8 weeks on a production basis. Engine is a real 'beauty'! Double BB, ABC piston/cylinder, completely anodized exterior, takes a supplied spanner wrench to disassemble (no screwdrivers, pliers, nuts, etc.), uses special Glo-Bee plug and Kirn needle-valve assembly. All other parts are made by the company.

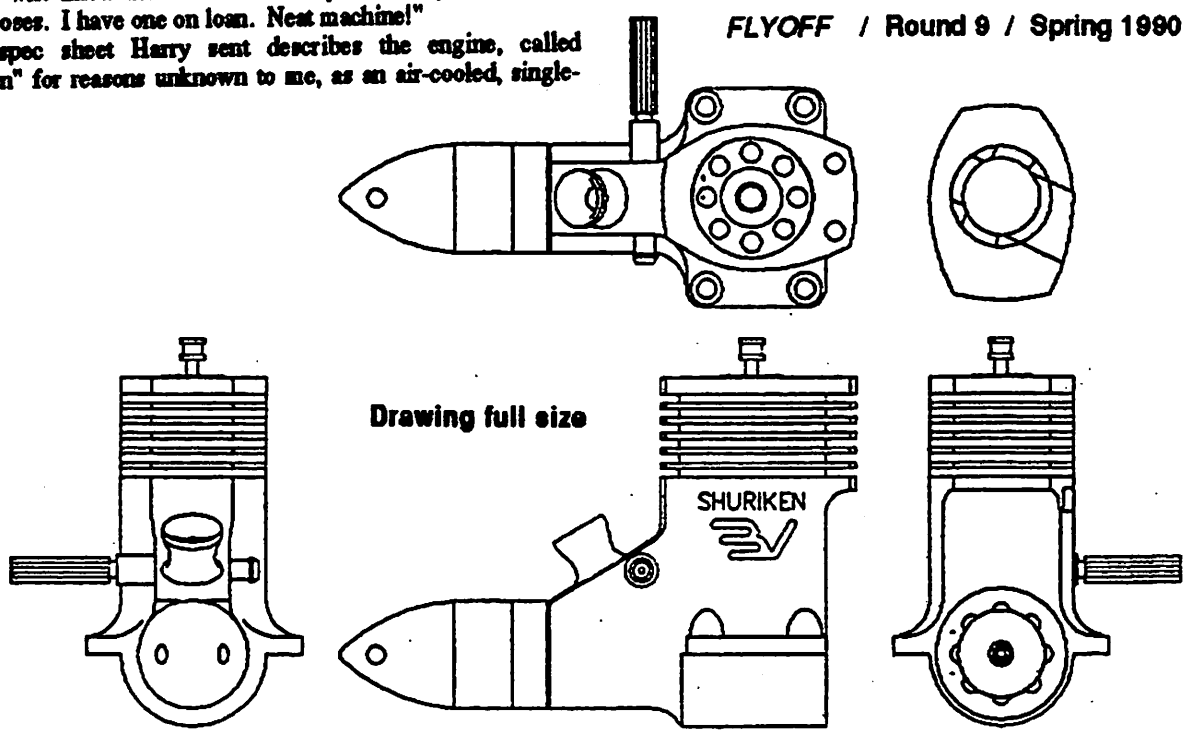
"Production of the first 600 engines starts this week *[Week of Apr. 16 — Editor]*. Case is on a CNC machine for 7 minutes. Starts as a solid block of aluminum and comes out completely machined, ready to anodize. These guys are Indy-car engine part suppliers who know their business. They built 22 prototypes for test purposes. I have one on loan. Neat machine!"

The spec sheet Harry sent describes the engine, called "Shuriken" for reasons unknown to me, as an air-cooled, single-cylinder, side-exhaust, two-stroke cycle, crankshaft rotary valve, two ball-bearing, Schnuerle scavenging ABC, with 2024-T3 aluminum alloy barstock crankcase; 4340 steel crankshaft, rod and piston pin; and a forged silicon-aluminum alloy piston.

