



FLYOFF

Round **37** Winter 99

The **Skyscrapers**, whenever we get around to it, newsletter.

What's Up? XXXVII

Contests, that's what's up. The Skyscraper Annual, after a three year "delay", was held at Tom Higgs farm in Ingleside MD. The contest directors report follows later in this issue. The Skyscrapers also made a good showing at the King Orange and a report also follows in this issue. A visit to Hanks Workshop finds Hank up on his soap-box. A Pee-Wee 30 plan and more photos of the gang round out the rest of this issue. So pour yourself a cup of your favorite brew, put your feet up and get ready for Round 37....

I'm going to start this round in Hank's Workshop. Hanks up on his soap-box for this session, and I think what he has to say starts this issue off with a great editorial.

Hank's Workshop

I read in the Nov. NFFS Digest a proposal for AMA Gas. I would like to make a suggestion to correct the problem as I see it. In the past few years there has been much discussion about the marathon flyoffs in AMA gas, I agree that steps must be taken to put an end to these endless flyoffs.

Here are my observations from traveling around the country flying in Cat I, Cat II and Cat III contests from East to West. The marathon flyoffs only seem to be a real problem in **Cat III Contests**. The Bunt, VIT and the super engines do have a very distinct advantage over the locked-up surface model when use in conjunction with the very short engine runs and short maxs of Cat III. It is very difficult for a locked-up surface airplane to max on the 4 sec engine run. It is fact that VIT airplanes are much easier to adjust than a locked-up model so lets not do away with technology by banning auto surfaces.

A good AMA gas bunt'er will do 2 1/2 minutes on a 4 sec engine run in neutral air with relative ease, as we have seen in the past few years. The tactics of late are to trim for 4 sec engine run

and 2 1/2 maxs only, don't even mess with 7 sec or 5 sec engine runs, and necessity to retrim. Put up lots of flights early in the day while the air is relatively neutral, avoid flying after 10:00 AM or where there is a chance of downers, then fly again late in the day, after 3:30 PM or just before the end of the meet. Now you are flying in neutral air again till sunset.

What if rules similar to the rules governing outdoor rubber were adapted for outdoor gas? As an example: Cat III, all engine classes, 6 attempt for 3 official flight, 7 sec engine run, 2 minute max, the fourth and all flyoffs there after, 5 sec engine runs, maxs increasing by one minute for each flyoff. If there should be a tie at the close of the flying day, one unlimited flight between those tied, with a 15 minute window to launch in should be flown. No flying for record after the close of the official contest day. (This gives the CD a break) It is my prediction that we would have a winner after the 4 or 5 minute flyoff and the sudden death flyoff would not be required. The progressive max system would put an end to marathon flyoffs because the weight would no longer be on raw power and a fast recovery crew.

The progressive max system seems to work well for rubber events, I see no reason why it shouldn't work just as well for the gas power events. I know I'll be hearing about the long chases and lost models, but how can the power flyers' model recovery be much different than the rubber flyers recovery on the same field? Rubber flyers always wind to the max toque while the power flyers' engine run would be reduced after the first three maxs. Furthermore another advantage of a rule change like this is that no engine, model design or technology would be made obsolete. Looking for feed-back.

Hank Sperzel

Wow, OK guys and gals let us know what you think. We here at Flyoff are always looking for more good ideas, if any our readers out in free flight land think up any good ideas, please send them to Flyoff and put Hank's Workshop on the outside of

the envelope or email them to us at: hgtv@earthlink.net

Skyscraper Annual

After a three year layoff the Skyscraper Annual has returned. Joe Wagner and Tom Kerr were able to get us access to Tom Higgs farm in Ingleside MD. Our thanks and appreciation to Tom for his kindness and generosity for letting us use his field and the adjoining fields of his neighbors.

The contest was held the weekend of November 14 & 15, 1998. We had 40 contestants flying in 15 events. Final scores will be posted later in this report.

The weather on Saturday was outstanding for an early November day with temperatures in the high 60's and at one point I saw a temperature reading of 70 on one of the thermisters found on the field.

