Established 1936
SKY-SCRAPERS BKLYN NY
AMA Club Charter 470

FLYOFF

Round 16 / Winter 1991

The SKYSCRAPERS Quarterly

Edited by Bob Hatschek

What's Up? — XVI

1991 is winding down—WOW!

Skyscraper club stationery used to proclaim that we are "The most active club in the East." That line was dropped when we passed our 50th birthday and it was decided that a simple statement of longevity was sufficient crowing. But omitting that old slogan didn't alter the fact. And the 1991 season should prove it!

Once again in 1991 the Skyscrapers ran nine FF meets at Galeville open to all. We ran one day at the 1991 Nats, and participated in planning the 1992 Nats. In individual competition, we had as good a year as any—with such high points as winning the SAM Championship at Jean and sweeping the top three places in F1J at the Nats in Lawrenceville. We hosted a delegation of Russian free-flighters. And *FLYOFF 16* completes our fourth year of publication. But surely the most significant Skyscraper achievement of 1991 was the Galeville Manicure (see page 6)!

Credit for all of these successes belongs to individuals, whose identities have been reported in these pages. But know this: I'm proud to be a member of the most active club in the East!

The 25th International Challenge

We really lucked out on weather! The rain poured down on Friday (Oct 11) afternoon and evening, and the forecast was for clearing Saturday afternoon with winds picking up later that day and Sunday—with more rain predicted for Sunday afternoon. That official prediction may have cut attendance, but, thank the Lord, it was wrong! Starry skies greeted early risers on Saturday, and the wind was reasonably light to moderate until mid-afternoon on Sunday. Not perfect, but you couldn't really complain.

With the first official round (F1A, B, C) scheduled for noon, Saturday morning was excellent for last minute trimming—unless you were too busy examining and admiring the models brought by our Russian guests. And the Russians might have done better to do more flying and less of the polite demonstrating and explaining they were forced to do by the many curious modelers. In general, it was a very relaxed contest, and a very pleasant one.

Results of the Challenge (below) were certainly international. F1A was won convincingly by Alexei Yegorov, who demonstrated not only the benefits of Nordic bunting but also an uncanny knack at picking good air on an unfamiliar field. First and second in F1B went to Canadians Jim (Lefty) Brooks, whose Sinistrorse Mulvihill was published in *FLYOFF 15*, and Gerry McGlashan. Top five spots in F1C were determined in the first round when Ohioan Gil Morris was the only one put in a perfect total, while the next four flyers maxed through all subsequent rounds.

The mini events were all well contested, but lacked any international flavor this year.

The Russians

Fellow Wakefield flyers Ron Felix and Vladimir Feodorov met at a meet in Hungary last year. Subsequently Ron suggested that the Skyscrapers invite a contingent of Russian modelers to participate in our 25th International Challenge—all of which has been published in previous issues of *FLYOFF*.

Well, the visit really took place. And the three Russians are

[Continued on page 3]

25th Skyscrapers International Challenge

Galeville, NY, Oct. 12-13, 1991—Vito Gagliano, CD

F1A — A2 Towline (5 flyers)

1	Alexei Yegorov	180	138	180	180	160	116	180	1134
2	Ed Pelatowski	101	180	115	159	148	178	180	1061
3	Vic Nippert	180	180	95	151	87	180	156	1029
4	Aram Schlosberg	50	161	88	178	148	180	180	985
5	Kevork Fags	63	180	128	121	180	113	60	845

F1B — Wakefield (17 flyers)

1	Jim Brooks	180	180	180	180	191	180	180	1271
2	Gerry McGlashan	175	180	150	180	210	180	180	1255
3	Jack Minassian	180	140	162	180	210	159	180	1211
4	Ron Felix	180	180	180	180	177	180	114	1191
5	Bill Buss	126	180	180	174	168	180	180	1188

F1C — FAI Power (7 flyers)

1	Gil Morris	180	180	180	180	240	180	180	1320
2	Mirek Hrycak	132	180	180	180	240	180	180	1272
3	Ed Keck	107	180	180	180	240	180	180	1247
4	Ed Hopper	72	180	180	180	240	180	180	1212
5	Vassily Tkachenko	51	180	180	180	240	180	180	1191

F1G — Coupe d'Hiver (6 flyers)

1	Bill Buss	116	120	79	120	120		555
2	Bob Hatschek	120	120	120	120	70		550
3	Walt Rozelle	86	41	120	120	105		472
4	Jack Rice	74	120	107	70	59		430
5	Art Phillips	70	72	120	82	68		412

F1H — A-1 Towline (4 flyers)

1	Rod Ioerger	120	119	120	87	120	566
2	Jack Nix	106	120	120	59	88	493
3	Jean Pailet	120	120	64	56	116	476
4	Ed Pelatowski	76	120	0	120	46	362

F1J — FAI mini-power (7 flyers)

1	Jack Nix	120	91	120	120	114	565
2	Dave Rounsaville	120	89	120	120	107	556
3	Dick Delinski	107	120	120	81	120	548
4	Jean Pailet	120	120	73	109	120	542
5	Tom Kerr	110	120	114	102	93	539

