



FLYOFF

Round **35** Spring 98

The **Skyscrapers** every other year or whenever we get around to it, newsletter.

What's Up? XXXV

What's up, in the vernacular of the residents of the borough of Brooklyn..... er'.... "**nuttin**".

The year 1997 had to be the worst flying season the Skyscrapers ever had.

This is also the first issue of Flyoff in quite some time. Bob Hatschek is too busy with his editorial duties on a new publication, it's a real paying job! Good luck Bob, I hope we will at least get to hear from you on the flying field. I thought one of our other club members was supposed to take over the newsletter editor responsibilities but nuttin' has materialized yet. Maybe he *will* take over the editorial duties, but in the mean time I will attempt to keep the membership informed of the club activities. I am not a writer, I am a photographer and video maker. This is my first attempt at newsletter writing so please bear with me. I'm doing the bestest dat I can!

home.earthlink.net/~hgtv/skyspr.html

This is the address of the Brooklyn Skyscrapers web site. A history of the club and photos from the 1930's to the present are featured. Catch a ride on the thermals in cyberspace!

Galeville anyone?

The loss of Galeville put a serious dent, to say the least, on free flight in the northeast region of the US.

The Skyscrapers have not given up on Galeville. Bob Langelius, Larry Davidson, Jean Paillet, Arum Schlosberg and Alan Abriss met with AMA VP Wes Decou to discuss the Galeville situation. We suggested the AMA hire a lawyer who can figure out the best way for us to go forward legally in dealing with the government in regard to Galeville. We also discussed the AMA hiring a lobbyist to work for us in Washington DC.

A couple of local politicians Congressmen Benjamin Gilman and Peter King are sympathetic to our cause and Bob Langelius is seriously pursuing them in regard to Galeville. The Galeville pamphlet

designed by Bob and sent to various local representatives got these Congressmen's attention.



Look familiar?

Other places to fly?

Nope, nuttin' yet. Remember when we spoke, at our last club dinner, I told you I had hired a real estate broker to help us find a new flying field. We found a sod farmer who was willing to let us use his field if we paid him \$20,000 a year. This guy must have been a child of the sixties because he must have been on drugs to think he could charge that much.

On the up side, when exploring the Florida, NY, area with the real estate agent I saw a couple of other sod farms and in the next couple of months Jean Paillet and I will go back to the Florida, NY, area and try and talk to these farmers about using their fields. Maybe one of these guys will be sympathetic to our cause. I will keep you all up to date as our search continues.

Tuesday is Skyscrapers Day!

That's right Tuesday is Skyscrapers day at this year's coming Nationals. Four of our club members will be required to be in the official's tent at all times. We should think about having six or seven members available so that if any of us wants to fly we will have someone who can stand in for us in an

official capacity. Please consider being a volunteer, Jean Paillet is the Skyscrapers representative to the contest director. Please contact Jean if you want to volunteer; the more the merrier.

EFFC Returns....

The Eastern U.S. Free Flight Championships (after a two year hiatus) have returned, due to the efforts of Tom Kerr and Joe Wagner. Tom and Joe had been using a large farm in Maryland to test fly their models. They received permission from the owner, Tom Higgs, to use his field for one contest at the end of April, before the planting season begins.

The dates are April 25th and 26th at Tom Higgs farm, Ingleside, MD. To obtain a map and a list of area hotels call Tom at (410) 778-4939 his email address is ekerr@skipjack.bluecrab.org or Joe at (410) 778-3933.

Another Contest.....!

The sod farm in Rocky Hill, CT. is a very nice, 2 minute, "small model" field. Bob Langelius wants to have a Jimmy Allen contest. We could decide on a few other small model events, P-30, Pee Wee 30, 020 NosGas to name a few. SAM events could also be flown to accommodate all the SAM fliers who regularly use this field. Which brings us to our next topic....

Skyscrapers @ King Orange

The Skyscrapers club had good representation at this year's King Orange Internats Dec. 28-30, 1997. For those of us who could not be there, I asked a few of our club members who were to write down their impressions of the contest. First up are Vic and Tena Nippert....

