



FLYOFF

Round **38** Fall 99

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

What's Up? XXXVIII

The Skyscraper Annual is scheduled for the weekend of November 13 and 14 at Tom Higgs farm in Ingleside MD. This year's Annual is dedicated to the memory of Emmett Holt.

Emmett was a good friend of the Sky-scrapers and this is our way of telling everyone how much we miss him. Emmett was the kind of flyer that when asked to time a flight would drop everything he was doing to time your flight. An outstanding flyer and all around great guy he was also a member of the Brainbusters Club. Contest information can be found on the back page of this issue.

Geneseo Blues

Larry Davidson attended the Western NY States Championships held at Geneseo in early September. He sent us this amazing tale of woe.

I did a test flight with my 86" Foote Westerner as usual before putting in an official flight and set the .65 Cyke to shut off at about 7 seconds. The plane went up as usual in a perfect climb pattern full bore and about 5 seconds into the flight, the stab popped up and the plane did several loops of about five feet in diameter. This was really a true test of my wing building skills.

The plane landed without any damages and upon inspection, the Kevlar DT line had broken. I told the guys I really was disappointed in the DT line as it was only in use about three years and wondered if I could get my money back.

Frank Schlachta watched this show and proceeded to help hold the plane and put another new DT line on it.

The wind had shifted during this episode and we moved to an up wind location.

I told my long time friend and modeler, Bobby Geyer, that this next flight would be an official. We were allowed a 16 second engine run, but I told Bobby that it would be set at 13 seconds and if the Westerner didn't max with that, I would burn it. I had recently put a high compression head on the Super Cyke which gave me another 1200 rpm and never tested the plane with a full engine run until now.

The plane climbed at a tremendous rate until the nose was straight up and doing a vertical roll. The engine quit after the 13 seconds and was unbelievably high and obviously in a thermal. It was pretty windy and I started to chase it on my Honda Cub. I had my usual jitters of weather I had hit the KSB DT timer which was set for two minutes and fifteen seconds. Well, after my watch turned two minutes and 45 seconds, I knew I did it again. I didn't hit the DT timer. Brain drip.

Somehow with the Westerner only, I have done the same stupid thing four other times. Twice in a row at the Nat's two years ago. Needless to say, I chased the plane and had it in sight for about twenty minutes when I had to take another road to follow the direction. I tried to find the plane and could not see it. I took out my trusty Walston receiver and got a strong signal from the plane still up in the air, but obviously too high to see it. You could tell the plane was still flying, not only by the direction of the antenna, but by the signal changing to show the circle time.

By this time I was resolved to the fact that stupidity had finally resulted in losing my favorite model. I didn't want to chase it any further as I thought that the Honda would run out of gas before I could get back to the field and there were no gas stations on the way. I was about three and one half miles from the field.

I got back to the field and many of the guys were really disappointed that I didn't have

my plane with me. I packed up the Van and looked at a road map to try to find roads in the direction of flight. I started the trip and about every three miles, got out to see if I could get a signal, but to no avail. I saw a light plane landing and located the field and asked the operator if someone could take me up to locate my toy. Their instructor was up with a student and was due to come down shortly, but had another student scheduled. The other student had not arrived yet a I was hopeful he would call up and cancel his lesson. Unfortunately, the guy showed up and that was the end of that. I put sixty-one miles on the van and no signal. I was really disappointed.

Elaine had gone with the girls to a flea market, but was there when I got back. I decided to ask one of the guys hanging around the Geneseo airport if there was someone who could take me up to find my plane. He said he would as soon as he put some paint remover on a plane he was working on. I explained the Walston system to him and we got into a Wag Aero L21 which was a repro Piper J-3 Cub with the green house windows on it. He told me he would keep his head down in front of me so I could hold the Walston antenna over his head. Well, the antenna was about one inch too wide for the cockpit so I decided to hold it vertically, pointed down.

I told him the heading to follow and said if I get a signal, I would let him know. Lo and behold, I started to get a signal. I told him to keep going until the signal stopped and then told him to do a 180 and get the signal again. I got the signal again and then we turned 90 degrees to try to fix the location. This worked pretty well but we couldn't see the plane. I told him it was probably in the trees but with the ground references we could see from the air, I could find the plane when I got to the area with my van.

