Established 1936
SKY-SCRAPERS BKLYN NY
AMA Club Charter 470

FLYOFF

Round 10 / Summer 1990

The SKYSCRAPERS Quarterly

Edited by Bob Hatschek

What's up? X

Your immediate action is required to dissuade the AMA Executive Council from taking a very ill-considered step at its July meeting. Under consideration is an across-the-board 50% cut in all FAI-related funds. I do not know the positions of individual EC members, but every *FLYOFF* reader is urged to WRITE immediately to President Don Lowe, Executive VP Dave Brown, Executive Director Vince Mankowski, and your own District VP.

Present YOUR arguments — either to convince the person you're writing to or to provide him with additional ammunition for his own arguments in favor of a more rational approach to budgeting. Some of my own thoughts follow:

No "blank check" approach is advocated. The Council must act responsibly in its budgeting for all expenditures. But an arbitrary cut of 50% is no more responsible than a blank check.

Just as every American model aviation enthusiast benefits from the AMA whether or not he or she is a member, so does every one of them benefit from the existence of the FAI. True, geography distances Americans further from those benefits than European modelers and makes them more obscure. But they do exist!

In the same year that Lindbergh became a worldwide hero, Lord Wakefield of Hythe donated a silver cup for international competition of model airplanes. More than 60 years later, we are still competing for it — today on a truly worldwide basis. And that worldwide competition for rubber-driven free-flight models has expanded to include all aspects of model aviation — RC and control-line as well as free-flight, indoors and out. As such it has led to many advances in the state of our art and science and in the models and equipment that are available for us all to enjoy, whether we compete or fly models merely for solitary pleasure.

Of special significance today is the extension under the FAI banner of World Championship activities for junior-age modelers.

My personal experience has largely been in competition. The most valued prizes I have won in this sport have been the friendships I have gained in competition across this nation and around the world. I have been the guest of fellow modelers in many parts of the world, and they have been my guests in New York. I understand modelers and they understand me even without a common spoken language. It is the kind of understanding that emphasizes the similarities in people rather than differences. It is the kind of understanding that makes for a better world in all respects.

In the past year we have all been amazed by the remarkable political developments in Eastern Europe. More amazing still has been the remarkable level of official support that has always been given to model aviation in those countries. Top Soviet competitors earn a "Master of Sport" badge, the same honor afforded to top Olympic athletes. This is the one pin that you cannot swap any souvenir to get. A Romanian team member in 1971 told me that he and his mates got a small "salary" in addition to expenses because "they are working for the state." The opening ceremonies of the 1975 FF WC in Bulgaria were witnessed by 40,000 in a soccer stadium. Is the largest sporting aviation organization in the world now going to slice the support it gives to American teams?

Only once did I ever represent the USA in FAI competition (1959). But I think I can claim the longest continuous voluntary service to AMA. I have been associated with the Free Flight Team Selection Committee and its predecessors uninterruptedly from 1949 to the present. My AMA membership dates from 1939, interrupted only by World War II. I have served AMA as a contest director and as Contest Board member and chairman. Representing District II, I nominated John Worth for AMA president in 1961, and as secretary-treasurer I signed his first contract as executive director. As an AMA Fellow, I no longer pay AMA dues, I feel my AMA account has been paid in full. But I still send an annual check for an FAI competition stamp. Will AMA do less?

What's been up?

The annual Skyscraper dinner was held June 2 at Manero's Steak House in Greenwich, Conn. Thanks to the able efforts of Bob Langelius, the arrangements were excellent, the turnout was good, and the crowd had a great time! High point awards were made to Jack Nix, Bob Hatschek, and Jean Pailet (*FLYOFF*, Round 8).

The club also presented its "Outstanding Modeler" award to Vic Nippert for his long-time excellence and versatility — which Vic demonstrated especially well during 1989 by once again winning the right to compete at the US Team Selection Finals in both F1A and F1B, and by breaking the Category III AMA record in Mulvihill (formerly held by Skyscraper Bob Lipori) on a rainy day last August with a total of 35 min 34 sec.

In addition, the awards committee reported that no club member in 1989 had suffered a sufficiently momentous stroke or string of bad luck to justify presentation of the "Skyscrapers Royal Order of the Purple Shaft." Therefore, that magnificent award, newly refurbished by its previous recipient (Matt Gagliano won it for 1988 when he flew to Warsaw for the Junior World Championships and the airline sent his model box to Istanbul), was turned over to president Dave Acton for safe keeping.

Finally, two "special awards" were presented to your editor: Skyscraper president Dave Acton hung a NEW bicycle tire around Bob's neck (complete with a NEW innertube), and Hank Cox presented a magnificently mounted 11" x 14" color photo of Bob (which Hank shot at the 1988 club dinner) about to swallow a typical libation — not merely the liquid contents, but apparently the glass as well. It's a hilarious photograph!!!