Hand Launched Glider — German Flight Rules (8 flyers)

1	Larry Pelatowski	31	31	60	39	52	23	60	46	56	58	332
2	Art Ellis	37	52	34	60	40	43	60	18	60	50	325
3	Jean Pailet	22	28	38	60	41	36	45	28	21	34	254
4	Dan Aggers	—	—	60	45	14	51	10	4	60	—	240
5	Rod Ioerger	26	18	19	11	60	13	7	60	20	28	213

Nats Planning for '92

by Jean Pallet, the Skyscrapers

There I was, spending a quiet evening at home in mid-September, when out of the blue (actually out of Wisconsin) comes a phone call from NFFS President Tony Italiano. Did I know that the AMA was planning an old-fashioned all-categories (RC, CL, and Indoor and Outdoor FF) Nats for 1992? No, I didn't! And guess where. Okay, I give up. Where? Why right in your own backyard, at Westover AFB, Chicopee, Mass! Dates are June 20–28, 1992. And could I go up there on Sept. 21 to represent NFFS at the Nats Planning Meeting? Why, sure, I'd be glad to.

Now you know the background for what follows: How the event scheduling and field layout for the '92 Nats came to be—and who to throw rocks at if your favorite event(s) aren't on the days you'd prefer.

Having been thus anointed to carry the ball for the entire Free-Flight community, the first thing I did was to get somebody to join me (to share the blame). That somebody was George Armstead of Glastonbury, Conn. In addition to being a calm and reasonable person, George offered several unique qualifications: He CDed the last SAM Champs at Westover, is intimately familiar with the field and knows the Base Manager quite well, and he has a more current knowledge of Indoor FF and the proposed site (the Base Hangar) than I do. Thus reinforced with an able partner, I attended the meeting on Saturday morning Sept. 21, 1991.

In addition to our two-man FF contingent, attendees included various facets of Radio Control and Control-Line, various members of the Nats Management Committee (including Sandy Frank for FF), the Westover Chief of Airfield Management, AMA's Nats General Manager (Chip Smith), and AMA Executive Director Vince Mankowski.

Our first activity was a detailed tour of the base with many stops and enroute discussions of what events would best fit where. George's knowledge of Westover's layout and terrain was invaluable in our efforts to accommodate the sometimes conflicting needs of the various modeling categories. Due to the somewhat cramped space available, there inevitably will be some problems during the contest, but all present worked conscientiously and cooperatively to make the best of a less-than-ideal site. For instance, the new light fixtures at the Indoor site have a rigid support, as opposed to the earlier chain-hung fixtures. Getting them out of the way will be a problem—and may be impossible—but base personnel assured us that they would try.

After the tour, the group met to work out the scheduling of events—day-by-day and category-by-category. In order to keep the first Saturday (6/20) and the last Sunday (6/28) open as "travel days," I worked towards keeping all of the Free-Flight events (both Indoor and Outdoor) within a Sunday to Saturday framework. Another self-imposed restriction was to schedule "similar" events on different days. For instance: Outdoor rubber events are on separate and consecutive days; the mini-FAI events (A-1, Coupe, and F1J) are on separate and consecutive days; F1J and 1/2A and A-gas are all on separate days; A and B electric are on separate and consecutive days; Payload and Cargo are on separate and consecutive days. Now, obviously there will always be some flyers who'd prefer to have more of "their" events grouped on a single day for whatever personal reasons they may have. Also obviously, there is no "right" or "wrong"; it is simply a judgment call—and we used our best judgment. All I'm trying to impress upon you is the amount and type of thinking, concern, and consideration that went into the final schedule.

Another serious concern was the flying of RC Helicopter on Tuesday (first day of Outdoor FF) in an area fairly close to and probably downwind from the likely FF launch site. That's the reason for scheduling only three relatively "tame" Outdoor FF events on Tuesday (6/23), the first day of Outdoor FF activity. Also considered and accommodated was scheduling two of the highest-entry outdoor events (Coupe and 1/2A gas) on Saturday—hopefully to accommodate the largest possible number of Free-Flighters.

Another parameter considered was the Scale Judging requirements for ALL categories (including RC), which somewhat dictated the schedule for Indoor and Outdoor FF Scale flying dates. However, note that the Outdoor Scale contestants have a choice of flying on Monday afternoon (6/22) and/or on Tuesday morning (6/23).

So there you have it. That's how the 1992 site layout and event schedule were determined. They are the result of a lot of forethought (discussions were held with a number of free-flighters before the meeting), much time and effort, and serious discussion, consideration, and compromise by a group of dedicated individuals. I hope you'll be reasonably satisfied. If not, YOU can try to do it better next time!