Tena and I arrived on Dec. 26 in the evening with a light rain and heavy overcast portending things to come. El Niño was about to strike!

The next morning it rained so hard we couldn't see across the street from our hotel. Not to be dismayed we drove out to the field to survey the overgrowth conditions that had been the subject of contention regarding the FAI Team trials for the next Autumn. Much to our surprise and from what we could see through the flopping windshield wipers, the field was as good as it was at the last Trials and the previous King Orange meets. The Florida Mod-

elers Association had done an enormous amount of work clearing and mowing the usual launch areas and are intent on clearing even remote areas in the near future. Tena and I hit the Barnes and Noble bookstore on the way back to the hotel and stocked up on lots of reading material. I managed to find lots of good aeronautic stuff on sale so the day wasn't a complete loss.

The first morning was high overcast with a few spots of sun working through. I busied myself with flying FAC events and the day went quickly what with mass launch events and some endurance type stuff. Lift was good and got better in the afternoon. My little Mini 4 OT replica Kerswap didn't do too well in the morning due to getting weak charges from cold batteries (temps reached the low 60's in the afternoon), so I brought out my new Aerbo with a dual Mini 6 motor in it. It trimmed out in two flights and I charged it up and took officials with it. By the third official I had it dialed in. It reached about 350 feet on the 70 sec. motor run and was maintaining that height till it DT'd! Just missed a flyoff by one second in OT rubber with my usually dependable Miss Canada! Arrrgh!!

My little HARE embryo won its event for the third or fourth time and my Chambermaid won the Greve mass launch. The 15% rubber weight rule in mass launch events was in force and really limits the performance of the models. In order to get a decent flight you have to take the motor to near max turns and most guys tend to overdo it on the first flight so they either splat the model on launch or nick the rubber and break it when they are winding for the next flights. I've been using Dow-Corning lube on my rubber and it really prolongs the rubber life and gives added turns.

At the end of that day our faces were glowing with a neat sunburn/windburn. We also ran over to the Day's Inn at Palm Bay in the evening to have the scale entries judged. There was a better turnout this year but numbers would have been higher except that the MIAMA scale guys never showed. They had apparently had seen the weather reports. Those of us present tried to ignore them!

The next morning we arrived at the field about 9 o'clock, which seems a reasonable time for a civilized human on vacation to show up, only to be greeted by a line squall and ripping winds! That seemed to be a bit silly and a lot of us sat around talking sundry matters and solving world crises. Unfortunately, the FAI guys had started their first round and the few that didn't get off before the squalls had to get their flights in ferocious winds and drift. David Ellis lost his best F1A just before the big wind shift and he and his Dad lost it to the south in

the overcast. They had a tracker on it and recovered it the next morning. A few trophy hungry souls got in a few flights but at a considerable cost of lost or destroyed models. They canceled further FAI flying until the next day.

Our wind burn was considerably enhanced by the end of the afternoon. We returned to the Day's Inn for the evenings trade and swap shop that seems to get better every year.

The last day was a study in frustration. Although partially sunny, the wind started at about 15 mph and rose as the day continued. I flew a few events but my small scale ships just couldn't handle the ground turbulence. We scrubbed the WW1 mass launch and held a one flight dog fight for WW2. Just as I predicted, we got smacked by a gust of wind just as we launched and 4 of us ended up looping into the ground immediately. We placed according to our respective loop radii ! The day seemed to end with a whimper instead of a bang with most modelers leaving early and only a few staying around to pick up their trophies at the normal finish time.

That evening we got together at The Shack with Art and David Ellis, The Volmers and the Factors and some others for our annual New Year's dinner and had a great time. David Ellis had placed 2nd in F1A and was being treated to a full size glider flight the next day. Way to go Art!

We left on the 2nd of January and were immediately engulfed in bumper to bumper traffic on I-95 all the way through Georgia and decided to drive inland up to route I-81. Turned out to be the way to go. Will we go back next year? You betcha.

Thanks for the report Vic. Next up Jean Paillet gives us his version of the contest...

