



FLYOFF

Round **41** Spring 2001

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

What's Up? XLI

I'm sitting here looking at an empty page (computer monitor) trying to figure out what to write about. Well folks I gotta tell ya, I'm not a writer.

This is a newsletter and I'm the newsletter editor. Please, my fellow Skyscrapers, *send me something to edit!!*

So far Jean Paillet is the only club member to send me stuff on a regular basis. Thanks Jean, we need more guys to contribute like you do.

King Orange 2001 (sent by J. Paillet)

Be forewarned that this is NOT going to be a detailed listing of "Who won what". Rather it is an anecdotal compilation of a few experiences and observations from the limited viewpoint of the writer while attending the December 29, 30, and 31, 2001 King Orange Free Flight Contest at Palm Bay, Florida.

To paraphrase Snoopy, "It was a cold and windy contest"! "How cold was it?", you ask. Well, someone was reported to have seen a Key-bird, normally indigenous to Alaska, at the field. That's a bird that flits from spot-to-spot crying, "Key, key, key-rist it's cold out here!"

We arrived in Palm Bay on Wednesday, 12/27/00, to find sunny skies, and balmy temperatures in the 70s. Little did we suspect what was in store for us! Thursday (trim-and-test day) dawned overcast, but still with mild temperatures. The morning hours brought intermittent light drizzle and light winds. By mid-day the clouds had dissipated, the sun shone, and **the winds** blew. All newspaper, radio, and TV forecasts predicted continuing falling temperatures and increasing winds. Most of us left the field by mid-afternoon to prepare for the first day of competition by commiserating with each other about the lousy weather forecasts.

Sure enough, Friday began with cold temperatures and breezy conditions. Arriving at the field at about 7:00 AM for the first (8:00 AM) round of F1J, we were greeted by temperatures in the 40's and winds in the low teens. Although the sun later

warmed things up (???) to the 50's, the winds continued, gusting into the mid-teens. The F1A, F1B, and F1C rounds began at mid-day. A high-light of the F1C event was the head-to-head competition between Bob Gutai and Henry Spence to determine the Americas¹ Cup champion. Bob had already locked-up the Cup in F1J in other meets throughout the year, but this contest would determine the F1C champ.

As might be expected, due to the windy conditions most of the flying in the non-FAI events involved the larger, higher-powered models. Not too many .020, and the smaller rubber planes took to the air, which was the case throughout the three days of the contest.

The completion of the fifth round of F1J at 1:30 PM found five fliers (Gutai, Keck, Morris, Kerr, Paillet) maxed-out and eligible for the flyoffs. The 3-minute round was flown at 2:45 PM and eliminated all but Keck and Paillet. Ed was flying a high aspect-ratio original design with auto-surfaces, powered by a Cyclone .061. Jean was also using a Cyclone (as were most of the F1J fliers) in his Genie II design, without auto-surfaces. At the suggestion of the FAI events director, Jim Bradley, it was agreed to postpone the 4-minute round until the next morning in hopes that the wind would abate.

Saturday, December 30th, found us back at the field at 7:30 AM, preparing for a 7:45 flyoff. Remarkably, it was dead calm, at least at ground level. The subsequent flights would prove that there was still significant drift once the models were airborne. The temperature was a brisk 34 **degrees!** To take advantage of the perceived calm we decided to fly for a 5-minute max and "get it over with" before the wind resumed. Both models were in the air within the 10-minute launch window with Keck's clearly higher and; ultimately, the winner.

Saturday also saw the beginning of the F1H rounds and the conclusion of the F1A, F1B, and F1C events. The low temperatures were affecting the performance of Spence's 5 engines with the net result that Gutai won F1C, giving him the Americas' Cup in **both** F1C and F1J for the year 2000! In F1H the

winds (which almost magically reappeared immediately after the F1J models had been launched) pretty much assured that no one maxed-out. Even with their circle-tow models Martyn Cowley and Bob Sifleet had their problems. Without circle-tow, Vic Nippert and Jean Paillet really had their hands full. Paillet's last (round 5) flight landed off the field, a full four miles from the launch site. Overall, there appeared to be fewer flights in all scheduled events on Saturday than there had been on Friday, due certainly to the increased wind and cold.

