



FLYOFF

Round **40** Summer Y2K

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

= **FREE FLIGHT RETURNS TO NORTHEAST** =

What's Up? XL

Fantastic news! I received the following from fellow Skyscraper Andrew Barron via email. It seems that Andrew has purchased a flying field! I'll let Andrew tell you himself....

This email is mostly going to East Coast flyers, plus a few others whom I suspect may have specific interest. I will be sending a somewhat briefer note out through Aeromodel.com shortly. Feel free to contact directly friends who would be interested in use of the field who do not have access to these emails.

On Tuesday afternoon (June 20), we had a successful closing on the purchase by Barron Field, LLC of the land in Wawayanda, New York (also known as the Flying Barrons Free Flight Field). So now it is available for essentially year round Free Flight use.

The purchased field is leased to Shuback Farms for the growing and farming of commercial sod.

I practiced there Tuesday evening and Wednesday morning. It is a good time of year to fly. The Barron/Shuback sod is recently cut. The Ford corn is short (maybe a foot high) with grass between each row. Almost all of the Ford grasses are cut.

I want to continue to keep an electronic record of field use. So send an email in advance of going to the fields. If for example you send me an email say on Thursday evening in advance of going to the field Saturday morning I will endeavor to send a specific reply of permission for the intended date(s) so that you can print that out and have it in hand if there are any questions by farmers at the fields. Then sending a message afterwards to know how it went is also appreciated.

Recognize and respect that the farmers may have specific farming needs that may restrict launch access to particular portions of the fields at certain times (e.g., recently planted or sprayed crops, or tall grasses, soon to be harvested). Launch only from the Barron sod, Dean Ford short or medium height grasses, or farm roads. Provided we are deferential to the farmers and crops there should be no problem retrieving from any of the Barron or Ford fields. They are available!

Motorcycles and cars are permitted to assist in retrieval. However they are restricted to the relatively abundant farm roads, at slow speeds. Golf carts may also be used and they are permitted on the sod.

Engine running is restricted to one minute on the ground and fifteen seconds in the air (per request by Robert Ford). Be sensitive to the presence of homes along Lower Road, CT RT 12. For warming up an engine or for lots of power pattern tests with short DT, go out further in the field.

No radio control flying is permitted, as it is against the intended use of the field and would be at odds with frequency use by two RC clubs one a mile or two to the northeast and one a mile to the southeast. [An exception is Radio DT for FF practice and F1C competition which is distinguished by code rather than frequency and does not affect RC.]

With 278 acres owned by Barron Field, 340 acres owned by Dean Ford and Sons (including 60 in the southern corner), and 200 acres owned by Robert Ford and Sons, overall these fields (to the west of the canal) total 818 acres. [A square mile has 600+ acres.] There is comparable size on the east side of the canal, and we have permission to use also the sod field there owned by Shuback. For really long flights (e.g. Mulvihill), it is hard to imagine a better site because (though cut up somewhat by trees along the streams and canal) the fields continue for several miles to the northeast, east, and south, with a reason

able supply of farm roads. Moreover, this whole black dirt region of Orange County, New York is very flat. Also there are no power lines for several miles.

The name Flying Barrons (other than reference to a certain WW-I ace) goes back to newspaper reports on Bryton, Ella, Bebe, and Roger Barron and their extensive travel to free-flight contests everywhere east of the Mississippi in the 1950s. A loan from Roger and Gayle Barron and gifts from (now deceased) John William Young (Gayle's father) to me and each of the Great-Grandkids (John, Peter, Timothy, Michelle, and Julie) are instrumental in the acquisition.

In years past the Northeast has hosted three America's Cup contests (the Skyscraper FAI Challenge, the Skyscraper Annual, and the Eastern States Free Flight Championships). With the loss of Galeville, the Annual and the ESFFC have moved to a nice home at Higgs Farm in Maryland (four or five hours to the south). A new America's Cup contest was initiated at Geneseo (four or five hours to the west, seven hours away for those of us in south central Connecticut). The Skyscraper FAI Challenge, with a long history going back to 1966, was temporarily discontinued with the loss of Galeville. It is here resurrected as part of the Free Flight Challenge described below. By copy of this to the America's Cup administrator I am inquiring whether the resurrected FAI Challenge may indeed continue the tradition it had of being an America's Cup event.