"I Never Left Home" was the title of a book Bob Hope wrote about his experiences entertaining U.S. troops during the war years. That title pretty well sums up my feelings about this year's trek to Palm Bay, Florida to attend the 44th annual King Orange contest between Christmas and New Year's Day. The climate and the flying conditions were pretty much what I'd have had to contend with had I simply remained *on* dear ole "LawnGuyLand" (and I wouldn't have had to have driven 1200 miles each way to experience them!).

After dropping my wife off in Charleston, S.C. (she went sight-seeing there for a few days), my girlfriend (Kayak, *our* Alaskan Malamute) and I proceeded farther south to Palm Bay, near Melbourne, FL. As it turned out, Kayak, with her full winter coat of fur was one of the few attendees who was properly dressed for this year's contest weather.

Incidentally, just in case you're wondering why the pooch came along, it's because she's trying to learn how to fly Paw Launched Glider.

The contest was scheduled for Sunday, Monday, and Tuesday (December 28th, 29th, and 30th). We arrived at Motel 6 (yes, they'd left the light on for us!) on Friday night with the expectations of using Saturday as a full day of test and trim flying. Ha!... it poured and blew up a storm all day! So my four-legged friend and I spent the day fulfilling an obligation to visit with friends and relatives about ten miles away. During the day fellow Sky-scrapers Jack Nix, Jim Bocckinfuso, and Larry Davidson arrived with their wives. That night, joined by many others (more on them in a minute) we enjoyed a good meal and great camaraderie at the Seven Seas restaurant. Located in a nearby shopping mall, it is operated by a displaced Long Islander, which always adds a friendly flavor to the meals.

Among the many attendees were Emmett and Betty Holt, and Joe and Jean Clawson. The Clawsons now reside in Palm Bay, only four blocks off the main route to the flying field. How 'bout that? Wouldn't you like to live merely a few miles from a 2-mile by 4-mile, perfectly flat, flying site with a built-in complex of concrete roads to use as chase trails?! Joe and Jean generously offered their home for socializing with their up-north visitors.

Arriving at the field at 7:00 A.M. the following morning (Sunday, first day of competition) we were greeted by temperatures in the low 40's, a heavily overcast sky, and a brisk breeze. Although it warmed up a bit as the sun broke through later in the day, the wind continued and the temperature reached only the high 50's. Experiencing two dethermalizer malfunctions that day made me especially appreciative of the huge size of the field; I happily (and luckily) retrieved both models while still on the field after an extended downwind chase! Little did we suspect that this was going to be the best of the three days.

One thing that became apparent that first day was the large turnout for the meet; the total number of entrants exceeded 100! Additional Sky-scrapers attending included Andy Barron and his regular youth entourage, Art and David Ellis, the Nipperts, and our Florida contingent of George Rivers and Frank Wolff. Other friends *and* notable fliers present included Gil Morris, Bob Perkins and wife, Penny, Joe Williams, and Charlie Murphy (late to the field every day, whenever he bothered to show up at all; and as usual, with each plane still under construction right up to actual flight time!). That night a large group of us gathered at "The

Shack" for another festive meal (as expected, Charlie Murphy arrived late!).

Day number two began with rain (heavy at times) and cold, and ended with sun and temperatures finally breaking into the low 60's.... and more wind! That day I didn't even bother taking an airplane out of the van! Due to a 90° shift in wind direction the launch site and contest headquarters had to be moved around mid-day. Unfortunately, the location chosen was upwind of the power lines near the field's western boundary. This resulted in many of us arbitrarily moving to our *own* launch area slightly downwind of the power lines. That evening our group of frustrated fliers again gathered for a festive meal at the Seven Seas and then adjourned to the MECA (Model Engine Collectors Association) "COLLECTO" which is held each year during the King Orange. As usual, it was at the Palm Bay Day's Inn, and was very well attended.

The third and last day (Tuesday, Dec. 30) started better than it ended. With the wind relatively light (I'd guess about 10 to 15 mph) and still from the west/northwest we used the same launch area as on the previous afternoon. The sun was out and temperatures rose fairly rapidly from the morning lows in the 40s to a noontime high of about 60; the wind speed rose just as rapidly as the temperature. By 11:00 A.M. (round number 4 for the FAIers) it was bad enough to convince me to pack away my FIH, forget about ½A Gas, and head back to Charleston to pick up my wife. Incidentally, she endured colder *and* wetter weather conditions in Charleston than those *we* "enjoyed" in Florida.