Sunday was not an improvement! Even fewer flights were attempted as the temperatures kept falling and the winds kept blowing. Each motor-bike retrieve was a Florida version of the Alaskan Iditarod. Riding back against the wind fingers became numb and frozen stiff around the hand-grips (even borrowing my wife's little red mittens gave little relief). Probably the only one at the contest enjoying the climatic conditions was Kayak, our Alaskan malamute. None-the-less, throughout the three days, a few stalwarts flew flight after flight. Noted among them were Joe Clawson, Dick Covalt, Bob Sifleet, Tom Berger, and Ron Sharpton.

In spite of the weather, this year (as in most past years) the contest drew over 100 contestants. They traveled many miles from many states, such as:

Maryland- Sifleet, Berger, Tom Kerr
Virginia- Jim Bocckinfuso, Jack Nix, Ed Costanzo
New York- Art & Dave Ellis, Larry Davidson, Bob Geyer, Nippert, Paillet
California- Martyn Cowley (every year!)
Tennessee- Vince Villardo, Ben Cleveland
Kentucky- Tom Kirsch
Pennsylvania- Gutai
Texas- Henry & Steve Spence
Ohio- Gil Morris, Bob Perkins
Indiana- Dick Covalt
Georgia- George Perryman, Jim Walston
Michigan- Randy Ryan and his dad

All who attended owe a debt of gratitude to the Florida guys and gals who, every year, help provide the rest of us with this extravaganza of events. Among them are Bob Schuettler, Jerry Wagner, Frank & Bill Carney, Steve Bacom, Jim Bradley, Norm (I usta was a Brooklyn Skyscraper) Rosenstock, Joe Clawson, Ron (not the Reverend Al) Sharpton, and the Jim Juhls, Jr. & Sr. Two items of concern and constructively intended criticism for future attention are the need for better enforcement of the requirement to record times after each flight, and the prohibition of glow engines in the SAM events.

Apologies to all whose attendance, activities, and accomplishments are not mentioned above; it is the result of ignorance, not intent. Other, more detailed accounts of the contest will, hopefully, include them. See y'all in the sunny (???) south again next year.

Postscript: Went flying twice again during January at the Palm Bay site. Beautiful sunny days, temperatures in the high 70s/low 80s, light (5-10 MPH) breezes. Just too late for the KO contest!

Club Diner

The annual club diner was held again at Manero's Steakhouse in Greenwich CT. We had a very nice turnout. Our guest speaker this year was our AMA District II VP Dave Mathewson.

Dave introduced himself and let us know he is picking up the ball where Wes DeCou left off in regards to Galeville. Dave is definitely not the new kid on the block. He knows what he's talking about. He also spoke about the "Park Flyers" and their impact on the modeling community.

Alan Abriss introduced the new Club President, Bob Langelius. Bob also spoke about the Galeville situation.

Then Jean Paillet presented the Club awards. Bob Gutai received the Modeler of the Year award. Alan Abriss ("it's only a short test flight, I don't need my Walston Unit") was inducted into the Royal Order of the Purple Shaft for being the first flyer to loose an airplane on the new field at Wawayanda. The Club presented Andrew Barron with a special award of appreciation for his efforts in giving all the East Coast flyers a new place to fly. Way to go Andrew.

Bob Hatschek told the story of the origin of the Purple Shaft Award, maybe he will write up the story for a future issue of Flyoff?



Bob Gutai gets the Modeler of the Year Award



Alan Abriss gets the shaft



Photo by: Doris Paillet

Andrew Barron gets recognized



Photo by: Doris Paillet

Larry Davidson, Dave Mathewson, Jean Paillet and Bob Hatschek discuss Galeville

Club Email

I received the following email via the club's website. I thought you all might enjoy reading it...