The wind was light and from the area where we set up the flight line the distance to the tree line was about a mile and a half! Unfortunately the wind sort of quartered later in the morning and the drift was over Tom's farm complex and pond.

Larry Davidson got lucky, sort of, when his T-Bird glided into the pond but missed the water and landed in the row-boat that was in the pond. Damage to the plane was minimal and Larry was able to make repairs and continue flying. Bob Hatschek was not as fortunate when his Liberty coupe came down behind the main barn. Seems he was able to get a signal from his Walston unit but he could still not locate his model. With help from Larry Davidson they found the coupe in the cow pasture, stomped down in the mud, as Bob was carrying the remains of his coupe back to the flight line Joe Wagner was heard to say "...you can fix it Bob!"

Tom Higgs had set up his barbecue and had some fine finger food available for the flyers. On a curious note was the "smoking tree", seems an old hollow tree on the field near the flight line spontaneously combusted and smoke was pouring out of the tree where the branches had fallen off. It was a very strange sight and Tom Higgs and his farm hands had to pump about 1000 gallons of water into the tree to keep the internal fire in check. On Sunday the tree was still smoldering. Tom did not suspect any of the contestants for starting the fire as non of us, except yours truly, was never near the tree. It is still a mystery as to how it caught fire.

Sunday morning the wind was reasonably decent enough for the Dawn unlimited event but the winds continued to pickup. By 10:00 AM the wind was really blowing and gusts were over 25 MPH. A

vote was taken by all the contestants to end the contest at noon. This allowed Adam Higgs to continue flying in F1J to a first place finish, way to go Adam!

At noon the contest was officially over and the trophies were awarded. Adam Higgs was the winner of the Dorothy Waddington Memorial Award for best junior flyer, and he really deserved it flying in that wind.

We hope to be able to get the field again next year, so we can continue with this traditional event.

Skyscraper Annual Results

F1A

1 Tzvetan Tzvetkov	180 180 180 180 180 240	61	1201
2 Aram Schlosberg	83 180 122 180 180 240 180		1165
3 Andrew Barron	173 180 170 130 180	120 180	1133
4 Peter Barron	180 180 112 130 158 126	60	946
5 Omer Erguner	142 180 69 175 180 106	58	910
6 John Barron	85 129 88 157 180	82 93	814
7 Bob Sifleet	180 140 104 157 98	94	773

F1B

1 Tom Ioeger	180 175 180 167 180 176 180		1238
2 Fred Blom	180 180 180 180 179 98 180		1177
3 Dave Lacey	126 180 180 167 140 64 118		975

F1C

1 Key Keiichi	180 180 180 180 180 290		158 1348
2 Bob Sifleet	180 180 180 157 180 281 162		1320

F1G

1 Bob Hatschek	120 120 120 120 120		600
2 Vic Nippert	120 120 92 120 120		572
3 Charlie Coeyman	120 73 68 61		319
4 Bruce Foster	47 56 42 37 77		259
5 Art Phillips	104 120		224

F1H

1 Vic Nippert	115 120 120 120 120		595
2 Bob Sifleet	81 120 90 120 118		529
3 Jean Paillet	49 120 92 101 78		440
4 Fred Blom	87		87

F1J

1 Adam Higgs (JR)	78 120 120 107 120		545
2 Jean Paillet	120 120		240
3 Emmett Holt	115		115

AMA 1/2A Gas

1 Larry Davidson	120 120 78		318
2 Emmett Holt	91 72 120		283
3 Adam Higgs (JR)	Att Att 44 Att 31 Att 60		134
4 Jean Paillet	Att Att 104 Att		104
5 Joe Carter	60 42		102

P-30

1 Bill Reed	120	Att 120	240
2 Charlie Coeyman	51		51

Dawn Unlimited

1 Dan Belieff			297
2 Vince Crogan			293
3 Mark Shankle			245
4 Charlie Coeyman			216
5 Fred Blom			191
6 Tom Kerr			36

AMA ABC Combined

1 Bob McLellon	89	120	120	329
2 Dan Belieff	65	109	75	249
3 Ed Costanzo	DQ*	120	120	240
*Score was not turned in after first flight.				
4 Dave Acton	54	OR	56 104	214