Awards at the King Orange are normally made only after flying has ceased on the last day. Therefore, since I was off the field at about noon that day, I cannot report much in the way of who placed where in which event. However, it was obvious that Larry Davidson had won a couple of "firsts". Jim Bocckinfuso also did well, as did Joe Clawson in his events. Similarly, Doc Perkins and Joe Williams were at or near the top in their respective FIJ and FIG events.

Contest officials Jim Juhl (Jr. & Sr.), Jim Bradley, Steve Bacom, Pete Strayer, and Don Brimmer all deserve praise and thanks for operating under what can only be described as adverse weather conditions (we even heard reports of tornadoes about an hour away in Kissimmee, near Disney World), a large number of contestants, and a huge number of events. Aside from the weather the only problem I encountered at the contest was the lack of "how'm I doin'" information. This was caused by not requiring the recording of times after each flight. *Even* in the FAI events reporting of times after each

round *was* only optional, rather than required as is more commonly done. Particularly when flying in bad weather (wind, rain, cold, whatever) it is extremely helpful (if not necessary) to know the relative status of all the competitors in a given event. Only then is it possible to rationally decide if, when, and how to make your own next flight in an attempt to attain, maintain, or advance your own position in the standings. Sometimes, based upon such information, you may decide to not risk flying the model at all; conversely such information may persuade you to "go for broke". So, while I know that good weather cannot be guaranteed for next (or any) year, I do suggest that the contest officials implement a mandatory procedure requiring the recording of times after each flight/round at all future King Orange competitions, under penalty of disqualification as is done at virtually all other contests.

In summary, while the weather rendered the flying less than a pleasure, the social activities were a pleasure, indeed! Renewing acquaintances with so many friends from so many distant places, at the field, at the MECA activity, and particularly at the dinner "parties" compensated, at least in part, for the disappointment at the flying field. Will I return? You bet!!

Thanks Jean, good stuff there. And I think we all agree with you, that reporting of scores after each flight should be mandatory at every contest. Next up, Jim Bocckinfuso gives us his thoughts on the King Orange.....

WIND, COLD & RAIN

My favorite contest of the year was a combination of the above three words, which are a free flyer's worst nightmare. The field was in excellent shape due to the efforts of the Florida Modelers Association, who had rented a large piece of mowing equipment for a month. Many of the members got together daily to help run this machine, so the field was in the best shape it has been in years. For those of you who have never been there, 4 miles by 2 miles of flat grass and roads is a whole lot of field.

DAY 1; Probably the best day of the bunch. Cool for Florida, about 45 degrees, 10 mph wind. My fellow Sky-Scrapers did good, with Jack Nix taking 1st in .020 Old Timer, and Larry Davidson taking firsts in Old Timer (AH) Gas, and A-B Nostalgia. My luck was bad with the fuselage of my Nostalgia T-Bird breaking in half after DT'ing over the concrete after my first max. Then my luck got worse when I broke both wingtips of my A Gas ship

on another bad DT landing. Hey, sometimes you win, sometimes you lose.

DAY 2; Total blowout. 20-25 mph winds and showers just to make certain that nobody would be foolish enough to fly. Actually, both Larry D. and I did manage to put up one flight each and max early in the day, in A Nostalgia, but was not able to fly again.

DAY 3; Jack headed for home. He had enough fun. It was clear and flyable until about 11:00 o'clock, then it became totally unflyable due to the high winds. I managed to put in 5 flights to win B Gas. My last flight was about 11:00, and was in a big thermal. I lost sight of it but the DT was set for 2:10 so I was not worried. Thanks to my Walston unit, I found it off the field in the adjoining neighborhood. I told you it was windy.

Will I be back next year? You know it. I still think it is my favorite contest of the year, especially being in Florida in the winter. Of course after the contest, for the next few days, the weather was just beautiful, in the high 70's and even low 80's. We always do a little sightseeing and visiting after the King Orange, then wound up in Daytona Beach to get a preview of "Bike Week" which I will be going back to soon. Florida can be a great place to spend some time during the winter. Try it, you'll like it.