I suggested we go back to the field, but he wanted to find the plane almost as badly as I did. We finally went back to the field and he did a grease job landing the Cub with a 90 degree crosswind. I tapped him on the shoulder and said "Nice grease job." He thanked me.

When we got out of the plane, I pulled out my money clip and asked what I could pay

him for the flight. He would not take anything for it, even though I insisted. He suggested that if I wanted to, I could join the 1941 Aircraft Group at the field which would help in the running and restoration of planes there. The cost was \$30.00.

I said I would be happy to do this. He asked if I wanted to come back and join after I looked for the plane, but I told him let's do it now. I signed up, told him my name and asked his name. He said Austin Wadsworth. I thanked him again and we were on our way to locate the plane. As we were riding, I said to Elaine, his name rings a bell. Then I looked at the contest flyer and find out he OWNS THE FIELD.

When you meet people like this, words can't describe my feelings then and now. What a super guy. We will probably have more contests at Geneseo and you can usually spot Austin by the cigar he usually has in his mouth. If you see him out there, say Hi and if the moment gets you, ask if you too could join the 1941 Aircraft group. He will appreciate it.

Back to the chase. The land mark was along I-390 near the rest area at exit 7. I got there and immediately got a signal, but it looked like there was some wet lands in my path so I decided to find a road on the other side of this. I got the signal again telling me it was between I-390 and where I now was. There was a fenced in area used for cattle grazing and was electrified. I found the owners house and asked him if I could go on the property to find my plane which I knew was in there somewhere. He said OK, but there was 20 head of cattle in there and one BULL, but the bull wouldn't bother me and if it came toward me to just holler at him and he would go away. I said "YEAH RIGHT." He and his wife laughed and I said "I fail to see the humor in this," while laughing myself.

He told me the best way to get into the field and woods and I got out my compass so I wouldn't get lost in the woods and also used my Motorola Talkabout Plus walkie talkies and told Elaine I would keep in touch. I crawled under the hot fence and proceeded into the woods where it got more and more like a jungle. I was getting ripped by briars and the jungle weeds were taller than me. Elaine would call me from time to time too see if I was still

alive. The signal was elusive and was sometimes telling me the plane was in one of the 100 ft. trees, but could not see it. There was a soy bean field adjoining the woods and I went into it to get another signal direction. I started to get a weak signal from across the bean field. These beans were like the ones at Muncie which tend to want you give up the chase. I went about 400 feet and the signal got stronger. Went another 100 feet and saw something orange. Went another 50 feet where the signal was really getting strong and saw the wing of my baby. I called Elaine and told her "I found it" We were both elated to say the least. Thank God for Walston Retrieval Systems.

When we got back to the motel, we showered and went across the street to the restaurant where most of the gang ate breakfast and dinner. Jack and Maureen Nix and Eddie and Agnes Hopper watched Elaine and I cross the street. They asked each other if I was smiling or had a sad look on my face. When we got in the restaurant they asked "well" and I responded, "I found it." It was party time then. What an episode, EH!

Indeed Larry, indeed. If you readers out there have similar anecdotes send them along I'll print almost anything.

Hanks Workshop

I don't remember where I got this tip from. For those who use Polyspan, Poly-tak fabric cement is the way to go for sticking it to the airframe. \$8.40 a pint and well worth every cent! You can get it at Wicks Aircraft Supply, 800-221-9425 or their web site www.wicks.com/aircraft. Use it just like clear dope on the balsa airframe, lay the Polyspan on and brush MEK right throw, works just great! The Poly-Tak works much better than dope or any thing I've tried. You might try the maintenance shop at "Old Rhienbeck" as another possible source for Poly-Tak.

This next item was taken from the free flight email newsletter. It was written by Mike Myers.

Jetex Pen Igniter

I got my Jetex Pen Igniter that I'd ordered from Mike Woodhouse. I had ordered it about two weeks ago, Mike had to get a new supply from the manufacturer, but in about two weeks it showed up on my doorstep.