1992 Nats Schedule for Indoor Free-Flight

Sunday 6/21	Monday 6/22	Tuesday 6/23
8am—2pm	8a.m—Noon	8am—Noon
Inter. Stick	Peanut scale	Lite PennyPlane (J)
Manhattan	Rubber scale	Noon—5pm
2pm—8pm	Bostonian-14g (J)	PennyPlane
HLG (J)	Noon—8pm	EZB
	F1D	5pm—9pm
		F1D

1992 Nats Schedule for Outdoor Free-Flight Events

Tuesday 6/23	Wednesday 6/24	Thursday 6/25	Friday 6/26	Saturday 6/27
CO_2	A-gas	B-gas	C-gas	D-gas
Payload	HLG (J)	F1J (J)	F1H (Nordic A1)(J)	1/2A-gas (J)
Catapult glider (J)	F1B (Wakefield)	F1A (Nordic A2)	F1C (FAI Power)	F1G (Cd'H)
	Cargo	Mulvihill	P-30 (J)	
	A Electric	B Electric		

Note: FF Scale events (Peanut (J), Rubber Scale, Gas Scale) are to be flown **Noon to 4pm Monday 6/22 and 8am to noon Tuesday 6/23**

(J): Events to be flown in two age groups: Jr only and Sr–Open combined

[Continued from page 1]
delightful, friendly, good-humored young men with a remarkable dedication to our favorite sport and hobby—like free-flighters anywhere! All three currently live in Moscow, are family men, and are members of the Moscow Aeromodeling Club, and all are Soviet Masters of Sport. The three are Alexei Yegorov (flying F1A), Vladimir Feodorov (F1B, see three-view, below), and Vasily Tkachenko (F1C). Only Vladimir speaks English, but we all understood each other in every sense.

Born and raised in Leningrad (recently renamed St. Petersburg), Alexei has lived in Moscow since 1985, and teaches modeling in a sport/technical institute where he is continuing his own education. Vladimir is employed as a trainer/coach to all Soviet modeling teams involved in international competition, and often serves as team mechanic. Vasily is a native of the Ukraine (born in Krivoy Rog) now teaching aeromodeling at the Aeroclub for ZIL auto factory workers in Moscow.

The Russian trio arrived at JFK Airport via Aeroflot from Moscow on Wednesday, Oct. 9. They were met by Ron Felix, his wife Shirley, Al Abriss, and Bob Hatschek—and all retired to a JFK bar for proper greetings, refreshment, getting acquainted, and to allow evening rush-hour traffic to subside.

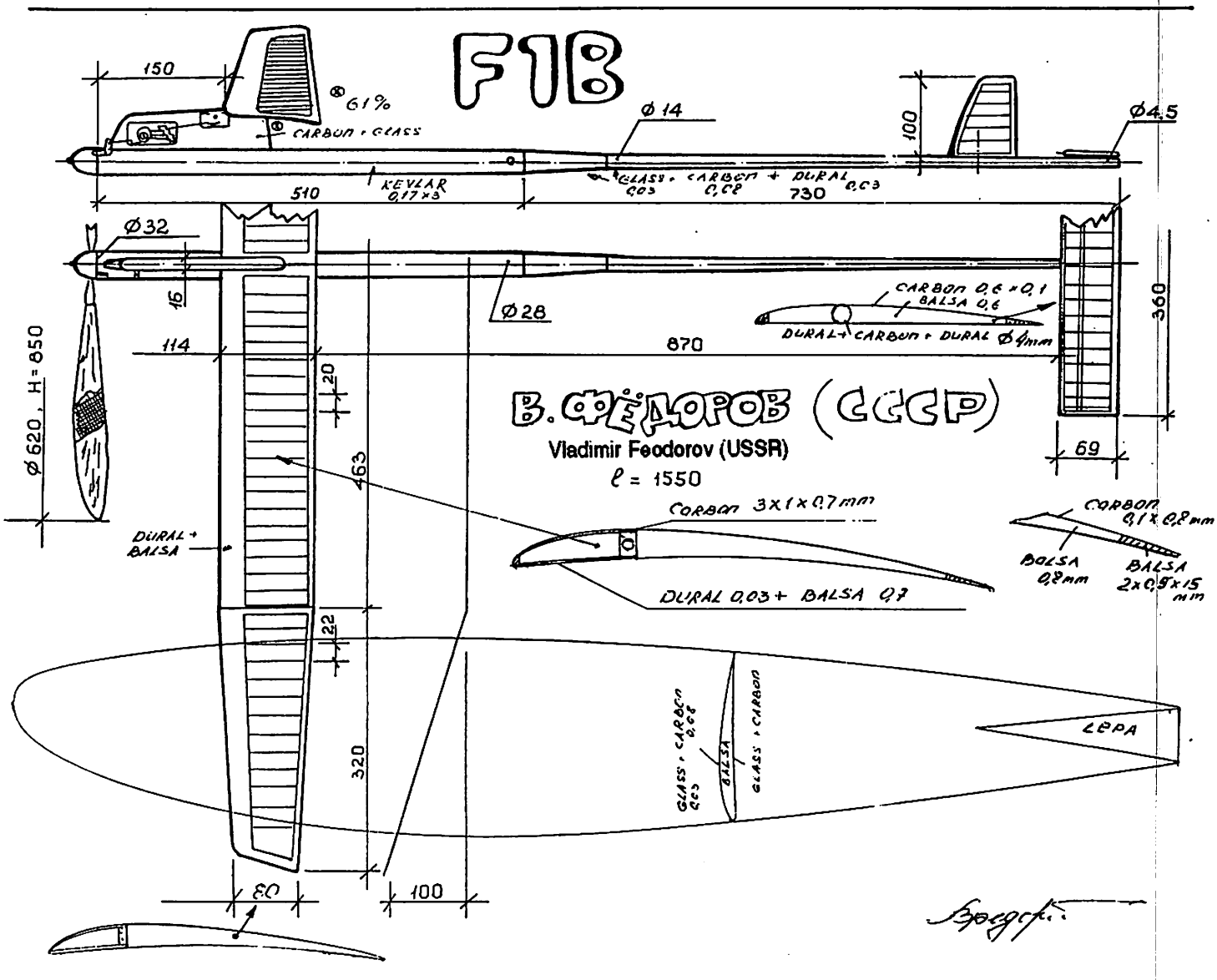
Ron and Shirley then took the Russians home to Solebury, Pa., (they had rented a van for the occasion) for a day's R&R, and on Friday brought them all up to Galeville. The Skyscrapers held an "open house" for all modelers at the Super 8 Motel on Friday evening—the club's regular meeting night. Bottles and model boxes were quickly unsealed and the "technoparty" proceeded into the rainy night. Nobody complained about the scheduled first round start at noon on Saturday.