½A Nos Gas

1 Larry Davidson	120	120	120	120	600	
2 Bob Lipori	120	120	120	120	80	560
3 Ed Costanzo	120	120	60		300	

Pee Wee 30

1 Alan Abriss	540	713	1253	
2 Joe Carter	306	413	146	865

HLG

1 Dan Belieff	46	22	77	15	72	195	
2 William Gove	16	15	37	70	9	11	123
3 Jim Kelly	16	23	21	34	44	26	104
4 Peter Barron (Jr)	7	9	2	9	43	18	70
5 Vic Nippert	31	15	8	12	21	14	67

Catapult Glider

1 Dan Belieff	58	25	49	4	7	39	146
2 Vic Nippert	29	20	11	25	28	83	140
3 Jim Kelly	19	28	22	41	54	34	129
4 Russ Sandusky	25	40	39	49	21	25	128
5 Vito Gagliano	4	22	43	36	35	6	114
6 Al Mkitarian	17	31	21	32	21	22	85
7 Alyssa Romejko	21	24	7	7	24	25	73
8 Jean Paillet	4	2	23	11	13	6	47

Tom Higgs farm has once again played host to a successful contest. Our thanks to Tom and his family and their neighbors for their hospitality. It is folks like these that in the long run will help free flight carry on. Thanks to all those flyers who came to the contest. We know at that time of the year the weather can be difficult, we got lucky. Maybe next year we will have the same kind of luck with less wind and more flyers.

Skyscrapers @ King Orange

Jean Paillet and Larry Davidson were kind enough to write up their thoughts on this years King Orange in Palm Bay, Florida the last week in December. First up is Jean.....

ALLIGATORS AT THE AIRFIED

(The 1998 King Orange, as experienced by Jean Pallet)

Yes, Virginia, there really are alligators at the Palm Bay flying site! This year there were two confirmed sightings; both at the northwest corner of the field in the large canal adjacent to the power line. On the last day of the meet yours truly saw a big (estimated length: 8 to 10 feet) creepy-crawler in that area. A week or two later, while still at Palm Bay for extended test flying and trimming (like he needs the experience!) Larry Davidson and his wife, Elaine, spotted a big fella in the same general area. None of us got his name, so we can't say for sure if it was the same beast, and we didn't hang around for introductions!

If last year's contest (1997) was a blow-out due to the wet, windy and winter like weather, this year's affair was a blast. That's meant in the most positive sense of "a helluva lot of fun!". Overall the weather was mild and mellow, with temperatures in the 60s and 70s and some brisk breezes that were not too much to accommodate on so large a field. The field, incidentally, has been vastly improved by the Florida Modelers Association, and they deserve a big thank you from all who enjoy the use of the site.

Monday, December 28th, the traditional test-and-trim day before the contest was particularly calm, and warm enough to be thoroughly enjoyed by all present. In addition to flying it's a day of getting reacquainted and socializing with good friends seen all too infrequently throughout the year.

The first day of competition, Tuesday, we arrived to find the field shrouded in a dense fog. Though it seemed obvious that the fog would eventually burn off as the sun broke through, it took till late morning to actually occur. Therefore, official flying, and all FAI rounds, did not begin till 11:00 AM. The use of 90-minute rounds made life easier for the FAIers, especially in view of the shortened flying day. F1J ended in a two-man fly-off with yours truly blowing two attempts to finish second to Bo Clinton.

Day two, Wednesday, was the windiest of the three with many fliers holding-off in hopes of a

calmer afternoon. Unfortunately, of course, the FAI rounds were flown regardless of the weather. So Skyscrapers Andy Barron, David Ellis, and I towed our respective Nordics into the worst part of the winds in the morning hours. Fortunately, we not only survived, but triumphed. David and I took second and first, respectively, in F1H, and Andy won F1A. That win enabled him to leapfrog over Brian VanNest of California, who was also competing at the KOT, and thereby win this year's America's Cup in F1A.