Thanks Andrew, many thanks from free flight modelers everywhere.

Skyscrapers Annual & FAI Challenge

With the acquisition of Barron Field the Skyscrapers are happy to announce the return of the FAI Challenge. This year the Challenge will be combined with the Skyscraper's Annual. Next year we will try to have each contest on two separate weekends.

Complete contest details can be found on the back page of this issue of Flyoff.

One Design Contest returns

The Metropolitan Scale Squadron has asked if they could piggyback their Annual one design contest with the Skyscrapers contest. An informal

poll of Skyscraper members gave no objections, so hey, the more the merrier.

For those of you who are not familiar with the one design contest, Flying Models columnist Don Ross sent me a copy of the contest's history.

The One design Contest was originally conceived to provide a means for "Duffers", "Retreads" and Novices to meet & compete in a relaxed, fun fly atmosphere where the model and the events gave no advantage to building or flying experts and anyone willing to try could go home with a prize. The concept was a roaring success right from the start and for 14 straight years attracted as many contestants as any of the other standard free flight events.

Originally held at Galeville in early July, the loss of that field has moved the contest to various fields where the East Coast Free Flight Conference held its annual meetings. Now that the Bryton Barron Memorial Field at Wawayanda near Middletown, New York is available, we will try to make it our permanent home and will add our events to one of the Skyscrapers' annual contests thus giving our group even more events to try.

One Design models are chosen for ease of building and flight trimming. Most are old timers like the Pacific Ace. With span limited to 33 inches, free wheeling, 12 inch max prop and 25 grams of rubber maximum, these models can still go OOS with ease. The events are designed to eliminate any "expert" advantage and provide a lot of fun and excitement. This year, we're adding any Jimmie Allen model as long as span, prop and rubber are within above limits. This should provide even more contestants. Here are the rules:

Mystery Time: ROG flight for any time between 30 & 90 seconds. Time is drawn from a hat. Closest time above or below is winner.

Time Target: One ROG, One HL. One minute Target each flight. Score is seconds over or under target. Lowest score wins.

ROG Endurance: 2 Flights, 90 sec. max each. High score wins.

Tissue Tow: 2 Flights ROG. No. of sheets of toilet tissue (new) towed X number of seconds. High score wins.

Thermal Search: 300 seconds of flight is your target. Any number of flights. Score is total number of seconds multiplied by number of flights. Penalty of 1/2 point for every second over 300. 300 in one flight is a perfect score.

Mass Launch: One or more elimination heats depending on number of flyers.

Events (like ROG Endurance or Time Target) can be combined but flyer must declare which events before flying.

Acceptable models (Some are scaled down from original so span will meet 33 inch max). Some which had folding props must be flown with free wheelers:

Pacific Ace 30, Black Bullet 30, Sparky 32, Maverick 32, 3/4 Korda 33, 3/4 Flying Cloud 33, Flying Aces Sky Gull 30, Cruiser 30, Stahl Hurricane 32, Stahl Hi Climber 30, Gollywock 31, Jabberwock 31, Pirate, Prowler 31 and any Jimmie Allen that meets the above. You can scale up a Jimmie Allen to 33 if you want.

EUSFFC Blowout

This year's Eastern US Free Flight Championships were held April 8-9, 2000 at Tom Higgs farm in Ingleside MD.

Saturday morning dawned picture perfect, with warm (for that time of year) temperatures and blue skies. Mid-morning the winds picked up and had to be gusting over 25 MPH. A big storm front was approaching and the forecast for Sunday was rain with even stronger winds.

Despite the forecast the turnout of contestants was very respectable. The wind gave everyone an opportunity to hanger fly and catch up with old friends. I only saw one Wakefield flight and the airplane was out of sight in under a minute.

I decided to leave for NYC when I heard the forecast for Sunday. I'm glad I left when I did. Sunday morning brought cold temperatures with snow, rain and more wind. Contest directors Joe Wagner and Tom Kerr called off the contest.

At this time there is talk of rescheduling the contest for November, but this is only in the discussion stage right now. If and when the field in Ingleside becomes available notices will be sent out with all the details. Stay tuned, we may get lucky.