The device is a spring clip holder for a C size battery; there is a copper tube extending from it, with a piece of .045 music wire in the nose of the tube. You squeeze the spring clip together, the circuit is made and the wire tip heats up.

The package instructions said use a high capacity rechargeable C battery. Well, I didn't have one, so used a regular Duracell alkaline "C". It was fresh, with a "use by" date of March, 2001. Still, while it got the wire very warm to the touch, it did not have the poop to heat the wire enough to ignite my Jetex fuel.

The problem is that most alkaline cells have sufficiently high internal resistance that you can't draw much in the way of amps from them; but then I went out and bought two Sanyo/GE rechargeable C cells, put them in the charger (charger circuit requires two cells in it, dunno why, it just does). After about a 4 hour charge (less than a third of normal charge), I pulled one cell out of charger, put it in igniter clip, closed the circuit and was rewarded with a cherry red glow at the tip.

So, the moral of the story is, the igniter works, it's a nice piece of equipment, but you need to read and follow directions and use a Ni-cad C cell, it will discharge fast enough to heat the wire red hot. By the way, the .045 wire size just fits inside the Jetex 50 and Jetex 100 nozzles, it will help to clean them out of any residual gunk after firing.

Me, my Rocket Boy, and my Jetex 50 are heading out for field trials again tomorrow morning.

I've drilled holes in each of the pellets to assist in igniting the entire load. I'll pass on the old Jetex trick of baking your fuel the night before to get all moisture out of it--will see if the hole drilled through the center of each pellet will get the ignition job done. The new 50 pellets are half the thickness of the old pellet--it takes four of the new pellets to do a full load on the 50--versus two of the old pellets. The up

shot is that you now have three pellet to pellet ignition zones instead of just one. I've had problems in the past with no ignition taking place across such a zone--so now there are three chances to fail to ignite instead of just one. However, even though the pellet thickness has been cut in half, the printed instructions have not been updated by Ripmax--they still tell you to put two pellets in the motor--but that's only half a load.

Other handy sorts of tools for those of you going out to try your new Jetex 50s---take a piece of .045 wire or a small drill to clean out the nozzle after you fire--if you don't get it clean, you won't be able to run the fuse through it--and the fuse isn't stiff enough to push any gunk out of the hole. You might also take a piece of 3/16 plywood about half an inch wide and maybe three inches long. If you shove it in the cylinder and turn it, the edges of the plywood will help scrape the sides of motor clean making it easier to shove new pellets in. For those of you who have a dental probe, take that along--helps scrape the silicon washer off the nozzle head of the cylinder--you burn one up with each flight, and you need to clean the area thoroughly before you put the new one in. A Swiss Army knife or other pocket knife with a short stout blade also makes a good scraper.

One final point--Tony Naccarato suggests that any Jetex user take some thin copper wire along. Wire the motor to the mount--this comes from Tony's experience out at Sepulveda Basin years ago when a Jetex came out of its mount and flew merrily along among the modelers like an unguided missile. Everybody was duckin' and dodgin'---no fun, since it's a safety issue. For those of you with Internet access the web address is:

<http://www.users.dircon.co.uk/~jetex/>

Control Line Speed

What, you may ask, is a control line speed article doing in a free flight publication? Well many of us do fly other types of model airplanes and this postal contest sounds like fun. The following was sent in by Neville Palmer.

A new Old Time Speed Contest (Postal) has just been announced for 2.5cc engines -

diesel or glow (.i4ci to .i525ci).

This is a one design contest, the MEGOW "PERKY" by Matt Kania.

Although strictly a 1 mile standing start timed contest (to even the playing field) the sponsors, P.A.L. Model Products, are awarding a NIB engine prize - to the nearest average time of all entries and not just the fastest.

This means that you do not have to have a super fast engine/airplane to enter. A separate award may be given for the fastest time, dependent upon the number of entries.

If you are like me, you have no idea of what the PERKY looks like. To rectify this, a reduced size plan is shown below.