What's up next

The July 13 meeting of the Skyscrapers will be held at the home of Bill Colish, 11 Bates Rd, Harrison, NY (914/967-5144).

And for the August 10 meeting we'll go to Bob Langelius', 32 Clinton St, White Plains, NY (914/949-6083).

And what's coming up still later

Don't forget the USOC. It's listed on the Calendar (page 5), of

course, but not in complete detail. Remember, it's three separate meets concurring in time and place only.

If you plan to enter the AMA and/or NFFS events, the info comes from (and the entry form and fees go to) Jim O'Reilly, 4760 N. Battin, Wichita, KS 67220.

If you plan to compete in the SAM events (or partake of the SAM 57 Bean Feed), your contact is: Don Sachtjen, RR 5, Box 56B, Bloomfield, IN 47424.

And if it's the Flying Aces Club events that turn you on, write to Lin Reichel, 3301 Cindy Lane, Erie, PA 16506.

Remember also that, as "club of the day," the Skyscrapers are responsible for running AMA and NFFS events on Thursday, Oct. 18. We expect to have plenty of people on hand, so if you're hot for a Thursday event, go for it. Just let Dave Acton know so he can coordinate the personnel.

Other clubs of the day are: Tuesday, Central Ohio Free Flight Assn; Wednesday, Brain Busters; Friday, Detroit Balsa Bugs; and Saturday, Central Indiana Aeromodelers.

New video: '50 years of Free Flight'

Alan Abriss has produced a superb 50-minute videotape (VHS format) aimed at telling the free-flight story to people who have never heard of model airplanes. Previewed at the May Skyscraper meeting, the tape is expected to be especially useful for anyone seeking permission to use real estate for free-flight activities. Not surprisingly, it depicts activities of the Skyscrapers, some of which were filmed in 1939-40, some in 1957, and some in 1989.

Overall it's a thoroughly professional job — from the very innovative opening sequence (You'll have to see it!) right through the descriptions and demonstrations of virtually all types and classes of free-flight models — even though the "actors" are all amateurs. Actually, the "amateurishness" of the expert modelers explaining their models is particularly refreshing and engaging.

Demonstrators include such notables as Henry Struck, a Hall of Fame member, showing viewers some of the fine points of Wakefields, and the Gagliano brothers (Matt and Charlie), both of whom went to Poland in 1989 for the FAI Junior World Championships, demonstrating the fine art of Nordic glider flying.

Added to the end of the tape is an 18-minute segment on the 1947 Plymouth International meet filmed by Chrysler Motors. Although done by professionals, it suffers in comparison to the Skyscraper film because it totally lacks the modeler's perspective.

The new VHS tape (with both "features") is available for $25 ($20 for Skyscraper members) from Alan Abriss, 94-20 66 Ave, Forest Hills, NY 11374. Please add $3 for shipment (via UPS).

Simple F1C — by Tony Mathews

No, I haven't returned to active F1C flying yet. . . .

But here is an airplane I drew up for young John Wilson (New Brunswick), one of our Junior World Champs hopefuls. (Go get 'em, John!) This model is a simplified version of my #10 F1C used in the '85 WC at Livno. Changes include: All-sheet wing for simplicity and strength (with either glass cloth finish or aluminum foil), rectangular planform stab, extra downthrust (for stability), and a simplified fuselage construction. The fuselage can be made with either a carbon tube (Oliver, for example), a balsa and aluminum tube, or a simple balsa and spruce box. This model would make an excellent first F1C for anyone interested in sampling this exciting FAI event! The whole point is to not be intimidated by all the high technology prevalent in modern FAI models, but to build a model by whatever method or technique that you feel comfortable with, and get out there and fly the bloody thing! Flying F1C models is a blast! (Dave Sugden has called it "vertical drag racing!") Don't assume that you need to immediately master the new building techniques to join in the fun! Enough of the soapbox already!

Back to the model (incidentally this is F1C No. 12), with the warps shown, the airplane should be set up with a slight amount of left rudder for a steep right hand spiral with approx 3/4 turn in 7 seconds. Bring the autorudder in approx 1/2 second before engine shut down. Stab delay should be approx 2-3 seconds. Or you could use a bunt if you wanted. Anyway, this model should be very stable and forgiving. Not like some of the twitchy, unforgiving models that some people fly!

Have fun! T. M.

Canada Free Flight / Vol Libre Canada

The above article (and plan on facing page) provide an example extracted from a newly revived newsletter — Canada Free Flight, 213 Lakewood Dr, Oakville, Ont. L6K 1B3 — published by Alan Howard and Tony Mathews. Send $7.50 for five 1990 issues, then $9.00 for six in 1991. Or get the eleven for $15. Looks good!