Congratulations on your long lasting club, THE BROOKLYN SKYSCRAPERS! I remember you guys as our friendly rivals when I was in the Long Island Gas Monkeys from 1950 to 1955 before

moving to California. Due to the destruction of fields (even in California) I switched from FF to RC (electric) at the tender age of 75, one year ago. (finally mastered a landing with an electric-powered Soarwatt glider designed by Tom Hunt.) I owe a lot to my son Peter who now lives in Colorado and Bob Aberle (an old Gas Monkey) who writes for M.A.N. and MicroFlight (Check out the excellent book: "Clean and Quiet" by Bob). One difference between FF and RC which is finally sinking in: in FF you WATCH the plane, whereas in RC you TELL IT WHAT TO DO, or else!! Tom of Modelairtech (www.modelairtech.com) has a stick model of the Dakota called the "Stickota"! Happy Landings! **John Delevoryas**, an old Gas Monkey.

The following was sent in by Vic Nippert also via email.

Skyscrapers Challenge

On Saturday May 19, the Skyscrapers Challenge dawned humid and calm with what appeared to be almost perfect conditions. Lift was common, but deceptive, as thermals changed in size during the morning from large patches to "streamers" that always looked good but, either disintegrated into "down" air or were just a few feet in diameter surrounded by strong down air. Lots of modelers were fooled at least once by this and the general consensus blamed this on the sod we were flying over. As the day's events moved toward noon, the FAI flyers moved toward the North between freshly planted corn fields and the conditions were more of dealing with the turbulence came up with the wind. Several "Coupe" models were lost during the morning as the strong lift carried them away toward the South fully dethermalised. I was fortunate to locate mine about 1 1/2 miles downwind and three fields away, without a radio tracker! Others were not so lucky. During the meet there were lots of HI-Tech models in abundance, including a few P-30's! The dropping of the builder of the model rules by the FAI has had an impact on International class models (P30 is not one of them but there is a Hi-Tech kit available). Most impressive was the flying of the F1J models that have so much performance in hand. These are the little brothers of the F1C class that everyone relates to international power flying. Most competitors are using .061 motors that are turning up 30,000 RPM on the ground, combined with all the bells and whistles of their bigger brothers, these 1/2A sized models are almost out of sight in the 5 second engine runs they are allowed!

In contrast, there were a few AMA and Nostalgia class models flying and Clark Darling showed off his 750 Ram Rod with a K&B 35. I managed to find it downwind when recovering my Coupe. Clark was elated and disappointed when I met him coming over the bridge after crossing the Wallkill. It was the first time he had used the brand new tracker Jo had given him for Christmas and he didn't get a chance to walk all the way for the model!

Don Ross and his one design group formed another subculture. Time and again there were old design rubber models taking off from table tops with streamers being towed aloft or meeting other flight challenges. Lots of fun.

Sunday morning we moved to the South edge of the sod field as the winds had shifted and we were snuggled next to the tree lined Wallkill river. The hazy sky eventually changed to overcast as the day progressed but there was still plenty of lift over the field. Proving that I was very close to losing all common sense, (some are sure that I lost it long ago) I entered 2 FAI events, Wakefield (F1B) and A/1 (F1H). This meant at least 12 flights during the day and I didn't have my moped to chase with ! (Still in the shop). Clark, on the other hand, entered one event that no one else flew in ! My Lo-Tech Wakefield was brought out of its crypt to see the light of day for the first time since Palm Bay Finals 7 years ago. I swear I heard a sigh of relief when I opened the box. Undaunted by all the Hi-Tech, DPR, wing wiggling and tail flipping models around it, off it went for a massive flight in the first round. 4:52 to the ground and at the very edge of the North side of the field. Couldn't get that silly grin off my face for the rest of the day. With overlapping rounds, the best approach I could think of was to fly the Wake first in each round due to it being the "fussiest" event with blown motors and waiting for lift, and then flying the A/1 with its 2 minute max in the time remaining. Then traveling downwind to retrieve them both at the same time. It didn't always work well because some times they managed to drift in 2 different directions and there was a lot of hiking or biking involved. On the last round the Wakefield managed to DT at the very edge of binocular sight and disappeared on the way down (Tena lost it at 5:02). Tena and I drove to the North edge of the field and I was worried that it had landed in the forest. Surprisingly, the radio antenna indicated the model was back to the South and I found it in some thigh high grasses! Wow, what a great day of flying!!!!