Wing span 18". Length 18 1/2". Fuselage sect. (mn.) 2 5/16" W, 3 3/6" H.

The rules are simple:

1. 52-6" lines 2 x .012" stranded.
2. 16 laps ROG (timed from model release)
3. One entry per engine/model (you may swap engines to enter again).
4. Open exhaust (no tuned pipes)
5. Suction only (no pressure tanks)
6. Stock props
7. 1 1/2" Wheels
8. 1 1/2" or 1 3/4" Spinner

Arrangements are being made to make the plans available worldwide. A list of sources will be published later in this article.

Each set of plans will be allocated an entry number. If you already have the plan contact the nearest plan agent to get an entry number. The closing date for entries is preliminary set for 31st March 2000.

You are going to have to work out your own controls (bellcrank, leadouts, control horn) and also tank details. These are not shown on the plan.

It will be interesting to see how some of the older engines stack up against better known examples.

A name has been coined for the "PERKY" Postal Speed Contest announced in the last issue: "THE MILLENNIUM OLD TIME SPEED CONTEST".

The major sponsors, P.A.L. Model Prod

ucts (address-below) are in the process of publicizing this event in N. America and additional sponsorship is to be solicited.

What will this mean to entrants?

When other sponsors can be obtained, then the number of awards could be increased and this may make this a profitable event (for some contestants) to enter.

The 52'-6" line length was chosen because experience with PHANTOM models, had indicated that the speeds achieved - even with 1 .5cc plain bearing diesels, can border on discomfort (with 35'-6' lines). This is especially true with an oversize tank for those (with the handle) who are "a bit long in the tooth". The longer lines will slow things down

Some have questioned the major award for the nearest to the average time of all entrants' times. Obviously this makes the contest "a crap shoot". The sponsors have taken the view that nearly everyone has a no longer competitive 2.5cc engine and that this contest could be an excuse, to bring out an old favorite or even "a basket case engine for one last day in the sun.

The "PERKY" from 1946 has been out of date for so long that, at least for me, it will be like new.

The fuselage formers have been unearthed (from an original Megow kit). The full size plans are now complete. They are available from the following:

North America - P.A.L. Model Products, 32 Clinton St., White Plains, N.Y 10603, USA. Tel: (914) 949-6083. Cost - \$5.00 inc. postage for USA and Canada. - \$6.00 overseas.

Europe- Keith Harris, 21 Burns Lane, Warsop, Mansfield, Notts. NG20 OPA, England. Tel: 01623-842167.

Australia/NZ - David Owen, P0 Box 264. Fairy Meadow, NSW 2519, Australia. Tel: (242) 272 699.

Wanted: Plans Agents for S. America, Japan and other areas where support for this event will be encouraged. Applications to P.A.L. Model Products (address above).

There are not too many 2.5cc engines that are near contemporary with the PERKY. The closest American engine, I believe, is the

OK Cub .14 (actually .1499 cu.in.) from 1952. If we stretch the window, to say 1953, then the number of engines (worldwide) in this size range - mostly diesels available include:

ED 2.46 Racer (U.K.)
Typhoon 2.5 (Holland)
Eullarider 2.5 (U.K.)
Webra 2.49 Record (Germany)
Sabre 250 (Australia)
Metcore (France)
Super Tigre G.20 (Italy)
Ellin 2.49 Radial (U.K.)

This list, I'm sure, is by no means complete. No doubt the historians can double this number. Nevertheless, the size limit for the "MILLENNIUM" Speed Contest has been set at 0.14 to 0.1525 cu.in., without any year stipulated for engine manufacture.