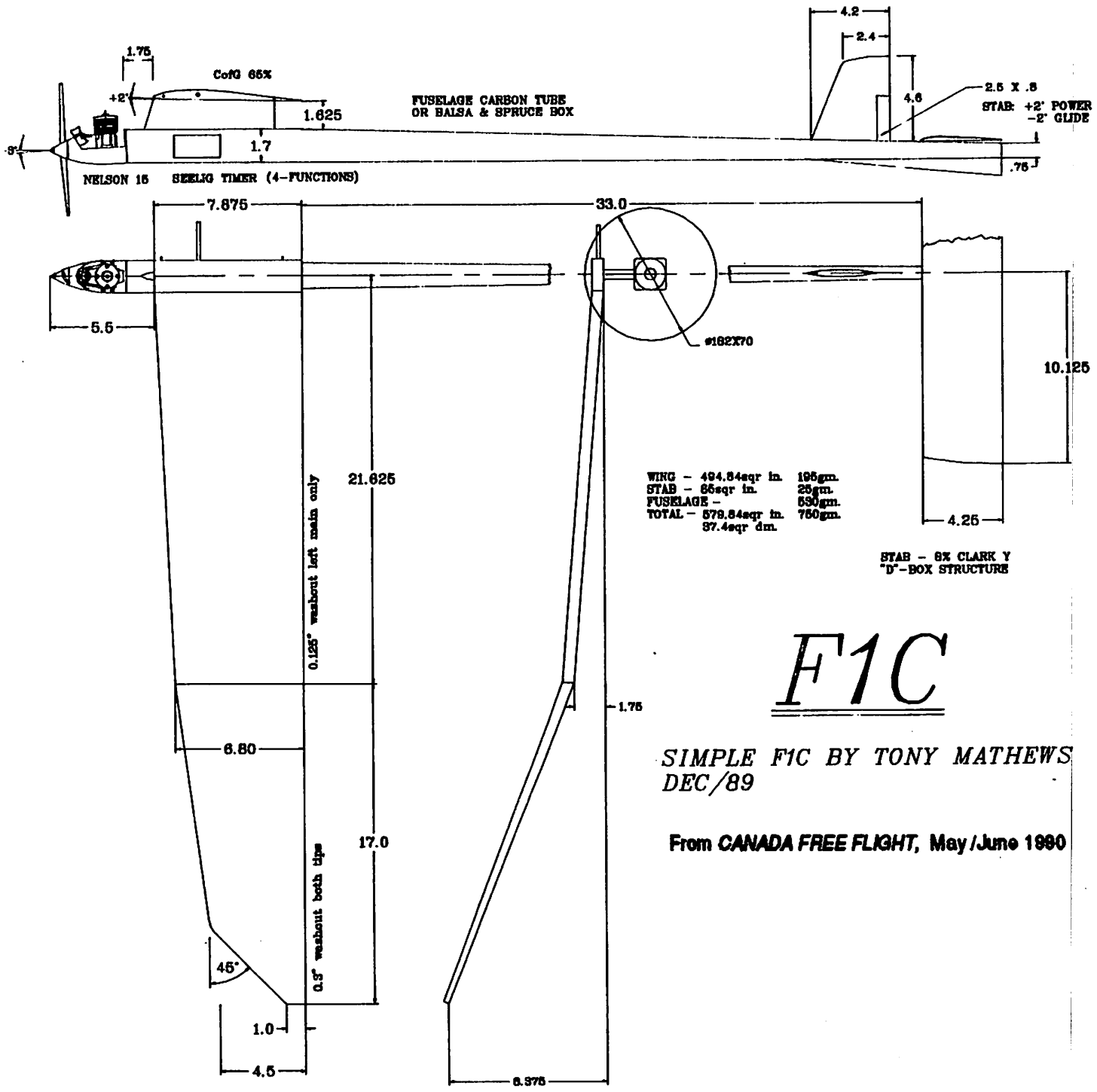
I've just lost three friends. . . So have you

Here we pause a moment from our modeling pleasures to note the passing and honor the memories of three who were our sporting adversaries, innovative competitors, and warm friends — three Wakefield flyers who have recently passed from our ranks:

Carl Hermes. Although I had met him a number of times on the "field of battle," I didn't know Carl very well in personal terms. He started his long modeling career in Connecticut, then he moved about rather more than most people, with Texas and California notations on various three-views of his creations. My knowledge of Carl Hermes came primarily from studying these three-views, which showed him to be a clever and innovative designer — clearly a modeler of high intelligence and purposeful cleverness — characteristics that made him a worthy competitor. Carl's passing leaves a void that cannot be filled.