Thursday, December 31st, was the last day of the meet, and it was a beauty! Temperatures climbed into the high 70s with a light north wind (really only a mild breeze). By afternoon the drift had rotated to be from east to west but, being so light it caused no problems even though in the "short" (2 miles!) direction of the field. However, Larry Davidson and I both managed to use up most of that distance on a series of mechanical failures. Twice Larry's engine didn't shut off and he set some sort of spectacular altitude records before DTing safely. I had the opposite problem. On a 3-second test flight my DT malfunctioned and I was off and running on a 2-hour retrieval journey. Due to the light drift, Larry and Jim Bocckinfuso claim to have had my model in sight for something like 20 to 25 minutes. Although it eventually went out-of-sight, the retrieval system enabled me to find it and bring it back (thank you, Jim Walston!). It was during this jaunt into the wilderness that I saw the big alligator, as described previously. During all this retrieval activity Jimmy was busy flying max after max against Gil Morris in 1/2 A Gas. When Jim finally dropped a max he finished second, flying a "locked-up" Maverick, to Gil's first place auto-surface airplane. Jack Nix was first in C Nostalgia, while Larry's problems dropped him to second in the event.

When flying ceased at 3:00 PM the huge flight record boards mounted on the side of Ron Sharpton's motor home indicated that about 75 contestants (although verbal estimates I heard ranged up to 100) had entered the vast number of events that were flown. Since New Years Eve was just about upon us, most contestants departed quickly after all of the awards were made. However none left without a great debt of gratitude to Ray Combs and his assistant CDs, Bill Staley, Jim Bradley, Frank and Bill Carney, Steve Bascom, and Norm Rosenstock. Skyscrapers seen at the meet but unmentioned previously were Vic Nippert and John Carbone. Lastly, a repeat thank you to Joe Clawson, Ron Sharpton, and all the other Florida Modelers who, through their

work and funding, have created such a fine flying site for the rest of us.

Thanks Jean nice report. Next up Larry Davidson gives us his take on the contest and explains some of the problems Jean mentioned.

The weather started out a little windy on Tuesday, Dec. 29th, but there was a lot of flying going on.

Wednesday was Cold in the morning and everyone was wearing winter coats and bundling up. Joe Clawson asked me to time his early morning unlimited flight which he used his AMA plane with auto surfaces and a K&B Schneurle up front. The sky was clear and it seemed that visibility was unlimited. Joe told me that the timer could actually chase the plane while timing and he had purposely locked out the DT. The plane went up great. We watched the transition to the floating glide and the proceeded to go down the road, without again looking for the plane until we got a block or so down wind to line up with the direction of flight. This took about 20 to 30 seconds. We both stopped on our motorcycles to check the position of his plane and lo and behold, we could not locate it. This plane is in the 70 inch size with good color contrast on it and we could not believe that we could not locate it. Joe went back to his van to get his Walston receiver to locate the plane. There was no signal being received. We spent about one minute looking all over with no luck. We then went down wind and looked around. Again no luck. Finally after spending over one hour, Joe decided to get Jim Walston to check out his radio. Jim found that the receiver battery box was corroded and was probably why the unit was not working properly. After replacing the battery box with a

new one, and retuning the receiver, we went again looking for the plane. The radio was giving some signal and we finally located the plane off the field after some 4 hours of hunting for it. What a day. Ron Sharpton and Bo Clinton helped in the hunt. By this time it was after lunch and the wind was pretty strong. Jimmy Bocckinfuso was trimming out his 1/2A T-Bird and starting to put in flights. I decided to get out my 1/2A T-Bird and fly it. On Jimmy's last flight, he hit the rudder while launching the plane and broke it off. Man, can that plane do great barrel rolls right into the ground, breaking the plane beyond field repair. I wound up winning the event with about 5 maxes. The last day, the weather was great with light winds and warmer temperatures. I started