Listed dimensions of the 1/2A version are: Displacement .0500 cu. in. (.8195 cc), bore .399 in. (10.13 mm), and stroke .400 in. (10.16 mm). Bore of the F1J version is .440 in (11.17 mm) for a displacement of .0608 cu. in. (.9970 cc). Weight is given as 63.78 grams (2.25 oz). And the bolt-hole spacing is 1/2 in. by 15/16 in. (The drawing below is full size.) Fuel recommendation is 20% Klotz Super Techniplate plus anything up to 80% nitromethane.

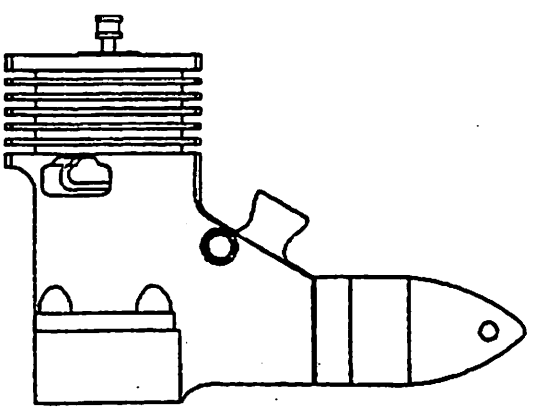
If you're interested, says Harry, send a 25¢ stamp to BV Competition Engines, 1163 Country Club Rd, Indianapolis, IN 46234 (their phone number is 317/271-6650) and declare your wants. You'll get an answer when your order number comes up — no favorites — and all orders are direct.

Rozelle reports that he faxed the drawing to "a couple of serious competitors" and one called back with this outlook on the $200 price tag: "Look at it this way. Say you're going to replace a 21,000-rpm TeeDee with one of these engines. You are going to pay only $3 for each 100 rpm gained."



Drawing full size

	Propeller	RPM	Nitromethane
Run-in	6x3 Cox gray	24,000	30%
RC	6x3 to 6x4	25,800	40%
FF	5x3 to 6x3	27,500	50%
Combat	4.5x3 to 5x3	29,000	50%
Speed	4x3 to 5x5.5 (1-bl)	32,000	70%

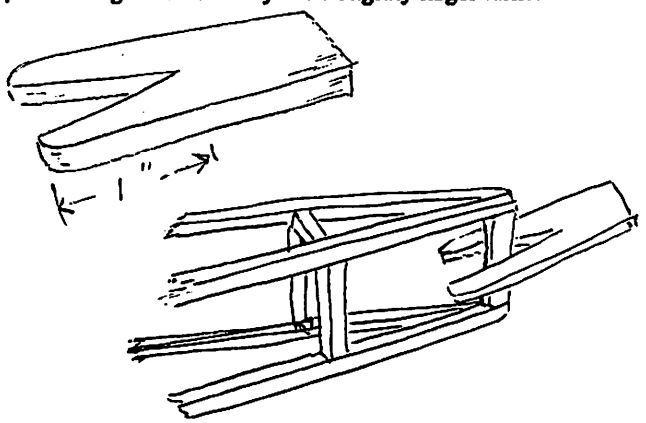


Prices (Plus Shipping)

.050 cu. in., side exhaust, with wrench	$200.00
.061 cu. in., side exhaust, with wrench	210.00
.050 cu. in., rear exhaust, with wrench	200.00
1/2A tuned pipe (40,000 rpm)	30.00

Mini-clamp from Popsicle stick — by Chip Smith

Sending in an address correction, reader Chip Smith added these two sketches of a clamp he makes from Popsicle sticks and one typical application. He called it his "secret weapon," and noted that the 1-inch depth of the V provides good springiness. A tongue-depressor might also do the job for slightly larger tasks.



We're tickled silly!!!

No kidding! We mean it! We're really happy about it! In spite of some of what we're about to say.