Thanks Jim, nice report and congratulations on your wins.

Free Flight E-mail Newsletter

The following article was posted on the F/F email newsletter. This newsletter arrives daily with the rest of your email. The articles are ongoing and the discussions are fun to read and informative. You will be surprised at some of the more well known fliers who contribute. To subscribe send an email message to: mail-list-request@gontpe.apple.com in your emails subject line put: "subscribe Free Flight" (without the quotes) and every day you too will receive articles like this....

Gluing cap strips and changing CF wing warps

From: Richard Blackam
richard_blackam@power.com.au

I have used thin cyano, thick cyano and epoxy (varying types). Contact cement and the like is useless, because they are not stable in even moderate temperatures - your wings will warp for sure.

Thin cyano is essentially not very good. The caps pop free under load. I think this may be because the bond surface is not very good; the balsa is very porous and the glue thin which means the actual surface area of the bond is only the CF to those areas of balsa which are not pores.

Thick cyano is quite good, it gap fills and therefore the bond surface is the full area of the balsa/CF interface. I still had occasional caps popping up, however.

Slow setting epoxy (24 hour) is by far the best, PROVIDED the surface of the CF is sanded to remove waxes or other release agents (if you don't do this it's about equivalent to thick cyano). Alex Andriukov gave the technique I use to me and it is the most effective and accurate I have used. It's also quicker:

You need an accurate undercamber board with the correct warps covered with clingfilm to prevent adhesion.

Apply a cap strip (using epoxy) to the undercamber of each rib. There is more than enough 'tack' in 24 hour epoxy to hold them in place. When they are all in place, trim the overhang with scissors or cutters. Realign the caps (they will have moved!) and lay the wing on the board.

Apply the upper caps in the same manner and trim the length. Check the alignment of all caps, poking them around until they are correct.

Take an old F1B motor (no silicone please!!) and wrap it around the assembly going ONLY over each cap in order to press the wing to the jig and hold each cap in place. Be careful not to pull too tight or the rubber will want to slide the cap off the rib to one side or the other, it needs to be just enough to hold the rib against the board.

If you're messy with the epoxy, clean up with alcohol. If you're really fussy you can wait till the epoxy gels (set but still soft), remove the rubber and wipe any excess off the wing using alcohol, then reapply the rubber strip.

Let it set overnight and you have an accurate wing panel.

You may also be interested in knowing that it is possible to change the warps in a CF wing if you're unhappy with how it turned out or you want to tweak it a bit.

What is required is to 'heat-soak' the wing to around 100 degrees Celsius. This softens the structural epoxy joints and allows you to make reasonable adjustments.

The technique I use is to turn my wall oven on to the desired temperature (SAFETY WARNING-- I have an electric oven... if you have any oven with a naked flame in it, turn the oven off

after it has come up to temp... doped tissue is highly flammable). Open the oven a crack to allow the wing panel to just tuck in the top. A few minutes soak is enough to get all the internal joints hot enough.

Incidentally, this principle means that in mid-summer, your all black CF (even though the covering itself may not be black) wing WILL warp severely if left in the hot sun! I know this from bitter experience! The surface temperature of black CF can easily go high enough to soften normal low temperature cured epoxies. It is a VERY good idea to sheath the D-Box with aluminized Mylar or to spray the upper surface of the open frame with a light dusting of white two-pack paint (two-pack to resist the dopes or other adhesives you will use to attach the covering material). I do the latter these days.

That was an example of the type of article you will find on the Free Flight Email Newsletter. If you were a subscriber to the newsletter you could reply with your own methods for the above technique, or you could post an article like this one...