out flying my Foote Westerner and as usual, it did not let me down. After 5 maxes, I stopped flying it and took out my "C" T-Bird with the O.S. .35 in it. It maxed out on the first flight easily and on the second flight, the fuel off timer did not shut off the engine. It ran for about 1 ½ minutes until it emptied the bladder but the power portion and transition was perfect, much to my amazement, and everyone else's. The plane was a little dot in the sky and finally the DT timer worked the way it was supposed to, about two minutes and 15 seconds into the flight. It took about 5 minutes for the plane to land nearby. I was sure I hit the fuel off timer, but did a test before the next attempt and it worked ok. The O.S. .35 MAX III vibrates so bad that you can't wait to release the plane. I put up a second max and came back to put a third one in. I launched it and again, the engine ran out the bladder. Jimmy Bocckinfuso had binoculars on it and told me it had dt'ed but it took 12 1/2 minutes to come down, right next to the canal. Ronnie Sharpton was timing for me and I told him I was replacing the timers as I did not know if the timer was failing or the vibration was shutting it off. The Tatone DT timer was also sounding funny and I replaced that too. I put up the 3rd max and by now it was almost 2:45 and the contest was ending at 3 o'clock. The plane landed on the other side of the canal and I had to go around to the bridge to get to the plane. I started to ride my Honda Cub along the side of the canal while looking over my shoulder for the plane. I was going about 5 miles an hour, when suddenly my face hit the ground with a tremendous impact and I saw stars. When I regained my senses, I found the Honda laying on me with the engine still running and blood was all over. To make a long story short, I really lucked out with only cuts and bruises and little damage to the Honda. I had hit a 3 foot diameter hole that was about 3 feet deep which caused the header into a FIRE ANT Hill. By the time I got back to the field, the contest was over and Jack Nix had put in four flights to win first place and I won second. After I returned home, I called Jack and asked him why he put that hole in front of me just to beat me out of first place. He laughed.

I will try to give names of most of the Skyscrapers that entered as I can remember. Jimmy Bocckinfuso, Vic Nippert, Jean Paillet, Myself and Jack Nix. There was about 103 entries. In summary, we all had a great time and the Florida Modelers Association and in particular, Ron Sharpton, Jerry Wagner, Joe Clawson, Speedy Arthur and quite a few others did a herculean job on the conditions of the 2 by 4 mile field at Palm Bay. A special thanks to them.

Any one wishing to give a donation as I did, to the Florida Modelers Association for the maintenance of this great flying site should Make the payment to the Florida Modelers Association and send it to the president, Ron Sharpton at: 1290 Country Road, Daytona Beach, Florida 32119

Thanks Larry, glad your ok. By the way Larry, Jack told me he's going to have his shovel gold plated.....

William Winter 1912- 1998

This past December the aeromodeling world lost one of it's best. I had never met Bill Winter but I read everything that was published by him in Model Aviation and numerous other publications. We have lost a valuable source of modeling information and ideas. The following was written by Bill Hannan and was posted on the Maxecuter web site and borrowed (stolen), by me (your editor), because I think what Bill Hannan wrote about Bill Winter was better than anything I could have written.