As an observation, Barron field is probably a much better facility than Galeville with much more room to play in and we owe a big debt of gratitude

to Andy Barron for making it available to all of us. If

you haven't been to the field or been to a free flight contest in a long while you owe it to yourself to come out to the next meet that will be held there.

Andrew Barron emailed the results for the Challenge.

Skyscraper Challenge Results

Here are the results for the Skyscraper International Challenge. The conditions were great. Winds moderate (0-10 MPH from the South and West on Saturday and from the East on Sunday). No models were lost, though the Gunder family put their F1J in the top of a tree at the edge of the field when they won the Champagne flyoff with a 6 minute 18 second flight. We were delighted to have Brian Van Nest come from California, Dick Wood from Arizona, Chuck Markos (16 hour drive from Chicago) by way of Paul Crowley (10 hour drive from Michigan), Gil Morris from Ohio, and Jerry McGlashan (7 hours from Canada) as well as a number of fliers from the North East.

P-30, HLG, and Cat Glider were Junior separate events (for AMA and for the National Cup), though I list them here with the senior and open fliers.

We were very pleased to have first time contestant Josh Revkin, a junior flier from Connecticut who flew in F1H (Small Towline Glider), P-30, and the Champagne Flyoff. Watching his towing skills rapidly develop fondly reminded some of us of our early days learning to tow. Josh was rightfully thrilled with his launches and soaring flights!

Andrew Barron was the FAI events CD and Dave Acton did a superb job as overall CD.

F1A (Glider)

1 Omer Erguner 210 180 180 158 180 180 180 1268
2 Chuck Markos 210 180 180 180 49 180 180 1159
3 Brian Van Nest 210 180 180 180 121 88 180 1139
4 Tsvetan Tzvetkov 210 148 97 121 180 180 180 1116
5 John Barron (J) 210 180 180 180 101 180 78 1109
6 Andrew Barron 210 77 180 180 180 180 47 1054
7 Peter Barron (J) 210 92 83 180 97 180 180 1022
8 Aram Schlosberg 210 180 111 102 154 74 180 1011
9 Art Ellis 208 180 180 23 591
10 Kevork Fags 210 210

F1B(Wakefield)

1 Paul Crowley 210 180 180 180 180 180 180 1290
2 Ron Felix 210 139 180 180 180 172 180 1241

3 Vic Nippert 210 149 180 180 180 145 180 1224
4 John Clapp 119 180 180 180 180 180 180 1199
5 Jerry McGlashan 210 180 164 180 137 138 170 1179
6 Taylor Gunder (J) 112 180 180 180 180 180 15 1027
7 John Barron (J) 0 57 180 180 157 180 180 925
8 Dick Wood 158 121 180 180 180 147 38 904
9 Dave Lacey 88 78 133 116 99 55 64 633

F1C(Power)

1 Gil Morris 180 180 180 180 180 180 180 +281 1541
2 André Kirilenko 180 180 180 180 180 180 180 +228
1488
3 Bob Gutai 180 180 43 403

F1G(Coupe d'Hiver)

1 Dick Ivers 117 120 120 84 120 561
2 Vic Nippert 120 75 120 120 120 550
3 Dick Wood 120 120 77 100 120 537
4 John Clapp 120 80 120 120 61 501
5 Bob Hatschek 0 120 120 120 120 480
6 Paul Crowley 120 120 71 311
7 Art Phillips 120 55 175
8 Bill Buss 120 120