The Russians flew well but, like everyone else at the Challenge but one flyer, each showed the human capacity to goof, as shown in the results (page 1). In F1B Feodorov dropped out of the money to 7th with a bad prop fold in round 7.

The Baltimore Aerocraftsmen (led by Bob Sifleet, Dave Lacey, Vince Croghan, and Ed Hopper) hosted the Russians for the next few days, showing them the Baltimore Aquarium, the United States Capitol, the Lincoln and Vietnam Veterans' Memorials, the National Air & Space Museum, and AMA HQ—among other things.

On the way back to Solebury, Vladimir, Aleksei, and Vasily stopped in Philadelphia and explored the possibilities of setting up an American importer for Russian model products, such as they had brought with them. *FLYOFF* will keep you posted on this.

And then they departed via JFK on Friday, Oct. 18,—but not before expressing profound thanks for the cordiality and hospitality shown by their new American friends, and a fervent hope to return next year.



The 1992 Skyscrapers annual banquet

Bob Langelius reports that the high point of the Skyscrapers' social calendar — the annual dinner — will be held on Saturday, March 7, 1992, at Manero's Steak House in Greenwich, Conn. The party starts at 3:00 in the afternoon, and dinner is scheduled to be served at 5:00.

Those who attended last year or the year before will recall that the location is quite convenient—even for members spread out over four states. Once again we will have a private room and drinks will be available at a cash bar.

The dinner menu will include your choice of filet mignon, chicken Florentine, or the fish of the day. Price will be $18.25 per person, including gratuities. You DO NOT have to make an advance menu selection nor even pay in advance. Just show up! But it would be greatly appreciated if you would call Bob Langelius (914/949-6083) in advance to tell him how many are coming and what they prefer to eat.

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

But report your 1991 scores first!

One feature of the banquet will be presentation of the Skyscraper Annual Awards: High-point trophies for the three most successful contest flyers in the club for the past year; the Royal Order of the Purple Shaft to the Skyscraper who demonstrated the worst stroke or string of bad luck in 1991—whether 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 along your comments to the "selection committee."

It should be noted that the Outstanding Skyscraper Award can be presented for virtually any type of modeling achievement. In the past it has recognized outstanding service to the club, impressive improvement as a builder or flyer, high placing in world championship competition, and other achievements.

The point system was detailed in *FLYOFF Round 9* and all members who competed in any free-flight event during the year should report their placings at every contest to Jean Pailet (30 Emerson Rd, Brookville, NY 11545). Your information must be in Jean's hands no later than Jan.31,1992!

Loose Notes on the Contest Schedule

Complete results of the 1991 Monthly Contest series will be presented in *FLYOFF 17*—there just isn't space in this Round.

Several Skyscrapers are planning a trip south this winter—to the King Orange International in Palm Bay, Fla. Dates are Sat, Dec 28, to Mon, Dec 30. For full info (event schedule, motels, map, etc) send an SASE to the CD: Jon Ramsden, 730 Badger Dr. NE, Palm Bay, FL 32905 (Phone: 407/725-2399).

Details are not yet available, but it's reported that the 1992 NFFS NosGas Championships will be held in conjunction with the USFFC at Lost Hills, Calif, next Labor Day weekend. In the past, the USFFC has always been held on Memorial Day weekend.

The 1992 Calendar will be published in the nest Round of the *FLYOFF*—IF CONTEST SPONSORS send in the information as soon as possible! We don't need every last detail, but, as soon as you decide on the date and the location of any free-flight contest that's open to all comers, please, notify *FLYOFF*. We try to list all FF meets within 500 miles of New York plus a few specials outside of this radius that are likely to be attended by flyers from the Northeast (such as the Nats, Team-Selection Finals, SAM Champs, USOC and USIC, etc). The info we need is: Name of meet, date, site, type of events (we don't have space to list all events), and the name, address and phone number of someone who can provide details. Please do it soon!