Steve Beebe. It was my pleasure to travel to Australia for the 1983 World Championships, and one of that trip's great pleasures was meeting and getting acquainted with Steve Beebe, a member of the US Wakefield team. My first impression of Steve — a resident of Taft, California — was that he was a bit rough around the edges; later I learned my error. What I first saw as roughness was really the edge of a very keen sense of humor. And while that humor could cut, it was gentled by a warmth and generosity that are rarely matched. His Wakefields were built with high craftsmanship and flown by a crafty competitor. Steve Beebe was unique. I'm glad I knew him. I'll miss him.

Dave Andrew. I can't remember when I first met Dave. It seems I'd always known him, but he was much too young for that. Dave, who lived in Montreal, was a regular on Canada's Wakefield Team through the 1980s. He was also a frequent Wakefield competitor at Galeville. Dave held strong views about the design and construction of Wakefields — because he thought deeply and effectively about the aerodynamic and structural concepts of his models. He was gentle, soft-spoken, and imbued with a keen humor that made him laugh at himself more than at others. Last year, at Galeville, we learned of one more of Dave Andrew's innate qualities. He had guts! Cancer treatment had already forced his withdrawal from the 1989 Canadian Wakefield team that went to Argentina. But he showed no outward signs of either illness or ill-feelings at his last meet in Galeville. Dave Andrew was a true sportsman, and our sport has lost a lustrous individual.



F1C

SIMPLE F1C BY TONY MATHEWS
DEC/89

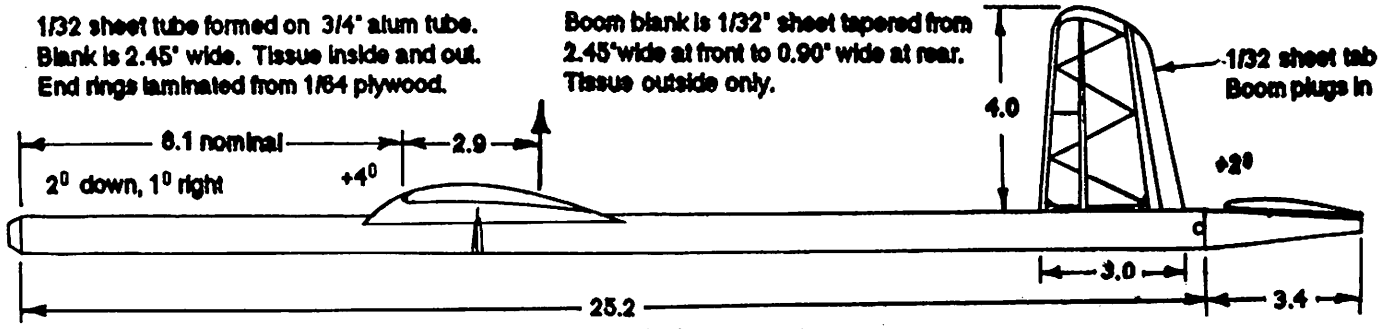
From *CANADA FREE FLIGHT*, May/June 1990

Airfoils and nose unit details full size.
All else is 1/4 size

1/32 sheet tube formed on 3/4" alum tube.
Blank is 2.45" wide. Tissue inside and out.
End rings laminated from 1/64 plywood.

Boom blank is 1/32" sheet tapered from 2.45"wide at front to 0.90" wide at rear.
Tissue outside only.

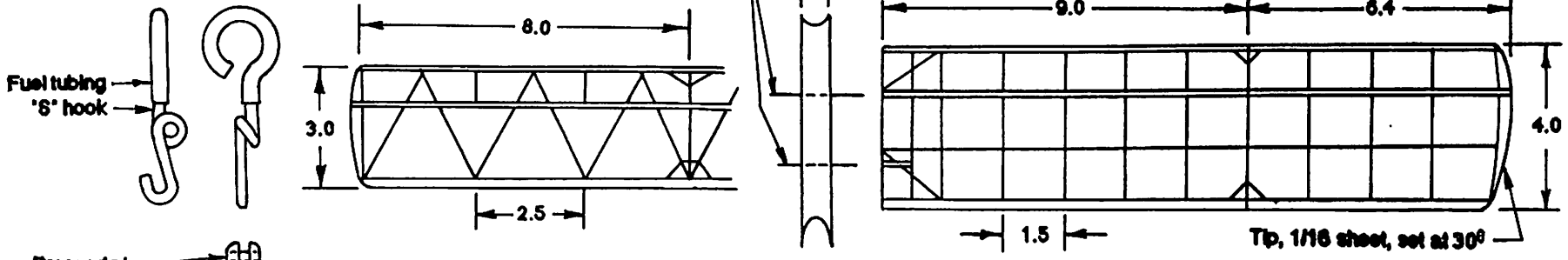
WEIGHTS (grams)	
Body, complete	17.0
Stabilizer	4.2
Wing	13.5
Prop assembly	14.0
Total	48.7