Top ten stupid uses for Super Glue

This was lifted from the Free Flight Email Newsletter where it was lifted from Steve Bachanek's SAM 110 'North of Superior Flyers' newsletter, who had lifted it from the Flying Penguin of South Florida:

Top Ten Stupid Uses for Super Glue

- #10 - Teach stubborn cats how to sit still
- #9 - Annoy trick-or-treaters by gluing the candy to the bowl - Sure, take all you can grab.
- #8 - Glue those helicopter radios to the impound so they stay there.
- #7 - Temporarily reattach those severed fingers and get back to the serious business of flying.
- #6 - Do it yourself cornea transplants.
- #5 - Glue your head to an I beam - uh, sorry, that one's already been done.
- #4 - Glue your fingers together, maybe you'll keep 'em out of the prop that way.
- #3 - Glue your fingers into the greeting sign for that Trekkie convention coming up.
- #2 - The Hair Club for Men.
- #1 - Hey, maybe I can glue this wood gas prop back together!

Then Del Ogren added the following submissions to the list:

CA yer behind to the chair in front of the building board, so you spend less time at the computer.

Stick coins to the sidewalk and videotape neighbors trying to pick them up. You'll either make bucks selling that to network TV, or via blackmail.

Pour a few cc's in your favorite competitor's rubber lube.

Not recommended for cooking. While it does thicken sauces, it tends to create lumps.

Finally Ronald S. Hernandez added this advice:

I vaguely remember reading about people confusing the shape of your generic CA bottle for both a nasal decongestant and an eye relief solution, two of the stupidest uses for super glue. Oh yea, do not keep CA in your medicine cabinet!!!!

Modeling on the Internet

The internet is a powerful resource for all kinds of. Information. If someone thought of "it", you will find out everything you ever wanted know about "it", on the internet. All you have to do is look. Having a computer with an internet connection or Web TV also helps.

Model airplanes are no exception to web page overload. Model Aviation web sites abound on the internet. Seems as if every model builder with access to the internet, has a web site that reflects their model building interest.

While our quest here at Flyoff is to provide you with the best source for modeling information in the real world, we bring you this guide to modeling in the virtual world.

I have been to all these web sites and liked them so much I linked them to my web site. If you are familiar with the internet you will know what to do with the web address's below. If you do not have access, ask a friend who does to show you these sites. So fasten your safety belts and enjoy your trip through cyberspace...

www.mmb.com/nffs is the address for the National Free Flight Society.

www.crl.com/~microres The Jimmie Allen Racers Homepage can be found here. Everything you need to know to build and fly these airplanes can be found at this very well done site.

www.modelaircraft.org/amapage.htm The Academy of Model Aeronautics web page is located here. All AMA services can be obtained at their site.

www5.pair.com/dvetter/FF Don Vetter's Free Flight Page is a fine source for free flight information and other model aviation links. Why don't you stop by and say hello to Don.

www.luminet.net/~bkubl/rubber.htm Free Flight Model Airplanes is a very good site for the beginning model builder. The information presented here will help you trim your model and have it flying in no time. You'll also find links to other pages too.

www.ultranet.com/~davison/indoor.htm Indoor Model Airplanes are a wonder to behold. Glenn Davison's web site will show you the amazing world of indoor free flight.

www.mmb.com/scat/home The Southern California Aero Team has a very good Free Flight Model airplane web site. It has introductory information on FAI events for the person who wants to find out about this aspect of the hobby/sport. For those who are active participants there is up to date information on events, results, rules and other current activities.

home.communicue.net/~lakeside Scott Cannons Model Airplane Page is packed with all sorts of useful information. A good airfoil program can be down loaded from his site.

http://pchelp.inc.net/paper_ac.htm Paper Airplanes are fun to make on rainy days when you can't get out to your local flying field. So get out your paper and scissors and start flying.

Dues are due...

The start of the new year means that our clubs membership dues are due. Please mail your dues to club treasurer Dave Acton, RD 3 Box 227 Mahopac, N.Y. 10541 You may also pay your dues at our annual.....

Club Dinner...

We have not decided on a date for the annual club dinner. We have yet to select a restaurant. Manero's is ok but I think we need a change of pace. We will choose a restaurant and date at the February meeting and will notify the membership with a special mailing.

Editors note...

If you have read this issue of Flyoff up to this point you have my thanks.

This first editorial effort has been both fun and a challenge for me. Eight pages doesn't seem like much until you try to fill them up.

I want to thank again all my fellow flyers who have contributed to this issue. I also welcome any and all contributions. Building articles and plans are always welcome. Letters to the editor are also welcome and a few may even make it into print.