Lost & Found

Long Island has lost two Skyscrapers to warmer climes in the past few months. But they're keeping in touch! Their new addresses:

Jim Boccinfuso
112 Pinecrest Circle
Moneta, VA 24121
Phone: 703/721-5703

Bob McDow
Craycroft Gardens, Apt. J12
5402 East 30 Street
Tucson, AZ 85711
Phone: 602/790-3612

More serious losses. . .

. . .were suffered by Jim Boccinfuso and Tom Waddington. Jim's father, James V. Boccinfuso, who was an active Skyscraper back in the early 1950s, passed away during the summer. And Tom's wife, Dorothy, succumbed to cancer in October.

FLYOFF and all of the Skyscrapers offer their sincerest condolences to Jim and Tom for their tragic losses.

Show your ID — ON THE PLANE!

by Nat Comfort, The 'loser'

At the recent EFFC Championships at Galeville in June, I lost my .020 Strato Streak on a very long and windy third max somewhere beyond the horse farm — or so I thought. As it turned out, it was on the farm. One of the employees found it the next day and his wife phoned to notify me.

In the course of our conversation, she mentioned that they find a lot of airplanes, but not many have names on them!

Now I know that every free-flighter puts his name and address on his models — but not always where it's instantly visible and obvious. Some guys seem to think it's not cool to have a name tag sticking out in the open, so they hide it on the saddle under the wing, or inside the cabin on a cabin-type ship.

Guys, when Joe Public picks up your airplane he doesn't know he has to take off the wing to see your label. he doesn't even know the wing comes off., or what those rubber bands might be for. A few years ago, one of the neighbors near the white barn at Galeville brought back my 450-sq-in. A job completely assembled in the back seat of a Chevy Nova. Said he had a heck of a time loading it in. Small wonder!

AMA rules make it mandatory for owner identification to be on or in the model (doubtless for insurance purposes if it does any damage) in addition to the AMA number. But if all Joe Public can see is the number, he has no idea of what it means or how to trace it to its owner.

The best location for a label is on the side of the pylon or, on a cabin job, on top of the fuselage just behind the wing. Nice looking lables are very inexpensive. I use the metal foil type advertised in every Sunday newspaper. The ink on them comes off easily with fuel, but when you iron a patch of transparent Monocote over them, they become indestructable. One of my 1/2A models was in the woods at Galeville for four years. The wing and tail were eaten by

animals or insects, the engine and timer were two piles of rust — but the label was still intact and legible!

*[**Editor's note:** Confirming Nat's point, I once knew of a model that sat in the finder's living room for something like six months — until the wing rubber finally rotted and the wing popped off. Then they phoned the proud owner.*

Also, I have seen printed labels on which the ink had faded out completey. Sunlight is very strong radiation! My favorite label has long been Jap tissue with the info typed on in an ordinary typewriter. This is then doped onto the model in some conspicuous place. That ink doesn't seem to fade. Or you can type your ID onto the tissue and then use it to cover the model. But be sure you put the ID over a solid balsa area so it can't get ripped. — The Editor]

The (Supposed) Advantages of Delayed Prop Release (DPR): Fact or Fallacy?

by Bob Meuser, Oakland Cloud Dusters

The prop is locked with the blades feathered. You chuck the model straight up with all your might. A little before the model reaches the highest point to which your chuck will carry it, say 25 ft, the prop is released and the model climbs into the blue. Clearly, you get 25 ft more altitude than you would have without the DPR—the envy of your peers (envy beats love, respect and admiration any day!) and countless gorgeous maidens swooning at your feet.

Well, maybe it isn't all that "clearly."

For the purpose of argument, let us suppose that our state-of-the-art Wakefield will VTO on the initial power burst. And suppose that the prop lock releases just as the model reaches max altitude, say 30 ft, when the vertical velocity has dropped to exactly zero. The model then "VTOs" from that point. Now we compare the performance with that of the same model without the DPR VTOd from ground level. Clearly—and I really mean it this time—the model with the DPR will end up 30 ft higher than the non-DPR model. And, besides, the second it takes before the prop starts chugging adds just that much to the flight time.

But is this a fair comparison? I think not! Even without a DPR we don't VTO our models, we chuck them. If the velocity of the chuck is the same in the two cases, then the energy imparted to the model in the two cases is the same. And if the same rubber is used, then the energy derived from the rubber motor is the same in the two cases. And it follows that the total energy available for hoisting the model—the sum of the two—is also the same. And so is the altitude attained.

Well, that's simple enough. But, in fact, it's a bit too simple to be accurate. I ran it past George Xenakis, Hewitt Phillips, Hank Cole, and Bob Hatschek and they were quick to point out several deficiencies. And I doped out a few myself. So here is the upshot. I didn't run it past them a second time, and I didn't necessarily accept all their criticisms, so if there are still holes in the theory it is my fault, not theirs.

The most glaring fault is that it is not possible to chuck a conventional non-DPR model as hard as a DPR model. Score a large one for DPR.

Other differences in performance are attributable to how the energy is expended in the two cases. Hopefully, most of the available energy is expended in simply lifting the model. The rest goes into drag losses and propeller losses. During the first two or three seconds of the flight, the flight profile of the two models must be a little different; it follows that the drag and propeller losses are also a bit different.