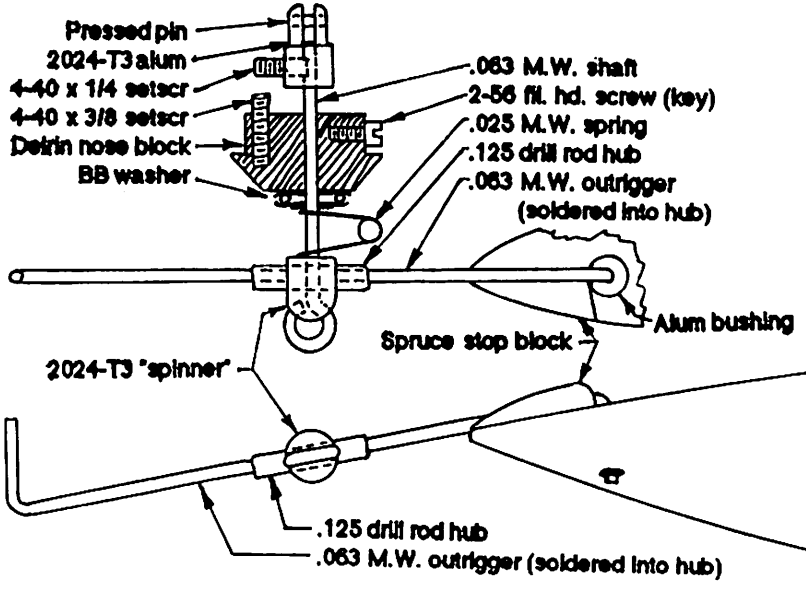


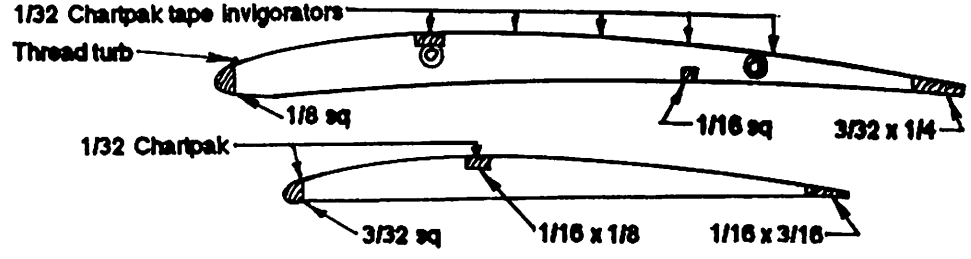
Wing saddle keyed to fuselage, held by rubber bands

Main spar is 1/8 x 1/16 from root to tip with .003 C.F. laminate x 6 on bot of spar, plus 1/16 ID alum tube x 1.0 for wing joiner

Projected span 29.75
Center flat, tip dihedral 3.0







Prop is 16" dia x 20" helical pitch
(from 20-year-old Cox Hi)

Uses 10 strands 1/8" FAI x 24" long

P-30/P-30U (86-6 by Bob Hatschek, the Skyscrapers)

P30/P30U — by Bob Hatschek, the Skyscrapers

The club has made a formal rules proposal to create an "unlimited" P-30 competition class. Here's a design to go with it.

The model was originally designed as a "straight" P-30 to be flown with the Czech plastic prop (or FAI Supply's version) powered by five strands of 1/8" rubber. As such, it's not bad, but no claim is made that it's great.

Flown in P-30U with a 20-year-old CdH prop and double the rubber, it has become a consistent contender -- even for Category III Mulvihill. With 10 strands of 1/8" x 24" long wound to 650 turns (max is about 900), the model does about 3 minutes.

The pattern is right-right, for which it's easy to trim with the folder, not so easy with the free-wheeler. Someday I'll tear off the rudder and replace it with one having 40-50% of its area beneath the fuselage (see Lipori's Icer article in *FLYOFF*, Round 1).

FLYOFF 1990 Free Flight contest calendar for the Northeast (As of May 30,1990)

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: "Contemporary" events (AMA, FAI, MAAC), NFFS nostalgia, SAM old-timer, FAC scale.