This is our ninth issue. We're just starting our third year of publication. And we're proud to say that ***FLYOFF*** has been quoted in every one of the US "news-stand" magazines that covers free flight. In fact, one of them has either written about us or "borrowed" material from our pages five times that we're aware of. A goodly number of free-flight newsletters — both in the USA and abroad — have picked up material that was originated by Skyscrapers and was first published here.

We've even noted items in the magazines and other places that were picked up from ***FLYOFF*** that we pirated from such other sources as the *CIA Informer* and the newsletter of the *Phoenix Model Airplane Club* (both of which, incidentally, are among the best free-flight publications we regularly receive).

This makes us proud and happy because it indicates that we are fulfilling at least two of the objectives we stated when we established this shoestring publication: to enhance communication in the free-flight world, and to supplement rather than compete with other publications seeking to spread the free-flight word.

Another objective — unstated at that time, and perhaps indicating an excess of arrogance and Brooklyn chutzpah (look that one up) — was the hope that we could demonstrate by our own example what we believed a serious free-flight publication should publish. We try to do that. We like to think that being quoted in the "free-flight press" is one indication that we are, at least, on the right track.

But, all you other editors and columnists, we would appreciate it if you would give us the same credit we give you whenever we reprint material (or commentary) that you published! The content of ***FLYOFF*** is not copyrighted — intentionally. We want you to publish our material! But we would also like your readers to know where it came from.

And please be careful how you do it. One major free-flight columnist recently quoted quite extensively (about 14 column-inches or roughly half a page) from ***FLYOFF***, but due to incorrect use

[Continued on page 7]

SHOC-King, a winning 1/2A power job

By Jean Pailet, the Skyscrapers

Just as the name "SHOC-King" is derived from the name of Mel Schmidt's SHOCer (and I never did understand why it's spelled that way!), so, too, is the design derived from Mel's SHOCer 280. The similarities are in the force and moment arrangements; the distinctions are in the shapes (both outlines and cross-sections), the wing area, and in the structural design. The intent was to increase the wing area (I favor the larger "floater" type models over the smaller buzz-bombs) and, by redesigning their structures, to lighten the wing and horizontal tail without sacrificing strength.

The results are evidenced by the SHOC-King's 1988 and 1989 contest achievements: a total of 7 firsts, 2 seconds, and 5 thirds. These wins include firsts at the '88 and '89 Eastern US Free Flight Championships (Galeville, NY), at the '88 and '89 Delaware Valley Federation's championship meet (Johnsville, Pa), and a third at the '88 NFFS Outdoor Free-Flight Nationals (Lawrenceville, Ill).