The prop is designed, or has evolved, for maximum efficiency during the middle part of the power phase of the flight. At either end, then, the efficiency muts be lower. For the DPR model, the forward speed is very small when the prop starts turning. Under such conditions the prop efficiency must be poor. (Recall that the prop efficiency is zero when the forward speed is zero.) On the other hand, the non-DPR model is launched at a speed greater than its normal speed during the early part of the climb, and so the prop efficiency is lower than that for the design condition. However, prop efficiency suffers far less from a forward speed that is too high than one that is too low. But that difference affects only a small fraction of the power phase and depends on the details of the model design and trim. So score one, a tiny one perhaps, for non-DPR.

During the first part of the flight the DPR model moves faster than the non-DPR model, and so the drag losses are greater. Again, score a tiny one for non-DPR.

So it appears that the potential advantage of the DPR is far less than that resulting from adding the chuck altitude to that attained without the DPR. And that potential advantage might be outweighed by the potential unreliability of the complex DPR mechanism. That's a personal judgment. If you judge the reliability to be unimportant, the time to build one or the cost of buying one to be insignificant, it gives you warm fuzzies to know that you are doing The Right Thing, and you are real big on gorgeous maidens aswooning, then by all means go for it.

There is a way to gain the advantage of the greater launch velocity that is possible with the DPR while avoiding the potential decrease in prop efficiency and increase in drag loss mentioned earlier: Simply use the DPR with a zero time delay!

The editor comments:

The above article is presented here with virtually no editing changes other than a few adjustments in spelling, punctuation, and grammar. Meuser, a physicist after all, gets full credit for the physics. He did run the initial version past those named, and he did adjust some of his logic. Basically, I feel he's right, but I have no way to put comparative numbers to the relative merits of the two schemes.

I may differ with some of his qualifying words, however. I do not "judge reliability to be unimportant." Rather, I judge it quite possible to devise a mechanism of sufficiently high reliability—even despite its required complexity.

One fact the author fails to include is that at least one British builder of advanced Coupe d'Hiver models has used both DPR and IPR (Instant Prop Release), which is what Meuser proposes. I am not familiar with the models nor their mechanisms, but they are significantly simplified by using props with very long outrigger hubs and paddle-like blades that stay clear of the wing on folding. Thus it is not necessary to hold the blades feathered or even extended for launch. A very simple and reliable prop release initiated by release from the launcher's hand is thus possible. As *FLYOFF* readers know, however, this is not compatible with my high-aspect props.

***FLYOFF* would be delighted to publish any additional reader comments on this subject in future issues.**

The Editor

From Italy—Another friend we haven't met yet

[The following letter was recently received by Al Abriss from a longtime FLYOFF *reader in Italy. It has been edited slightly, only to conserve space . it's worth sharing! —Ed.]*

The day I received your videotape I arranged a couple of hours completely free in the evening so I could view and enjoy it in complete relaxation. I inserted the cassette in my player, but nothing happened. Just a bare grey screen. Overoptimistically, I thought a VHS cassette could be used in any VHS player. Rather, VHS is only a format specification, and USA and European recording systems are different.

To view your tape, it had to be transferred from the US system to the European PAL system. It was not easy to find someone to do the job, but my wife learned that a friend's husband was professionally involved in hi-fi, TV and similar activities. He converted the tape, and I was able to view it at last!

I really enjoyed it, even if the colours had been altered a bit by the transfer. I find it is very well done (including the soundtrack). As *FLYOFF* said in its review, it is evident it is a modeler's work. It really shows the world of free flight from inside. Though quite different, the 1947 Plymouth International piece at the end is also interesting. A look into a big American contest of post-WWII era.

After viewing the cassette several times myself, one evening all the local free flight modelers (we are a rather small community) gathered in my living room to watch the Skyscrapers fly all sorts of models. It was a very pleasant evening for everybody.

Thank you also for the AMA decals. I am sending some Italian decals: One from the Aero Club d'Italia *[Equivalent to NAA.—Ed.]* and three from SAM-ITALIA. Also a photo of myself with two of my O.T. gliders, the British "Lulu Mk II" by J. Barker (in my right hand) and the German "Habicht" by H. Antusch.

And, finally, thank you again for the invitation to fly with you if I happen to come to the USA. I would love it!

I was glad (and a little bit touched) that you wrote "your friend" before your signature. I like to do the same.

Your friend,
Franco Tavolato

[Franco refers to "Fifty years of Free Flight," *Alan Abriss' 50-minute videotape showing club activities from 1948, 1957, and 1989, plus 18 minutes of the 1947 Plymouth Meet in Detroit (reviewed in* FLYOFF Round 10*). The cassette is still available for $25 (or $20 for Skyscrapers) from Alan Abriss, 94-20 66 Ave., Forest Hills, NY 11374. Please add $3 for UPS delivery. — Ed]*

Resurrection of Galeville

Okay. "Resurrection" may be a bit too strong. Nonetheless, as many of you know by now, our irreplaceable Galeville flying site has been much improved over the past few months, and thanks are due to a small group of dedicated flyers. Four of the crew are Skyscrapers. The fifth is Bob Reinhard, local liaison with the FBI at the field and resident retriever of lost and wayward models for just about everybody who's ever flown at Galeville.