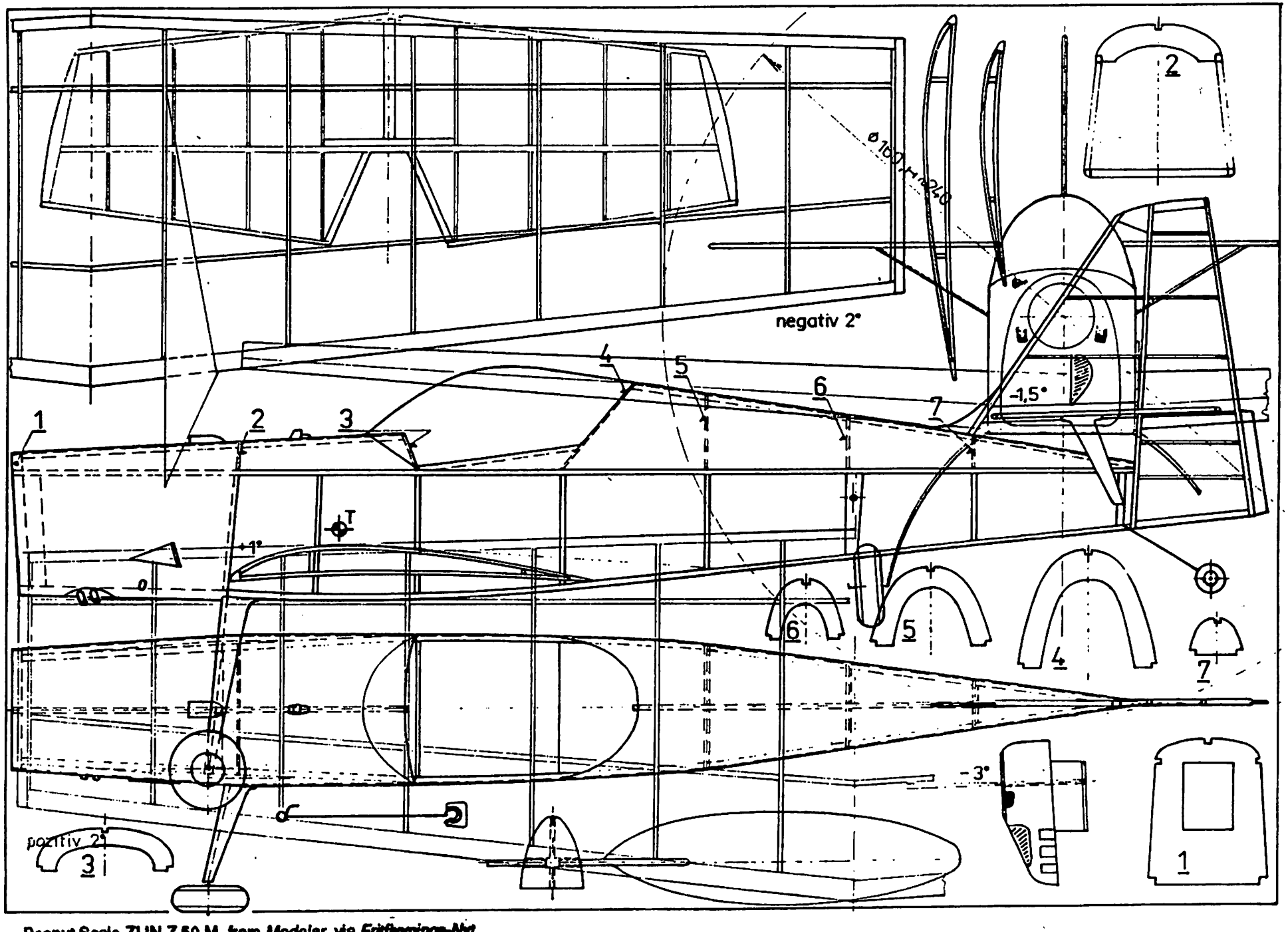
Some listed meet may be tentative and subject to change. To save space, information has been cut severely and some entries may have lost clarity. This listing is not complete—we are aware of meets in the Northeast that are not listed simply because we do not have information. If any errors exist, we 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.)
6/16-17	CFB Borden, Ont	Toronto Spring Cup	9	Tony Mathews, 12 Bideford Ave, Apt #3, Toronto, Ont, Cnda M5M 4C1
6/17	Galeville, NY	Skyscraper Monthly	1	Dave Acton, (Tel 914/628-0526) RD #3 Box 227, Mahopac, NY 10541
6/23-24	Prince Edward Isl, Canada	Atlantic Zone FF Champs	0	Tommy Wilson, (Tel 506/847-1911) 12 Lionel Dr, Rothesay, NB, Canada E2E 1K2
6/30-7/1	Galeville, NY	EFFC Champs	4, 11, 12	Bill Poythress, (Tel 914/246-8850) 2 Hemlock Ct, Saugerties, NY 12477
6/30-7/7	Centralia, Ont	Canadian Nats	0, 12	P. Allmutt, (Tel 416/249-0032) 2460 Weston Rd #1707, Weston, Ont, Canada M9N 2A4
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, (Tel 313/356-4091) 22278 Prosper, Southfield, MI 48034
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 Schlosberg, (Tel 718/479-0478) 79-02 212 St, Bayside, NY 11364
8/4-5	CFB Borden, Ont	Ontario Champs	0, 12	Doug Rowsell, (Tel 416/785-0323) 448 Cranbrooke Ave, N. York, Ont, Canada M5M 1N7
8/11-12	Fayette, NY	Empire State FF Champs	6	Bill Burris, (Tel 315/536-9479) 209 Hamilton St, Penn Yan, NY 14527
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, (Tel 215/947-4387) 26 Moredon Rd, Huntingdon Valley, PA 19006
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 , (Tel: 408/725-1065) 4858 Moorpark Ave, San Jose, CA 95129
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 6/16, 7/14, 8/11, 8/18, 9/1, 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. MAAC Open events Sat; F1A,F1B,F1C Sun
10.
11. Selected contest for 1991 US Team Selection Program
12. Americas Cup points awarded