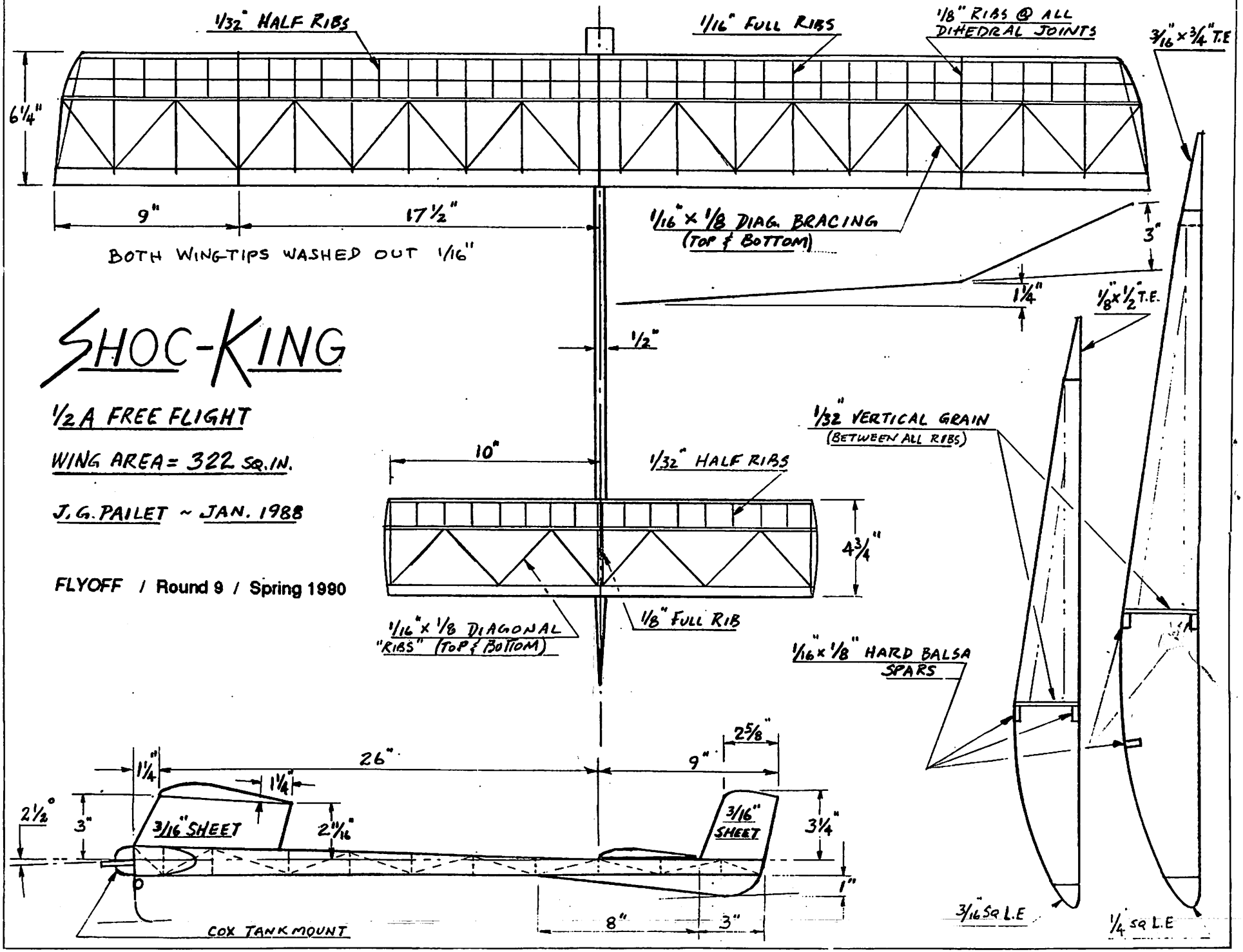
No appreciable changes were made to Schmidt's fuselage design, which is essentially a 1/16" sheet box with balsa block cheeks. However, the pylon, fin, and sub-fin profiles were altered—for aesthetic reasons only—while their areas remain unchanged. The wing and horizontal stabilizer airfoils were altered, both to accommodate their new structures and to facilitate construction. The wing area was increased to 322 sq. in. and the wing and tail structures now both utilize a U-beam spar with diagonal rib bracing aft of the main spar. In spite of the increase in wing area, stabilizer area was left unchanged.

My original SHOCer was built per the kit plans, using the original kit wood (including hardwood spars); the SHOC-King was built as shown on the accompanying three-view drawing using carefully selected balsa. Both models were covered with Japanese tissue and were given essentially the same finish (clear epoxy or other fuel-proofer over three coats of nitrate dope). Comparative weights are:

	SHOCer	SHOC-King
Fuselage, incl. engine, tank, timer	154	135
Wing	79	58
Stabilizer	21	16
TOTAL	254 grams (8.96 oz)	209 grams (7.37 oz)

Obviously, the weight-reduction program was succesful —especially considering that the significantly lighter model was also slightly larger. None of this, however, should be construed as overt criticism of the SHOCer design. Even at its heaviest, my original SHOCer 280 was very successful during the 1987 contest season and, had the same stringent wood selection process been applied as it was on the SHOC-King, my SHOCer would have been considerably lighter and a lot tougher to beat. In fact, I think the SHOCer, as a kit, ranks with the most competitive models around. I've still got mine, and to this day I still fly it as a backup airplane.