Thank you all,

Alan Abriss
Interim Editor

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Guarantee: All funds are held in escrow and only when an issue is mailed is \$2 (\$3 overseas) withdrawn. Thus if an issue is not published for any reason, money is available for refunds.

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If it is "FP35", 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 (free flight designs, letters, articles, drawings, ideas etc). Unfortunately, we cannot pay in any currency other than the gratitude of all **Flyoff** readers.

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Contest info in this issue of Flyoff

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APRIL 25th & 26th
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Sanctioned by the Academy of Model Aeronautics

This is a Time One, Fly One Contest!

EASTERN U.S. FREE FLIGHT CHAMPIONSHIP EVENTS

Saturday April 25th 10:00 A.M. to 6:00 P.M.

1/2A FF GAS – Cat. III, 7 sec. eng., 2 min. max (OPEN).....Awards to 3rd
1/2A FF GAS – Cat. III, 7 sec. eng., 2 min. max (JR/SR).....Awards to 3rd
B FF GAS – Cat. III, 7 sec. eng., 2 min. max (JR/SR/OPEN).....Awards to 3rd
FAI POWER – F1C, 7 fts, 7 sec. eng., 3 min. max (JR/SR/OPEN).....Awards to 3rd
WAKEFIELD – F1B, 7 fts, 3 min. max (JR/SR/OPEN).....Awards to 3rd
COUPE d'HIVER – F1G, 5 fts, 2 min. max (JR/SR/OPEN)..... Awards to 3rd
ABC NOSTALGIA GAS COMBINED – 9 sec. eng., 2 min. max, hand launch,

Rules as published in NFFS (JR/SR/OPEN).....Awards to 3rd
A-1 TOWLINE – F1H, 5 fts, 2 min. max, 220 gms. (JR/SR/OPEN)..... Awards to 3rd
PEEWEE 30 – (JR/SR/OPEN).....Awards to 3rd
CLIPPER CARGO – (JR/SR/OPEN).....Awards to 3rd
CATAPULT GLIDER – hand held, 9" loop, 1/4" flat rubber, max 1-1/2 oz.
6 flights (JR/SR/OPEN).....Awards to 3rd

All FAI events will not be flown in rounds, you must fly your flights on the day indicated, and flyoffs will be flown on those days at 3:30 PM if needed.

Sunday April 26th 8:00 A.M. to 4:00 P.M.

DAWN MULVIHILL – 7 A.M./ONE FLIGHT NO TIME LIMIT

Special Joe Farrell Perpetual Trophy for 1st (JR/SR/OPEN).....Awards to 3rd
SMALL FAI POWER – F1J – 7 sec. eng., 2 min. max, handlaunch, 5 flights

Rules as published in NFFS (JR/SR/OPEN).....Awards to 3rd
.020 REPLICAS – 9 sec. eng., 2 min. max (JR/SR/OPEN)..... Awards to 3rd
A FF GAS – Cat. III, 7 sec. eng., 2 min. max (JR/SR/OPEN).....Awards to 3rd
C,D FF GAS – Cat. III, 7 sec. eng., 2 min. max (JR/SR/OPEN).....Awards to 3rd
MOFFETT – New Rules (JR/SR/OPEN).....Awards to 3rd
A-2 TOWLINE – F1A, 7 fts, 3 min. max (JR/SR/OPEN)..... Awards to 3rd
P-30 – 2 min. max (OPEN).....Awards to 3rd
P-30 – 2 min. max (JR/SR).....Awards to 3rd
HLG – (OPEN)..... Awards to 3rd
HLG – (JR/SR).....Awards to 3rd
*EMBRYO – (JR/SR/OPEN) FAC Rules.....Awards to 3rd
*RUBBER SCALE – (JR/SR/OPEN) FAC Rules.....Awards to 3rd
*PAYLOAD GAS – (JR/SR/OPEN) FAC Rules.....Awards to 3rd

SPECIAL EVENT BOTH DAYS

*GOLDEN AGE SCALE – (Mass Launch).....Awards to 3rd

*These events will be run by the Scale Old Timers Society

ONE DESIGN – ANYONE OF THE PREVIOUS 14 DESIGNS USED OVER THE PAST 15 YEARS THIS EVENT HAS BEEN FLOWN AT GALEVILLE

rubber and specs as per those models (JR/SR/OPEN)..... Awards to 3rd

Mystery Time, ROG Endurance, Tissue Tow, Time Prediction, Thermal Search,

Mass Launch – 6 interesting fun events – 20 awards compliments of Don Ross.