F1H(Small Glider)

1 Vic Nippert 120 120 106 120 120 586
2 Chuck Markos 97 120 96 120 120 553
3 Brian Van Nest 100 85 120 120 120 547
4 Josh Revkin (J) 82 120 120 69 67 458
5 Larry Pelatowski 95 106 108 55 76 440
6 Jean Paillet 85 84 120 53 35 376
7 Ed Pelatowski 69 120 53 54 68 364

F1J(Small Power)

1 Bob Gutai 120 120 120 120 120 +147 747
2 Austin Gunder 120 120 120 120 120 +92 692
3 Gil Morris 120 120 120 95 120 575
4 Jean Paillet 120 120 120 98 120 578

P-30

1 Dick Ivers 120 120 120 360
2 Rich Ivers
3 Larry Pelatowski 97 58 66 221
4 Timothy Barron (Jr) 75 77 64 216
5 Allan Martenson 55 57 75 187
6 Eric Martenson 52 43 53 148
7 Josh Revkin (Jr) 82
8 Henry Cox 33

Hand Launch Glider

1 Al Vollmer 60 *98 *72 25 30 *62 232
2 John Whittles *46 23 4 8 28 *120 194
3 Rich Ivers *56 *100 156
4 Gerry Donahue 36 24 *54 22 *38 *55 147

Mulvihill

1 Steve Landy 120 120 120 360
2 Dom Algieri 120 106 120 346
3 Red Laffler 120 120

1/2 A Gas

1 Gerry Donahue 112 120 120 352
2 Jean Paillet 120 52 172

Nostalgia -- C Gas

1 Clark Darling 120 120 120 +120 480

Nostalgia -- A Gas

1 Bob Geyer 120 120 120 +45 405
2 John Whittles 101 65 94 260
3 Mal Maclean 52 120 172
4 Jerry Donahue 120 120

Nostalgia -- 1/2 A Gas

1 Bob Geyer 120 111 120 351
2 Alan Abriss 91 120 68 279
3 Gerry Donahue 50 51 89 190
4 Bob Lipori 120 120
5 Steve Landy 67 67

Catapult Glider

1 Larry Pelatowski 27 27 *58 38 *120 *120 298
2 Al Vollmer *102 46 36 *48 *57 32 207
3 Dick Ivers 41 *67 36 *69 28 *59 195
4 Ed Pelatowski 32 30 16 *35 *93 *38 166
5 Gerry Donahue *29 28 29 9 *48 *30 107
6 Timothy Barron (Jr) *26 *12 *15 6 5 7 53

Dawn Unlimited

1 Bob Lipori 205
2 Art Phillips 191
3 Krine Laffler 102

Champagne Flyoff (7-8am, 7-8pm)

1 Craig Gunder 378 (F1J)

- 2 Vic Nippert 294 (F1B)
- 3 Gil Morris 285 (F1C)
- 4 Paul Crowley 251 (F1B)
- 5 Andrew Barron 235 (F1A, premature DT, whoops)
- 6 Jerry McGlassan 227 (F1B)
- 7 Bob Lipori 205 (Dawn Unlimited)
- 8 Art Ellis 185 (F1A)
- 9 Josh Revkin (Jr) 108 (F1H)
- 10 Lee Wang (Jr) 61 (F1B)

Old-Time Rubber ("One" Design)

- 1st Mike Moskow
- 2nd Richard Gorman
- 3rd Eugene Sellers

Skyscraper Contest Schedule

The Skyscraper Annual is scheduled for the weekend of Oct 27 & 28, 2001, full information can be found on the back page of this issue of Flyoff.

We are also to have informal Skyscraper monthly meets on June 9, July 14, August 11 and September 8 in Wawayanda, for 9 events, FAI: (F1A-B-C), (F1G-J-K), AMA: (1/2A-A-B-C), P-30, HLG, CAT, Nostalgia: (1/2A-A-B-C), Pee Wee 30 and old-time towline, from 9am-4pm. You are free to join the fun with other types of Free Flight models if you like. Corn will be a factor in July, August, and September, so we may use Shuback's fields across the canal if appropriate. CD Dave Acton is arranging AMA sanctions for these events.