The SHOC-King uses a standard Cox red plastic tank/mount without pressure. The flight pattern is right-right, using stabilizer tilt to get the glide circle and rudder tab to trim for the power phase. The center of gravity is located at 80% of the wing chord. Wing tip panels are washed out 1/16" and center panels are flat. With a potent Tee-Dee .049, Cox Racing Fuel, and a Cox grey plastic 6x3 prop, flights are consistent and competitive.


1/32" HALF RIBS
1/16" FULL RIBS
1/8" RIBS @ ALL DIHEDRAL JOINTS
3/16" x 3/4" T.E
6 1/4"
9"
17 1/2"
BOTH WING-TIPS WASHED OUT 1/16"
1/16" x 1/8 DIAG. BRACING (TOP & BOTTOM)
3"
1 1/4"
1/8" x 1/2" T.E.
1/2"
SHOC-KING
1/2A FREE FLIGHT
WING AREA = 322 SQ.IN.
J.G. PAILET ~ JAN. 1988
FLYOFF / Round 9 / Spring 1990
1/32" VERTICAL GRAIN (BETWEEN ALL RIBS)
10"
1/32" HALF RIBS
4 3/4"
1/16" x 1/8 DIAGONAL "RIBS" (TOP & BOTTOM)
1/8" FULL RIB
1/16" x 1/8" HARD BALSA SPARS
2 5/8"
26"
9"
1 1/4"
1 1/4"
2 1/2"
3"
3/16" SHEET
2 1/16"
3/16" SHEET
3 1/4"
1"
8"
3"
COX TANK MOUNT
3/16" SQ L.E
1/4" SQ L.E

And why not P-30-U? It's the next step!

P-30 is the most popular outdoor rubber class to come along in many a decade. The San Diego Orbiteers are to be congratulated for its creation, and thanked. Beyond the basic attractions of free flight and rubber power, this well deserved popularity is due to two primary reasons: 1. The small size of the class, which contributes such benefits as low cost, ease and speed of building, and relative ruggedness in the event of impact. And 2, the attraction of not having to make a propeller.

It's true that the use of a commercial plastic prop does save time and effort. But how much? And is it worth it?

P-30 was created essentially as a novice event, and it's done that job well. But there's more to rubber modeling than this. The next logical step is to make a "real" propeller, which is really not very difficult. At the same time, there's no good reason to throw out the other benefits of P-30. So let's create a new class combining these concepts. We'll call it P-30-U (the U for unrestricted) with these rules:

1. All current rules for P-30 will apply to P-30U except as follows:
   - A. There are no restrictions on the propeller
   - B. There is no minimum weight requirement on the model without rubber
   - C. There are no restrictions on the amount of rubber that may be used
   - D. Standard Mulvihill flight and scoring regulations will apply. That's it. There isn't any more. The rule limiting dimensions of the assembled model to a 30" maximum will be enforced.

Why are these rule modifications desirable, and what will be their probable effect?

Removing the propeller stricture will permit and encourage the modeler to produce a far more effective prop, thus helping him or her to learn additional skills necessary to progress to the more advanced classes. The plastic prop is not prohibited; thus standard P-30 models may be used, albeit at a marked disadvantage.

These models are difficult to build underweight, and removal of the weight requirement simplifies processing, which is rarely done anyway. "Indoor" construction would be of no advantage in typical weather , hence the weight requirement is basically unnecessary.

There are three basic reasons for removing the rubber weight restriction: (a) Simplified processing. (b) Initially most contestants will merely add new prop units to existing P-30 models. The new props will be larger and heavier, requiring more strands of rubber. By eliminating the rubber weight restriction, the need to modify the models is significantly reduced; it will not be necessary to install new peg locations and shift wing locations. Mere addition of more strands will suffice with relatively minor readjustment of CG location. And (c) limiting rubber weight places an extra premium on rubber quality.

True, it is always best to use the highest quality rubber you can find. But if that rubber is poor, you can just add an extra loop when there is no limit.