Prodded by numerous comments and tantrums by Jean Pailet and Aram Schlosberg, Ferdy Hendriks succeeded in getting the West Point people to talk to the FBI people and to agree between themselves that some "improvement" (from a free-flight view) was in order. Thereupon, Skyscraper President Dave Acton appointed Pailet to spearhead the site improvement activity while he initiated contact with the FBI manager at the field. Recognizing Bob Reinhard's extreme value as the "modelers' man on the spot," a meeting was scheduled with the FBI with Bob, Dave, and Jean attending.

"Courtesy" and "cooperation" best describe the mood of that meeting. Agreement was immediately reached that improvements were in order—so long as the environmental and endangered species aspects of the site were given due consideration, too. A total tour of the field via FBI Jeep followed, and a rough pattern of 30-ft-wide access paths, a northeast corner launch site, and selective tree and brush removals were agreed upon enroute. Back at the FBI compound, the agreed-upon grid of access paths was laid out on a map of the site, and a firm go-ahead was given—much to the delight of the modelers present. The FBI even provided the names of local contractors who had done past clearing work at the field as potential providers of the services to be initiated by the aeromodelers.

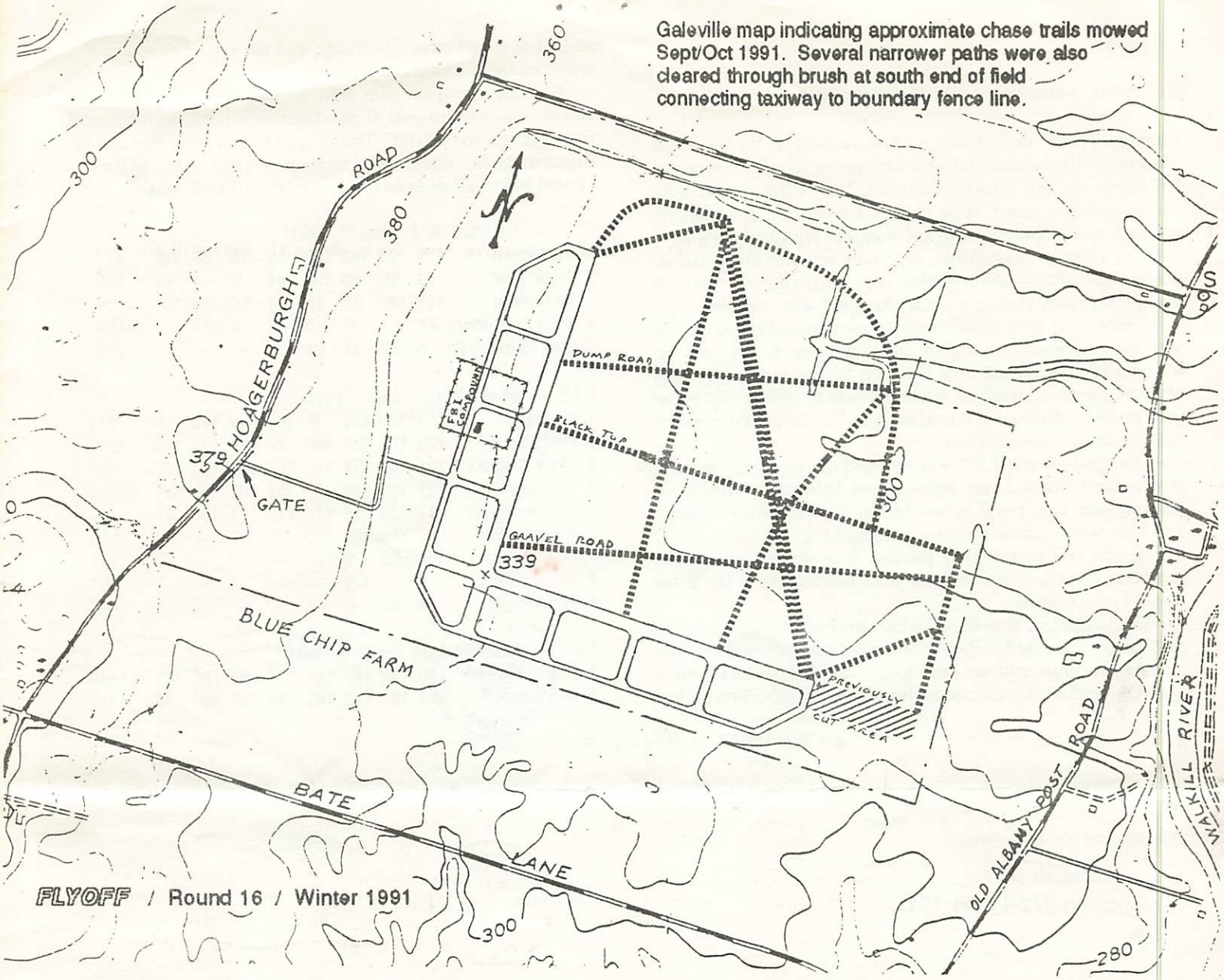
A landscaper himself, Skyscraper Miroslaw (Mirek) Hrycak volunteered to do all required tree-cutting. Acton and Reinhard, meanwhile, arranged to meet with the contractor on the field and got cost estimates for clearing the paths, the NE launch area, and some general brush-cutting.