BILL WINTER GONE WEST

by Bill Hannan

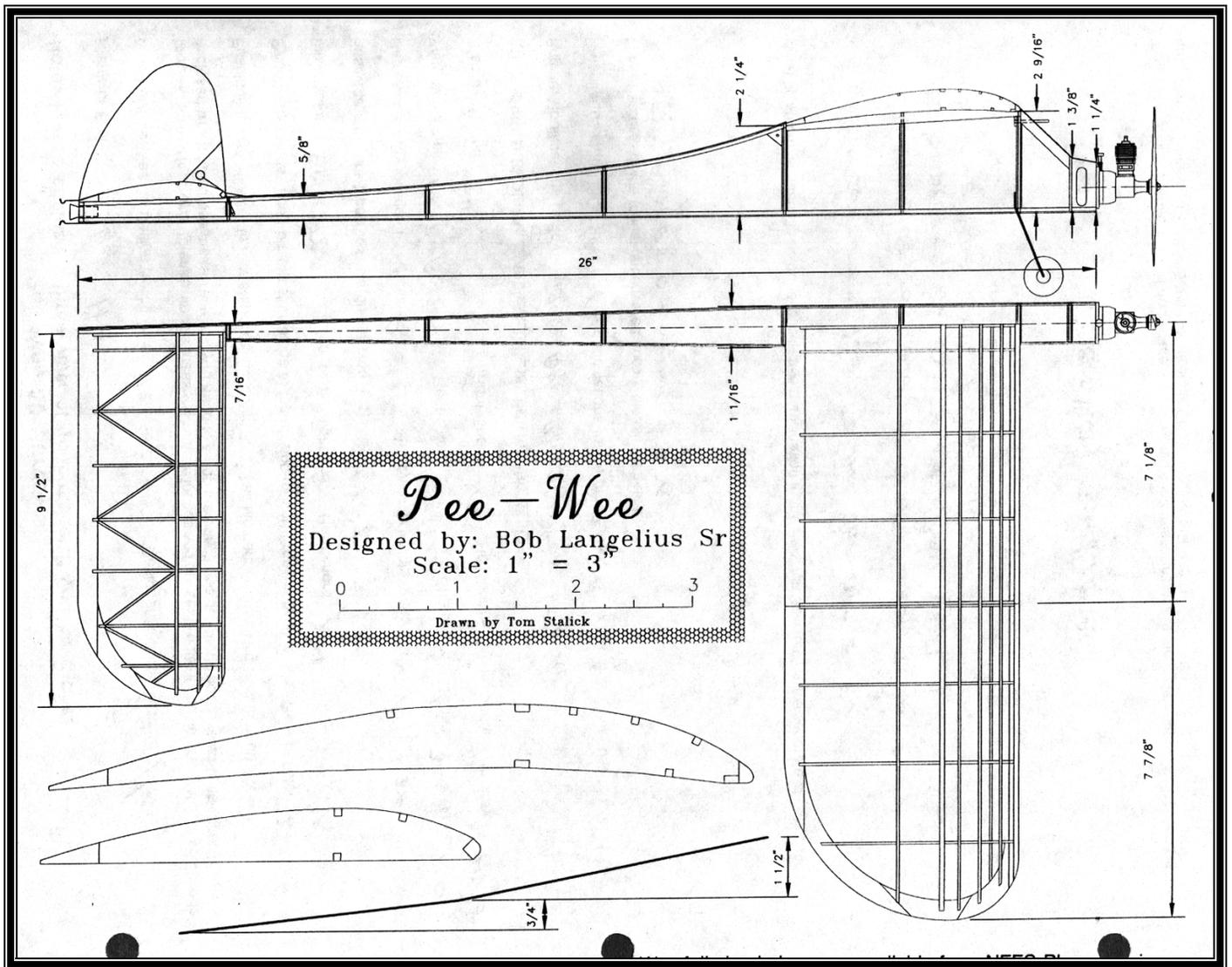
"Editors have come and gone like dynasties of Egyptian Pharaohs..."

The author of that line, William J. (Bill) Winter, passed away on December 11, 1998. Bill had been editor of such magazines as Air Trails, Model Airplane News, American Modeler, National Aeronautics, Grid Leaks, and Junior American Modeler. Additionally, he wrote some 20 books on model building and full-size aviation. Bill was an accomplished pilot, and somehow during his long career he and his wife also managed to successfully raise nine children. Prior to becoming an editor, Bill had been a contributor to such magazines as the fondly-remembered Flying Aces, where his construction articles included both "solid" models and flying scale types. Some of his many model designs were also marketed in kit form.

Author Dave Thornburg, who dedicated his 1992 book "Do You Speak Model Airplane ?" to Bill, wrote, "No one else in all of modeling history has had Bill Winter's eye for the big picture. He's our chief philosopher-historian, and when he retired from regular writing, the hobby lost an irreplaceable voice."