What kind of prop should you use? An old Coupe d'Hiver propeller would probably be the quickest way to get competitive. Most rubber flyers will probably be conservative and use props of about 12" to 15" diameter. This writer would opt for 16" to 18" with narrow blades and a P/D ratio of about 1.25.

For power, a good starting point would probably be 8 strands of 1/8" FAI rubber, very likely switching to 10 strands if the climb is disappointing.

Some actual experience

To test these ideas, the Skyscrapers included P-30-U in a new series of six monthly invitational contests (each with 12 events) at Galeville, NY in 1989. Due to early dates, inadequate publicity and unfortunate winds, turnout was low at the first two and there were no entries in P-30-U. Results in three pertinent events at the remaining four meets were as follows:

July 16. Aram Schlosberg, CD. Conditions poor. Overcast with light showers throughout day. Sports car trials held simultaneously on runway. Flying suspended 2-1/2 hours for military parachute activity.

P-30 (3 flyers)		Mulvihill (1)		P-30-U (2)	
V Nippert	301	R Delinski	127	A Phillips	295
A Dashko	248			A Abriss	138
W Lambert	222				

Aug 13. Bob Lipori, CD. Solid overcast with periods of rain varying from light to heavy. Wind variable from dead calm to to light.

P-30 (6)		Mulvihill (6)		P-30-U (4)	
J Rice	335	V Nippert	1440	J Rice	353
J Williams	305	R.Hatschek	1080	R Factor	311
W Buss	202	J Williams	761	A Phillips	176

Sept 10. Bob Lipori, CD. Bright Sun, temperature in 90s, moderate winds.

P-30 (3)		Mulvihill (2)		P-30-U (4)	
W Buss	233	R.Hatschek	352	R Delinski	300
R Delinski	167	H Cox	120	R Reinhard	276
H Cox	155			A Phillips	234

Oct 15. D. Acton, CD. Hazy Sun, variable light breezes, temperature in mid-70s.

P-30 (8)		Mulvihill (3)		P-30-U (6)	
R Lipori	470	R Hatschek	485	R Hatschek	329
R Factor	436	V Nippert	340	R Factor	318
R Hudson	339	R Delinski	309	W Buss	307

In addition to the above it is interesting to note that P-30 was the most popular of the 12 events over the entire 6-meet series (13 different individuals flying the event), Catapult Glider was second (9 flyers), and P-30-U was tied for third with HLG and Mulvihill (8 each). 1/2A Gas was next (6).

P-30-U was a completely successful event and will again be included in the six monthly meets sponsored by the Skyscrapers in 1990.

Corrected Point System (Effective Jan 1, 1990)

Class (see notes below)→	1	2	3	4
Point Base→	30	60	120	240
Place	Pts	Pts	Pts	Pts
1	30	60	120	240
2	20	40	80	160
3	15	30	60	120
4	12	24	48	96
5	10	20	40	80
6		34	69	
7		30	60	
8		27	53	
9		24	48	
10		22	44	

Notes:
Applies to sanctioned indoor & outdoor free-flight events.
Point formula is: (Base x 2) + (Place + 1)
1 (Base = 30) – Meets with entry restricted to Skyscrapers only. Also Skyscraper monthly meets.
2 (Base = 60) – All open-entry AMA, MAAC, & US team-selection meets except as noted in 1, 3, 4.
3 (Base = 120) – AMA Nats, USIC, USOC, USFFC, Team finals, FAI calendar.
4 (Base = 240) – FAI World Championships.

Bonus points:
Contest high-point award earns points equal to a first place.
Officially breaking an AMA or FAI record earns 120 points. (Does not apply for establishing a new record.)

The table originally published in *FLYOFF* 8 was not correct. The version printed here is correct. *FLYOFF* and its Editor regret the error and apologize to the Skyscrapers. No one else is affected, as the Point System referred to is the one by which the club makes its annual awards.

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of quotation marks (we can't tell if the error was the author's or his editor's) the reprinted piece read as if one brief paragraph was lifted from ***FLYOFF*** and the rest was the columnist's opinions.