Flying in Grand Central Station

I found this on the Internet. If any of you out there decide to try this please let me know, I would like to video tape the flight.

"International Intrepid Indoor Freeflight Postal Contest 2000."

In the interest of the journalistic reporting of intrepid (a.k.a. "Guerrilla" or "Those Silly Boys!") indoor model airplane freeflight public "educational demonstrations" in venues of special significance, an International Postal Contest has been arranged. A website is ready to document the entries:

<http://members.theglobe.com/jetex/iiiffpc2000.html>

The contest, which runs through the Millennial Year 2000, embodies these "rules:"

Rule One. Any person who flies a model airplane within a public building, architectural monument, arena, auditorium, terminal, hall, or other "indoor site" in which the flying of model airplanes is not a common, normal, or usual occurrence, may enter. Suitable venues include national and state capitols, palaces, cathedrals, train stations, airline terminals, museums, galleries, opera halls, sports arenas, shopping malls, atriums, conference centers, auditoriums, and similar sites. Anonymous and "John Doe" entries are welcome.

Rule Two. The flight must be launched and landed entirely indoors, be pure slow freeflight (no RCs), and employ only hand-launch or rubber-band power. No electric's, Jetexes, CO2, bungees, or winches are permitted. Ornithopter, helicopter, twin-pushers, and the like are encouraged.

Rule Three. The aircraft must be "small" and constructed entirely of "safe materials," such as balsa and paper tissue. Planes must be entirely harmless to any and all spectators and bystanders, and flown with special attention to personal safety. Ultra-light, flimsy models can earn extra points. Genuine condenser-paper, micro-film, or Saranwrap designs win a bonus. All-traditional material constructions (pre-1950) win even more.

Rule Four. The flight must occur during "open to the public" hours. Renegade breaking and entering is not condoned, but "sanctioned, organized, planned public freeflight events" may also be

downgraded a point or two. The contest is intended to be limited to genuinely intrepid contestants.

Rule Five. Flights involving multiple airplanes launched simultaneously by multiple flyers can earn bonus points. "If one person does it, it might be a fluke. If several do it, it might be a movement."

Rule Six. Flights must NOT break any "obvious" venue rules or public law. Do not launch if there are signs that prohibit freeflight model airplanes.

Rule Seven. Recovery of the airplane after the flight is essential, to disallow anonymous wafting or streaking. You must take responsibility for your aircraft. Disguises and costumes, however, are permitted.

Rule Eight. Documentation is everything. Extra points will be granted for flights which are reported by the media (favorably or otherwise).

Rule Nine. The contest winner will be determined by an anonymous board of judges, whose decision will be final. Points will be awarded based upon these factors, among others unnamed:

A. WOW! Factor. Flights which make most sane adults drop their collective jaws and mutter "Oh my gawddddd!?" simply from how "kewl" it was. Judges will take the whole tale surrounding the flight into consideration, including litigation and settlement (if any).

B. Set-and-Setting. Imagination in selecting a launch site wins points. Flights in places that are internationally well-known deserve special acknowledgment. Does the flight setting make normal people think: "Here?"

C. Micro-Weight Invisibility. Planes that are ultra-ultra-pico-light in weight, and planes that are almost transparent earn extra points. We want to see harmless aircraft, flying s-l-o-w, even almost lost in the environment. "Is that really a -- a -- a -- a plane?"

D. Duration. Every second aloft in a meritorious setting presents escalating challenges, and flights over a minute deserve special bonus points. We expect flights that exceed paper-plane glider possibilities. Should the flight extend into apprehension, detainment, arrest, incarceration, or extended litigation, the duration of those conditions will also

be taken into account. Swift aircraft recovery and evasion are, of course, even more winning.

E. Recovery and Retreat. Points will be earned for flights where, after an impressive flight, the plane is quietly recovered and the flyer simply disappears without further ado.

To enter your flight, sign up at the website <http://members.theglobe.com/jetex/iiiffpc2000.html>.

So who of you out there is going to be the first to try this?

Dave Dodge Flies Grand Central

I received the following email from Dave a couple of months after learning about the challenge.

I had an old overweight Pennyplane to dedicate to Grand Central Aviation. It was covered in condenser paper. The motor stick was braced, to overcome a tendency to bow when heavily wound. So I guess it wasn't a legal Pennyplane after all.