Backup Your Tracker

Most of us today use radio tracking systems to help us find our aircraft in a timely manner. Some of us have come to rely solely on these systems to the point where we have stopped using our old methods of finding our aircraft. But what do you do when your tracking radio mal-functions? Do you still take a line on your airplane? Or are you one of those folks who say "I have my tracker, I'll find it."

I have gotten into the habit of using a pair of tripod mounted binoculars to track my airplane to the ground. I then lock the tripod down so it is always looking at the place where my airplane has landed. I then use a compass to get a heading on the airplane.

At the recent Skyscraper's Challenge I was timing Bob Geyer's T-Bird in 1/2 A Nos Gas. I was tracking his model with my tripod mounted binocu-

lars and saw it come down on the field behind a barrel. How far beyond the barrel was not so apparent. I took a compass heading on his airplane then we got into Bobby's van and drove across the field to retrieve the T-Bird. We drove to the barrel and took another compass reading. When we did not see the airplane Bob took out his Walston Unit to get a signal. We turned on the receiver and heard only a steady beeeeeep from every direction. The Walston Unit had malfunctioned!

We took a compass reading from the barrel and walked the line all the way to the end of the field, no T-Bird. We drove back to the binoculars and looked again and realized we were using the wrong barrel to locate the model. We drove out to the correct barrel and once again walked the compass heading. This time we walked right to the airplane. We discovered that Bob's Walston Unit had been accidentally knocked out of tune. Had I not used the binoculars and compass to track Bob's T-Bird we would still be looking for the model.

The moral of this story is don't rely only on modern technology. Plan a backup system and use it.

Galeville Update (sent by J. Paillet)