In an earlier case, another major free-flight columnist writing in another magazine lifted a large drawing from ***FLYOFF***, together with several paragraphs of pertinent Skyscraper commentary. The only way to tell that it came from the pages of ***FLYOFF*** was by recognizing the lettering we had added to the drawing to give credit to the original source (another newsletter).

Maybe we're too thin-skinned and sensitive about giving credit where it's due. But professional and honest and ethical journalism really demands it. Not to mention common courtesy!

FF results at the 1990 CIAM meeting

By George Xenaxis

Recently there has been some confusion about when changes in the FAI rules become effective. The rules currently in effect are those published in the 1989 version of the FAI Spoorting Code. They will remain in effect until a new Sporting Code, which is published every four years, takes effect in Jan. 1993 The only changes that can take effect before that are safety changes and rules clarifications. Thus, no vote for a change at the CIAM for other than these will take effect before Jan. 1993. For example, the 20-sec attempt that is deleted in the current Sporting Code *[For FIA, B, C. – Editor]*, was voted back in at the 1990 CIAM meeting. Nevertheless, we must fly without it until 1993. The four-year cycle for changes in the Sporting Code is decreed by the FAI parent organization for economic reasons and to avoid confusion from frequent Sporting Code changes.

Whether the 20-sec attempt will be in or out in Jan. 1993 depends on whether the issue is again placed on the CIAM meeting agenda before then by a National Aero Club and how the vote of the CIAM goes if and when it is addressed.

Although there were many items on the 1990 CIAM meeting

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agenda, only the ones that are most significant to free-flighters are addressed in the following:

1. The UK proposal to prohibit radio control in FF was strongly defeated.

2. The CSSR proposal to change the Junior age to 20 years or less was defeated. Incidentally, it is pointed out that the current Sporting Code states that one is a Junior for the entire year in which his or her 18th birthday occurs. If your birthday is in December, that's tough. Starting Jan. 1 you are a Senior.

3. The proposals for timing with binoculars on tripods were referred to the FF and Space Subcommittees.

4. The GDR proposal to use binoculars during F1A launching was adopted unanimously.

5. The FF subcommittee's proposal to allow a maximum of two World Cup contests per country but with only one competition per country counted in Europe was accepted unanimously. The final results are still to be determined by counting the results from only three contests. The French World Cup proposal was withdrawn.

6. The French proposals to not allow an attempt in F1A when the model collision is with the competitor himself, his own towline, or with the guy launching his model were approved by large majorities.

7. The FF Subcommittee's proposal to make the first flyoff round a 5-min flight and eliminate the stipulation that it be held immediately after the last basic round was approved.

8. The USA proposal to require only a 0.5% increase over the previous record in F1D to establish a new record was approved.

9. The French proposal to reinstate the builder-of-the-model rule just barely lost in the technical meeting. In the plenary session, it was referred to the subcommittees.

10. The FF Subcommittee's F1C noise proposal to simply use ear protectors on the flight line was defeated as inadequate. The FF Subcommittee must have a definitive noise proposal at the next CIAM meeting. The subcommittee is considering following the lead of the Control-Line Subcommittee, which is requiring a simple chamber silencer for combat models having an internal length of 40 mm and an internal diameter of 20 mm with a maximum tailpipe internal diameter of 8 mm.

The virtue of this approach is that no noise measurements would be required at the contest as long as one was using the standard muffler. To apply it, the no-exhaust-extension rule would have to be deleted. Also, it is not clear how much sound suppression this configuration would provide. We need to have some tests to find out and to determine if it will make it difficult to time motor runs.

11. **World Championships** proposals were as follows:
    a. CSSR firm proposal for Junior F1A, B, C – 1992.
    b. Yugoslavia confirmed FF F1A, B, C, July 1-10, 1991, at Zrenjanin, 75 km NNE of Belgrade.
    c. Poland tentative F1D in 1992.
    d. Argentina tentative F1D in 1994.
    e. USA tentative F1A, B, C in 1993 at Lost Hills.
    f. Hungary tentative F1A, B, C in 1995.