If you want to go fast, use a more modern glow engine. The open face requirement and pressure fuel system prohibition will somewhat even the score and some of these other diesels from the 60's should perform reasonably well:

Rivers 2.5	Alag X-3
ETA	Bugle/HP
Oliver	DC Rapier
Webra Mach III	Schlosser
Frog 2.49 BE	Barbini 840
Allen Mercury	Enya 150

Amongst the glow engines there are the Japanese Enya, Fuji and OS engines plus other Asian engines. The K&B, Fox, Cox and Cipolla engines. Several Russian and Ozeck Republic engines past and present. This is mostly a generic list but even so over 20 marques are listed. The more the merrier, as they say. This is both an engine and a modellers' contest. There are several items which require a little thought. The CG is shown on the plan but no lead-out guide is mentioned. Possibly the easiest method to locate the lead-outs, is to arrange external lead-outs, then hang the model from both leadouts and adjust the guide position until the plane hangs at about 1 or 2 degrees nose "down". This will ensure that the model CO is slightly for

ward of the lines. No engine offset is necessary but a small tip weight, say 1/2 oz plus will help maintain line tension, during take off. I intend to use an internal pushrod and a bent wire elevator horn but some care will be required to provide for horn and pushrod clearance. Aesthetics are the only reason for going inside, otherwise an external horn arrangement would be simpler. The effect on speed would be negligible.

I do not like the airfoil shown on the plans and I believe that the NACA 009 section would be a better choice.

The above ideas are only my personal opinion. If you have better ideas, then I'm more than willing to listen and learn.

Spin Dizzies (as they are called in the USA) are really not my thing. I am surprised how nice they look when tracking but unlike some; I've not been there, done that before. So follow me at your peril. It will be a learning experience, if nothing else.



Awards Changes

The following was sent in by Jean Paillet. Jean is the keeper of the scores for the Sky-scraper annual awards.

First a little history:

At its annual dinner the club has traditionally presented a number of awards to de-

serving members. In addition to the **Outstanding Modeler**" (or "Modeler of the year") and the highly desired **"Purple Shaft"** perpetual trophies, awards have also been made to members accumulating the highest point totals in a variety of categories. A review of the past nine (9) years reveals that number of members submitting their contest records for tabulation have been as few as four (4) and no more than seven (7). Worse yet virtually the same three or four people are winning the awards each year! Not surprisingly these are the same fliers who, for one reason or an other, manage to attend the most contests each year. Therefore....

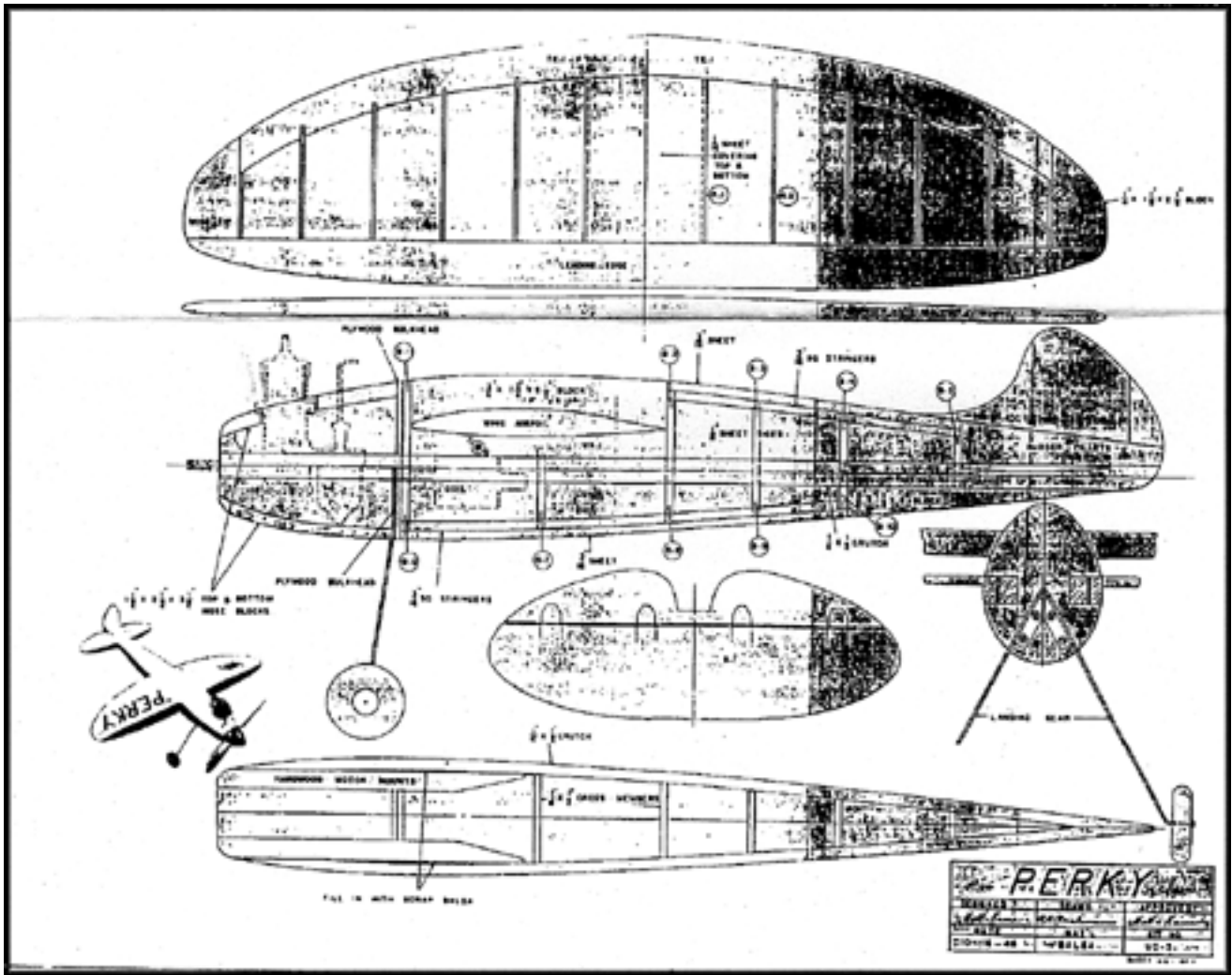
Now, a new approach:

Beginning with the awards for calendar year 1999 (to be presented at our Y2K dinner), only the **MODELER OF THE YEAR** and the **PURPLE SHAFT** perpetual trophies will be awarded until or unless there is some groundswell of demand (and **some assurance of increased participation**) for additional category awards of some sort. The recipients of the two major trophies will be decided by a committee consisting of the prior year winners, the club President, and the Annual Awards Chairman. As in the past, suggestions from the general membership are welcome and encouraged.

Final Warning

I am no longer accepting renewals past Flyoff issue #49. Issue #49 will be the last issue of Flyoff unless I receive more reader submissions. I am not a writer. To make this a success it takes more than my stealing from other newsletters. It takes your input and stories, tips and building articles.

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The 1999 Skyscraper Annual

in honor of Emmett Holt
November 13-14 1999
Tom Higgs Farm Ingleside MD.
Eli Downes Road site

F1A F1B F1C (Americans cup)

5 rounds on Saturday, starting at 10:00 AM

(90 min overlapping rounds)

2 rounds on Sunday, starting at 7:00 AM

(Performance round ends at 8 AM)

F1G F1H F1J (Americans Cup)

Saturday, 8 AM - 2 PM

(No rounds. Sunday is a rain day)

Saturday (8 PM - 4 PM)

½ A Nostalgia
AMA Gas (ABC combined)
Catapult Glider
P-30
Dakota event*

Sunday (8 AM - 2 PM)

Mulvihill (7 AM)
Nostalgia (ABC combined)
Pee Wee 30
Hand Launch Glider
AMA ½ A Gas
Slow Open Power*

Dakota Rules: Time target (to be selected by the contestant) with a 30 sec. minimum flight. Best one out of three flights. No DT, must be built as per the original plans. Early nostalgia legal engine as listed in NFFS #7 rule book.

Slow Open Power Rules: Fuel shutoff and DT only! No auto surfaces, No folding props. 7 second engine runs.

All Events are J.S.O Combined. Trophies to third in all events.
\$12.00 Registration & first event \$4.00 per event \$20.00 max.

Contest Directors:

FAI events: Aram Schlosberg (718) 479-0478, schlosberg_NY@csi.com
AMA events: Alan Abriss (718) 275-6362, hgtv@earthlink.net



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ROUND 37

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