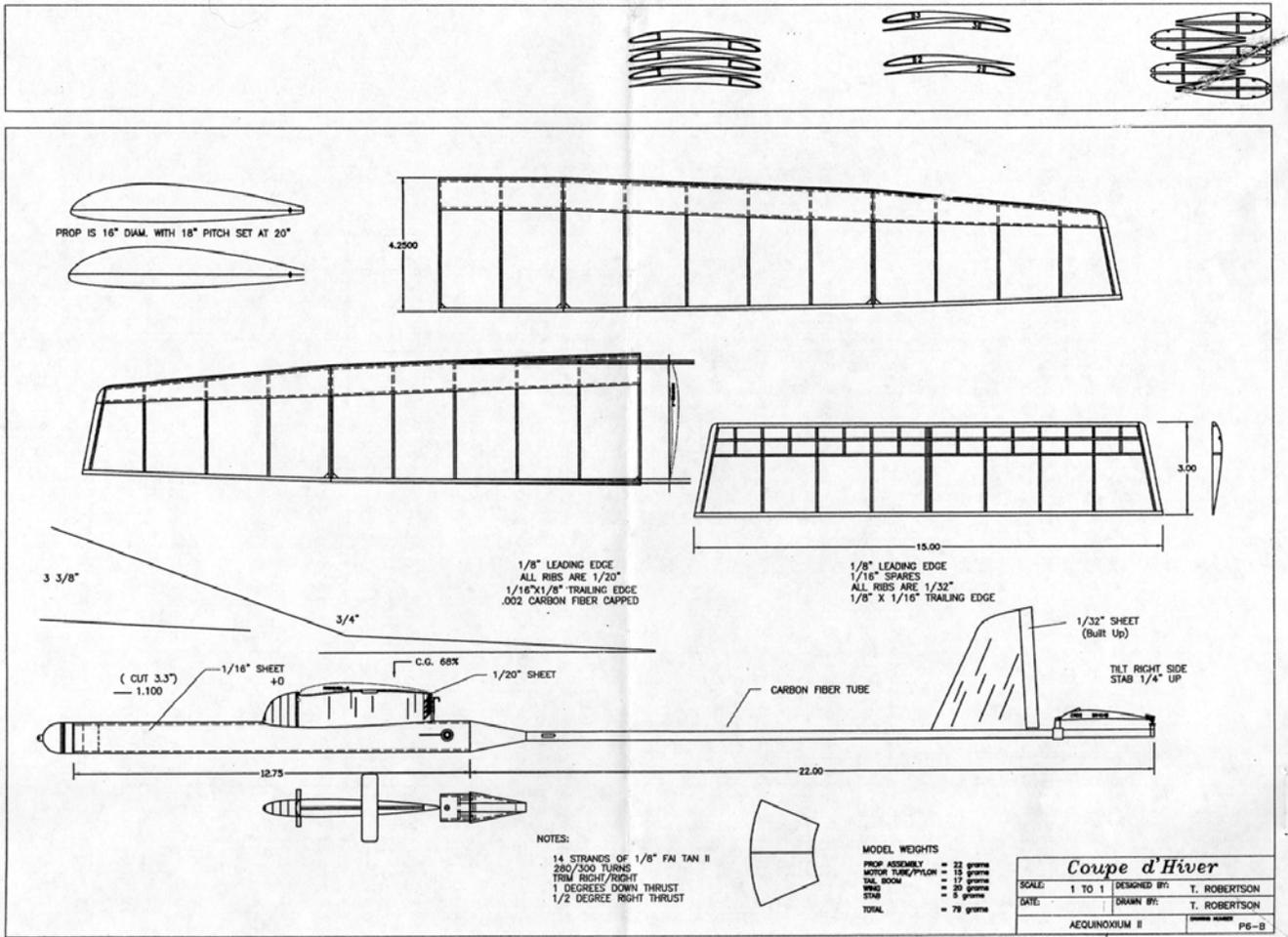
On Wednesday, 5/23/01 the U.S. House of Representative's Committee on Resources held an oversight hearing on **Recreational Access to Public Lands**. Along the fourteen groups invited to give testimony were the aeromodelers contingent which has been working with Congressman Benjamin Gilman to return Free Flight to Galeville. The letter of invitation stated, "The Committee will examine broad national themes of public recreation and associated public access to federal lands by identifying certain access problems and discuss how to restore the proper balance between preservation of natural resources and access and enjoyment by the recreational user. Your organization has significant experience with recreational access issues and your knowledge would be most helpful to the Committee".

Each invitee gave a five-minute oral presentation and was able to submit twelve pages of written testimony. Wes DeCou gave our oral testimony; also present were Dave Brown, Bob Langelius, Syd Krivin, and Jean Paillet.

While the Committee's focus is on the broader national picture, their awareness of the Galeville situation can only be to our benefit. Congressman Gilman and his staff were instrumental in arranging for our invitation and are currently pursuing additional approaches to assure the return of Free Flight to Galeville. **We are becoming ever more optimistic!**



Flyoff is printed by Fletcher Printing Fairlee, VT



Coupe plan stolen from El Torbellino the newsletter of the San Diego Orbiters, thanks.

Subscriptions & Renewals

Subscriptions: *Flyoff* is published four times a year for active (dues paid) Skyscrapers. Others may subscribe to a minimum of five issues for \$2 per issue in North America (\$10 minimum) or \$3 per issue overseas (\$15 minimum). Payment must be in US funds, drawn on a US bank, made payable to "Skyscrapers"

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.

Expiration: Your subscription expires with the Round Number in the code after your name on the address label.

If it reads Exp: 41, 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.