The results have been sketched (approximately) on a map of the field. They vary a bit from the initial plan due to the need to make on-the-spot adjustments as the work progressed. Now included is a 30-ft-wide path roughly following the treeline at the eastern and northeastern boundaries. Another modification is a 50-ft swath running roughly SE to NW, which, in itself, provides the desired launch site in the northeastern area. In addition to the new retrieval trails, the old "dump road," the hard-top road, and the gravel road (all leading eastward from the north-south runway) have been cleared to 30-ft width or more.

The nagging perseverence of Aram, Jean, and Dave in the face of pessimism by others made the project possible. The special contributions by Bob Reinhard were invaluable. The dedication, time, energy, and enthusiasm donated by Mirek Hrycak—among other Skyscrapers—was especially noteworthy. One Skyscraper anonymously donated $1000 toward payment for the contractor, and several others contributed $100 apiece.

The surface in those trails is still rutted and rough. It's still a rugged chase. But it's immeasurably better than it has been. And those surfaces will improve with time. Continued manicuring will be required — which will be costly, but not as costly as the initial clearing. To pay for this, the Skyscrapers are establishing a field-maintenance fund—which will require constant replenishment. Therefore we ask all free-flight clubs that use the field to make contributions, and please make them generous. Whether this is done by assessing members an annual field fee or whatever means is used to raise the funds is, of course, up to the individual club. But it is vital! And we solicit further contributions from any individual free-flighter who flies at Galeville.

Contributions to the Galeville Maintenance Fund should be made payable to Brooklyn Skyscrapers, and should be sent to Tom Waddington (treasurer) at 3504 Carol Court, Yorktown Heights, NY 10598. All such funds will be kept in a separate account for the sole purpose of maintaining and improving what is certainly the most active free-flight site in the northeastern USA.



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Galeville Semifinal, CDs: Dave Acton. Bob Hatschek

Saturday (Nordic day) started with temperature in the 80s, high humidity, solid overcast and west wind under 10 mph. Some rain fell before the first round, which started at 10 a.m. Cold front passed in late morning, skies cleared, temperature and humidity dropped, wind shifted to NW and increased with fairly sustained gusts to 16 mph. Turbulence, especially after the front passed, was unbelievable — and a number of glider flights were back on the ground in less than 30 seconds after good zoom launches.

Weather for Wakefield (Sunday) saw temperature in the 50s and low 60s, bright sun, slightly abated turbulence, and winds up to about 18 mph veering from the north to northeast (a very poor retrieval direction, resulting in the decision to cut the first round max to 180). Still, several models were lost during the event or were returned to the field late.

The Power event (F1C) was canceled due to unexpected and unscheduled FBI training activities on Labor Day, which we learned about with less than two days' notice (Thursday evening). The facts were confirmed Friday morning (Aug. 30) and potential F1C flyers were contacted by phone. None showed up who had not been contacted, so we must have reached them all, either directly or indirectly.

The F1C event was then rescheduled for Sat, Sept. 14, (the day before the BAM Bash), and was run off without any hitches—but with only two participants. Several potential contestants who had been contacted earlier about the postponement had elected to attend other Semifinals, and the extra two weeks just wasn't enough for others to get ready.

Sept. 14 started out with solid overcast and a 10-12 mph NE breeze. Because retrieval in this direction is poor, the first round max was reduced to 180. This proved to be a wise move as all flights in the first three rounds were off the field. Later on the sky cleared and winds dropped to a low of about 3 mph from the east.

F1A — Nordic A/2 (Aug 31, 1991)

1 Vic Nippert	179	120	180	132	85	28	65	128	917
2 Frank Wolff	180	48	180	165	180	6	—	46	805
3 Bob Sifleet	125	180	58	25	24	56	165	131	764
4 Aram Schlosberg	47	62	86	20	64	78	49	47	453
5 Dom Gagliano (Jr)	6	180	21	53	0	—	—	—	260

F1B — Wakefield (Sept 1, 1991)

1 Bill Buss	158	180	180	76	180	180	180	180	1314
2 Fred Blom	175	100	180	180	72	180	180	140	1207
3 Vince Croghan	104	180	53	180	180	156	126	180	1159
4 Vic Nippert	113	180	180	107	163	102	93	101	1039
5 Rod Ioerger (Jr)	127	126	131	114	116	111	180	97	1002
6 Steve Landy	154	180	156	125	5	—	—	—	620
7 Dave Lacey	180	65	6	—	—	—	—	—	251
8 Henry Struck	8	—	172	—	—	—	—	—	180
9 Tom Ioerger	3	96	—	—	—	—	—	—	99

F1C — FAI Power (Sept 14, 1991)

1 Mirek Hrycak	180	180	180	180	180	180	180	180	1440
2 Bob Sifleet	180	180	180	180	180	155	180	180	1415