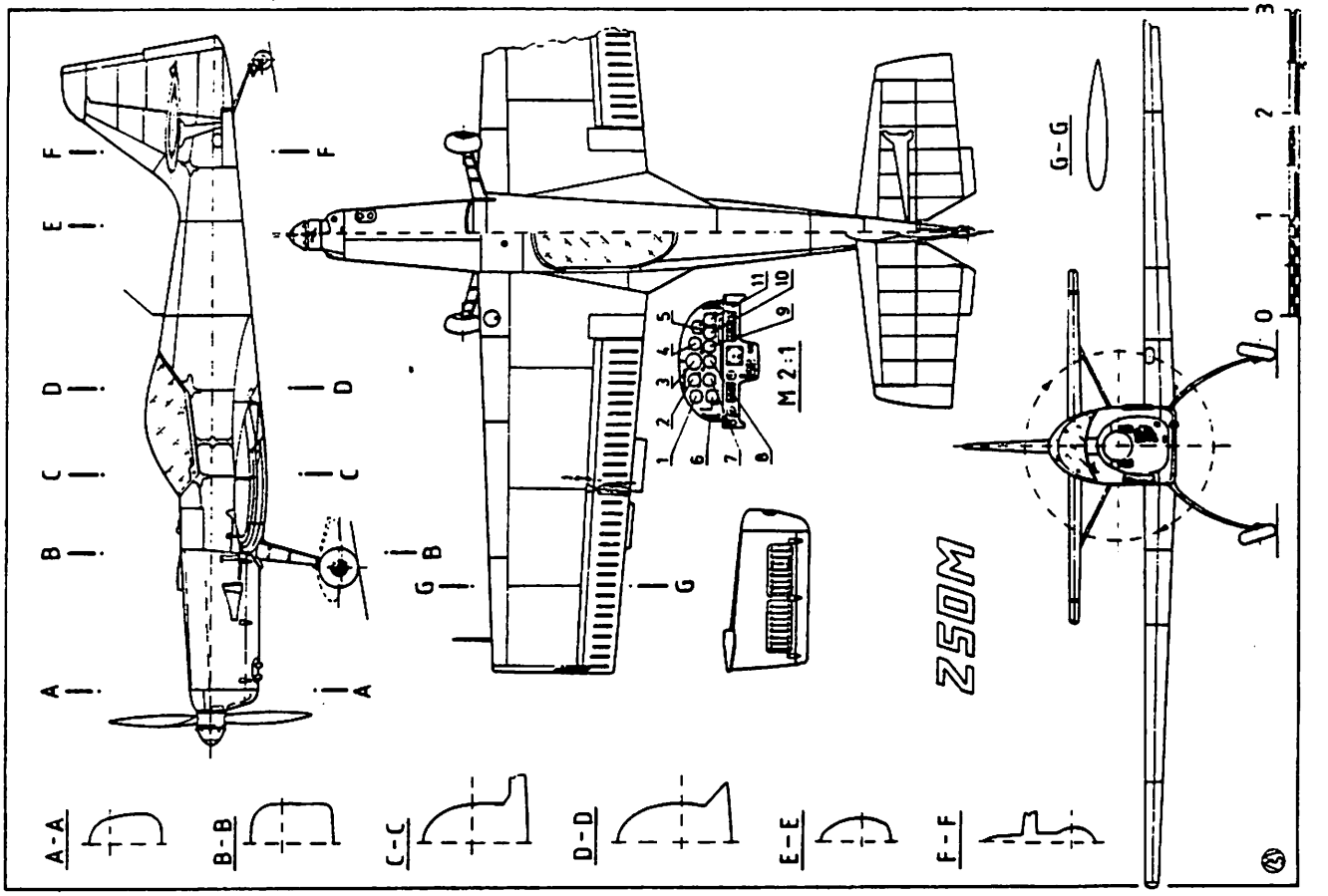


Peanut Scale ZLIN Z 50 M, from *Modelar* via *Fritflyvninge-Nyt*

Peanut scale ZLIN Z 50 M

Further demonstrating the quality of models and modeling publications in other lands is this Peanut Scale version of the Czechoslovakian ZLIN Z 50 M. The Peanut plan originated in the Czech magazine *Modelar*, and our drawing was copied from the March 1990 issue of the Danish newsletter *Fritflygnings-Nyt*, which is edited by Jergen Korsgaard

There was no descriptive text with the ZLIN drawings, which is just as well, because both Czech (the language of *Modelar*) and Danish (the language of *Fritflygnings-Nyt*) are totally incomprehensible to me. But the drawings transcend language!