Mail coupon below to:

Flyoff c/o Abriss
94-20 66th Avenue
Forest Hills, NY 11374

Coupe d'Hiver	
SCALE: 1 TO 1	DESIGNED BY: T. ROBERTSON
DATE:	DRAWN BY: T. ROBERTSON
AQUINOXIIII II	PS-B

MODEL WEIGHTS	
PROP ASSEMBLY	= 22 grams
MOTOR TUBE/PYLON	= 15 grams
TAIL BOOM	= 17 grams
WING	= 20 grams
STAB	= 5 grams
TOTAL	= 79 grams

NOTES:
14 STRANDS OF 1/8" FAL TAN II
280/300 TURNS
TRIM RIGHT/RIGHT
1 DEGREE DOWN THRUST
1/2 DEGREE RIGHT THRUST

Enclosed is \$_____ in US funds (payable to Skyscrapers. Please enter my subscription starting with the (check one) Current issue __, Next issue __, Extend present subscription __

Name _____
Address _____



SKYSCRAPERS ANNUAL

October 27-28, 2001

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

America's Cup and National Cup Contest.

Trophies to third in all events.

\$12.00 Registration & first event \$4.00 per event \$20.00 max

\$6.00 maximum registration for Juniors and Seniors.

Saturday Oct 27

F1A (Glider), F1C (Power), F1G (Small Rubber).

F1A and F1C have seven rounds starting at 8am.

F1G has five rounds starting at 9am.

Each round has 90 minutes with 30 minutes overlap.

Sunday Oct 28

F1B (Wakefield Rubber), F1J (Small Power), F1H (Small Glider).

F1B has seven rounds starting at 7am.

F1J and F1H have five rounds starting at 8am.

Each round has 90 minutes with 30 minutes overlap.

Saturday Oct 27 9:00am - 5:00pm, awards at 5:15pm

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

Sunday Oct 28 8:00am - 3:00pm, awards at 3:15pm

ABC Gas Catapult Glider Mulvihill 1/2 A Nostalgia Dakota Dawn Unlimited
Old Time Towline

Contest Directors:

FAI: Andrew Barron, 5 Oliver Drive, North Haven, CT 06473
203-248-5386,

AMA and Nostalgia:

Dave Acton 89 North Broadway White Plains, N.Y. 10603
914-948-4234

A, B, and C Gas are separate for AMA and National Cup purposes, though combined for Skyscraper Awards. Similarly for A, B, and C Nostalgia. Hand Launch Glider, Catapult Glider, and P-30 have junior separate for AMA and Junior National Cup purposes. In every event kit awards are presented to the top junior and top senior fliers.



SKYSCRAPERS ANNUAL

October 27-28, 2001

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

America's Cup and National Cup Contest.

Trophies to third in all events.

\$12.00 Registration & first event \$4.00 per event \$20.00 max

\$6.00 maximum registration for Juniors and Seniors.

Saturday Oct 27

F1A (Glider), F1C (Power), F1G (Small Rubber).

F1A and F1C have seven rounds starting at 8am.

F1G has five rounds starting at 9am.

Each round has 90 minutes with 30 minutes overlap.

Sunday Oct 28

F1B (Wakefield Rubber), F1J (Small Power), F1H (Small Glider).

F1B has seven rounds starting at 7am.

F1J and F1H have five rounds starting at 8am.

Each round has 90 minutes with 30 minutes overlap.

Saturday Oct 27 9:00am - 5:00pm, awards at 5:15pm

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

Sunday Oct 28 8:00am - 3:00pm, awards at 3:15pm

ABC Gas Catapult Glider Mulvihill 1/2 A Nostalgia Dakota Dawn Unlimited
Old Time Towline

Contest Directors:

FAI: Andrew Barron, 5 Oliver Drive, North Haven, CT 06473
203-248-5386,

AMA and Nostalgia:

Dave Acton 89 North Broadway White Plains, N.Y. 10603
914-948-4234

A, B, and C Gas are separate for AMA and National Cup purposes, though combined for Skyscraper Awards. Similarly for A, B, and C Nostalgia. Hand Launch Glider, Catapult Glider, and P-30 have junior separate for AMA and Junior National Cup purposes. In every event kit awards are presented to the top junior and top senior fliers.

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

First Class

ROUND 41

AMA Charter 470