Indeed we have. If you would like to read the rest of Bill Hannan's piece about Bill Winter you can find the complete story on the Maxcuters web site. The address of the Maxcuters web site can be found at:

<http://www.his.com/~tschmitt/>. Pay them a visit if you have Internet access, you will not be disappointed. A wealth of information can be found there.



Pee Wee 30

In the mid-1980's the San Diego Orbiters came up with the Pee Wee 30 event. This was an attempt on their part to do for gas power what they did for rubber with the P-30 event.

For some reason PW30 did not gather the following as P-30 did. I love the PW30 event. It was success with the PW30 event that led me into the larger gas classes.

Every year at the Nats only a small group of flyers compete in PW30. About 15 this year. I can't figure out why more guys are not flying this very simple design with a fun factor rising into the stratosphere! Come on guys give it a try, we need more PW30 flyers.

After this years Nats I was contacted by Bob Stalick to give him some notes and impressions on PW30. He also requested a three view drawing of the airplane I was flying.

Bob as compiled all this information into a very comprehensive manual on the art of PW30 flying. It appears as if all the contestants from this years Nats contributed their designs. The Pee Wee 30 Handbook is available through the NFFS for \$4.00 + postage. Get a copy build an airplane and join the fun.

The PeeWee 30 design above was designed by the Skyscrapers own Bob Langelius. It's a very nice flyer and has whooped my butt at more than one contest. The three view above was taken from the PW30 Handbook. You can also fly PW30 at the...

1999 EUSFFC

See the flyer on the back cover and send for more information from Joe Wagner 25804 John Hansen Rd. Chestertown, MD (410) 778-3933. Joe

is co cd with Tom Kerr (410) 778-4939. Hope to see
you all there. Bring a Pee Wee 30.

Larry Davidson and his Mavrick

Hatschek's Cowed Coupe

Emmett Holt takes a flight

Tom Higgs, Tom Kerr and Adam Higgs

Adam and his gold

Tom Ioeinger's Wakefield





Photos from the Skyscraper Annual

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AMERICA'S CUP MEET for FAI



APRIL 24th & 25th INGLESIDE, MD

HIGGS BROTHERS FARM

OVER 35 Events - Over 100 Trophies

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 24th 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, 5 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
 1/2 A Nostalgia - 9 sec. eng., 2 min. max, hand launch.....Awards to 3rd
 FAC EVENTS for SAT - WWI mass launch, WWII mass launch, RACERS,
 DIME SCALE, NO CAL.....15 trophies.....Awards to 3rd in each event
**F1A,B,C, 1 hr rds starting at 9:30 AM Saturday and 8:00 AM Sunday - 7 rds
 3:00-3:30 for flyoffs if needed. If weather dictates we will overlap 1-1/2 hr. rounds.**

**Special Chicken Dinner with all the trimmings at the end of flying Saturday,
 \$6 per person. PLEASE MAKE RESERVATIONS BY APRIL 8TH SO WE CAN
 PLAN THE COOKING.**

Sunday April 25th 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
 P-30 - 2 min. max (JR/SR).....Awards to 3rd
 HLG - (OPEN).....Awards to 3rd
 HLG - (JR/SR).....Awards to 3rd
 PAYLOAD GAS - (JR/SR/OPEN) FAC Rules.....Awards to 3rd
 SLOP COMB - (JR/SR/OPEN) fixed surfaces, check rules with CD.....Awards to 3rd
 FAC EVENTS for SUN - RUBBER SCALE, POWER SCALE, GOLDEN AGE,
 PEANUT SCALE, EMBRYO.....15 trophies.....Awards to 3rd in each event
 ONE DESIGN - ANY OF THE 14 DESIGNS USED THE PAST 15 YEARS
 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.
 TROPHIES WILL BE AWARDED AT THE END OF EACH DAYS EVENTS*

FLYOFF / Abriss
 94-20 66th Avenue
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First Class

ROUND 37



AMA Charter 470