I had trimmed it out so it leapt up 12ft in a tight circle and banged around shedding prop blades and bouncing off the architecture for more than six minutes and figured a smart person would stop before he broke the plane. So I did.

I made a surprisingly bulky box that would hold the plane assembled and wound.

Saturday morning, my wife and I drove to the New Haven RR station and met up with our friends Peter and Becky and their two boys Eli and Isaac, about 4 and 8 years old. These two kids are both up and coming modelers and no doubt we'll hear more from them. We each had a box with a pennyplane.

When we got on the train, we wound the planes and collected at least one interested spectator. I mean I've never wound a pennyplane in a commuter train and neither have most people. My winding was so uneventful I added a couple of hundred turns. More about this later. Peter wasn't so lucky and not only did we wind this plane but we added a good bit of CA* to his stab* and wing(?). Our pennyplanes were armed.

I hadn't been to New York in 15 years and was impressed by the improvements in Grand Central Terminal. Gone was the dirt left over from the

steam engines on the Windows. And the ceiling is all everyone says it is. Gold and green with Orion, Taurus the Bull and their heavenly friends. Betelgeuse twinkled invitingly. There was a perceptible draft coming from the tunnels.

We ambled across the station to get away from a couple of cops and the draft from the tunnels. It seemed THE MOMENT WAS AT HAND!

We opened our boxes and launched.

My plane stalled and refused to climb. Peter's set off in raggedy climb which I was too busy to observe. I was able to retrieve my plane and took a smidgen of incidence out and off it went in a slow steady climb.

About this time a station master, with a cop hanging back 15 feet, came up to me and said "You can't do that." Since what we couldn't do was 30 feet up, he was pretty much forced to accept my promise not to do it again, his main concern seemed to be that we were attracting a crowd.

My plane continued to drift back and forth around the station in an uneventful and graceful fashion, maybe half way to the ceiling. Peter's continued to bob along. They looked as wonderful as I had hoped.

I was able to snag the plane out of the air about the time the last turns were running out. No one took any times and the estimates by the observers were wildly optimistic. My guess is that my flight was about the six minutes. I don't know what Peter's time was. Peter said 5 minutes.

I consider this a resounding success but there are some lessons to be learned.

- 1) This sort of thing attracts friendly and interested attention. And most people are totally unaware about indoor. We should have had more propaganda.
- 2) These public spaces are drafty. And the models have to be able to fly in what indoor competitors would think of as very dirty air.
- 3) A rubber band will keep its elasticity for a couple of hours, no problem.
- 4) It is not clear to what extent a pennyplane will maintain trim wound up in a box.

The pennyplane seems like a good start. It's robust, big, and easy to build. The CG should be well forward to compensate for the air and small warps.

I feel some what obligated by my promise "not to do it again". (But you can try it) ed.

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**SKYSCRAPERS ANNUAL &
BRYTON BARRON MEMORIAL FAI FREE FLIGHT
CHALLENGE**

October 28-29, 2000

Barron and Ford Fields Wawayanda, New York
Orange County Route 12

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.

Saturday Oct 28

F1A, F1B, F1C

180 second maxes [In advance of a round the CD may post extension to 240 seconds for potential tie-breaker purposes beginning with first round; may shorten to 150 seconds if wind becomes strong.] 7 rounds starting at 8:00, 9:00, 10:00, 11:00, 12:00, 1:30, 3:00. [Note that the afternoon rounds are 90 minutes each.] Flyoff, if necessary, starting at 4:30.

Sunday Oct 29

F1G, F1H, F1J

120 second maxes. 5 rounds starting at 8:00, 9:00, 10:00, 11:00, 12:00, with 1/2 hour overlaps. Flyoff, if necessary, starting at 1:00.

Skyscraper Annual (includes One Design Events)

Saturday Oct 28 8:00am - 5:00pm, awards at 5:15pm

1/2 A Gas Hand Launch Glider P-30 Moffet ABC Nostalgia Pee Wee 30

Sunday Oct 29 8:00am - 2:00pm, awards at 2:15pm

ABC Gas Catapult Glider Mulvihill 1/2 A Nostalgia Dakota

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First Class

ROUND 40

AMA Charter 470