FLYOFF Subscriptions & Renewals

Subscriptions: *FLYOFF* is published quarterly for active (dues paid) Skyscrapers. Others may subscribe to a minimum of five issues at a rate of $2.00 per issue in North America ($10.00 minimum) or $3.00 per issue overseas ($15 minimum). Payment must be in US funds drawn on a US bank, and payable to "Brooklyn Skyscrapers."

Guarantee : All payment go into escrow and only when an issue is mailed is $2.00 ($3.00 overseas) withdrawn. Thus, if an issue is not published for any reason, funds are available for refunds.

Expiration: Your subscription expires with the Round Number code at the bottom of your address label. If that number is 10, this is your last issue. If you are an active Skyscraper, please pay your dues. If you are a non-member, please send appropriate payment.

Articles: We also seek your contributions (letters, articles, drawings, ideas, etc) that would interest other free-flight modelers. Unfortunately, we cannot pay in any currency other than the heartfelt gratitude of the Skyscrapers and all other *FLYOFF* readers.

Mail coupon to:

FLYOFF
c/o R. L. Hatschek
316 Grosvenor Street
Douglaston, NY 11363
USA

Enclosed is $_____ in US funds (payable to the Skyscrapers). Please enter my subscription starting with the (Check one) current issue___, Next issue___, Extend present subscription___

Name_____

Address_____

_____

Contest results

Skyscrapers May Monthly – Bob Lipori, CD

Galeville, May 13, 1990 — Turnout was poor due to a combination of factors that conspired to keep most contestants at home: It was Mothers' Day. The weather forecast in the New York area called for rain and high winds. And it rained like hell on Saturday. Actually, Saturday's rain was what saved Sunday by falling ahead of time. Then the major portion of the storm passed well away from Galeville, where Sunday's weather turned out cool (50s), calm, and with only intermittent showers. A fair number of hardy souls showed up, but most seemed more interested in testing and trimming new birds than in serious competition. Results for the events in which official flights were made:

Catapult glider		1/2A		P-30U	
R. Delinski	154	W. Buss	327	R. Hatschek	360
R. Hatschek	86			W. Buss	310
Mulvihill		**PW-30**			
R. Hatschek	120	R. Delinski	1724		

Skyscrapers Spring Meet – Victor Gagliano, CD

Galeville, May 26-27 — Again many potential competitors were faked out of coming by dire weather predictions that once again proved meteorology to be far from an exact science. Saturday was overcast but mild in both temperature and wind velocity, and the field was damp but not drenching. Sunday dawned behind a heavy veil of fog that delayed the Dawn Mulvihill event until 9:30. Typically, the fog presaged a good day that saw increasing sunshine and breezes from zero to not very much. Results:

F1A (6)		F1B (7)		F1C (9)	
C. Gagliano	1209	C. Pelatowski	1156	R. Gutai	1320
R. Sifleet	1182	F. Blom	1139	D. Mateer	1314
F. Hendriks	1047	G. McGlashan	1090	R. Sifleet	1261
V. Nippert	994	R. Ioerger	1080	E. Keck	1243
A. Schloseberg	736	W. Buss	1072	G. Morris	1168
1/2A (13)		**PW-30 (4)**		**HLG (10)**	
D. Yokel	360	V. Nippert	2171	C. Ott	307
P. Ferrara	350	J. Bocckinfuso	1886	T. Ioerger	260
T. Kerr	340	W. Buss	1706	L.Pelatowski	227
J. Bocckinfuso	328	A. Abriss	1446	J. Bocckinfuso	206
W. Buss	312			J. Pailet	159
Cat Glider (6)		**P-30 (8)**		**Dawn Mulv (11)**	
D. Acton	180	F. Blom	360	J. Williams	296
W. Colish	164	W. Buss	359	R. Hatschek	293
R. Delinski	144	V. Nippert	356	D. Acton	186
R. Hatschek	59	H. Cox	350	F. Blom	166
		J. Walsh	292	W. Buss	155
Jr-Sr 1/2A (3)		**Jr-Sr Cat Glider (2)**		**Jr-Sr HLG (6)**	
G. Yokel	297	J. Gagliano	78	M. Gagliano	130
J. Yokel	131	G. Abriss	62	C. Lippman	82
				J. Yokel	76
Jr-Sr P-30 (2)		**Jr-Sr PW-30 (1)**		R. Ioerger	57
Amy Pelatowski	322	D. Colish	871	G. Yokel	56
R. Ioerger	309				