These events to be run by the Metropolitan Sports Squadron both days.

REVISED FLYER
1/25/98

Sponsored by the EASTERN U.S.
FREEFLIGHT
CONFERENCE



APRIL 25th & 26th INGLESIDE, MD

TOM HIGGS FARM

32 Events – Over 100 Trophies

SPECIAL PERPETUAL ART KESSLER MEMORIAL TROPHY

Sanctioned by the Academy of Model Aeronautics

This is a Time One, Fly One Contest!

Event Listing, Motel Listing and Map included inside

EASTERN U.S. FREE FLIGHT CHAMPIONSHIP EVENTS

Saturday April 25th 10:00 A.M. to 6:00 P.M.

1/2A FF GAS – Cat. III, 7 sec. eng., 2 min. max (OPEN).....Awards to 3rd
 1/2A FF GAS – Cat. III, 7 sec. eng., 2 min. max (JR/SR).....Awards to 3rd
 B FF GAS – Cat. III, 7 sec. eng., 2 min. max (JR/SR/OPEN).....Awards to 3rd
 FAI POWER – F1C, 7 fts, 7 sec. eng., 3 min. max (JR/SR/OPEN).....Awards to 3rd
 WAKEFIELD – F1B, 7 fts, 3 min. max (JR/SR/OPEN).....Awards to 3rd
 COUPE d'HIVER – F1G, 5 fts, 2 min. max (JR/SR/OPEN)..... Awards to 3rd
 ABC NOSTALGIA GAS COMBINED – 9 sec. eng., 2 min. max, hand launch,
 Rules as published in NFFS (JR/SR/OPEN).....Awards to 3rd
 A-1 TOWLINE – F1H, 5 fts, 2 min. max, 220 gms. (JR/SR/OPEN)..... Awards to 3rd
 PEEWEE 30 – (JR/SR/OPEN).....Awards to 3rd
 CLIPPER CARGO – (JR/SR/OPEN).....Awards to 3rd
 CATAPULT GLIDER – hand held, 9" loop, 1/4" flat rubber, max 1-1/2 oz.
 6 flights (JR/SR/OPEN).....Awards to 3rd
 All FAI events will not be flown in rounds, you must fly your flights on the day indicated, and flyoffs will be flown on those days at 3:30 PM if needed.

Sunday April 26th 8:00 A.M. to 4:00 P.M.

DAWN MULVIHILL – 7 A.M./ONE FLIGHT NO TIME LIMIT
 Special Joe Farrell Perpetual Trophy for 1st (JR/SR/OPEN).....Awards to 3rd
 SMALL FAI POWER – F1J – 7 sec. eng., 2 min. max, handlaunch, 5 flights
 Rules as published in NFFS (JR/SR/OPEN).....Awards to 3rd
 .020 REPLICA – 9 sec. eng., 2 min. max (JR/SR/OPEN).....Awards to 3rd
 A FF GAS – Cat. III, 7 sec. eng., 2 min. max (JR/SR/OPEN).....Awards to 3rd
 C,D FF GAS – Cat. III, 7 sec. eng., 2 min. max (JR/SR/OPEN).....Awards to 3rd
 MOFFETT – New Rules (JR/SR/OPEN).....Awards to 3rd
 A-2 TOWLINE – F1A, 7 fts, 3 min. max (JR/SR/OPEN).....Awards to 3rd
 P-30 – 2 min. max (OPEN).....Awards to 3rd
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TROPHIES WILL BE AWARDED AT THE END OF EACH DAYS EVENTS

FLYOFF / Abriss
94-20 66th Avenue
Forest Hills, NY 11374
USA

First Class

ROUND 35

