



FLYOFF

Round 39 Winter Y2K

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

===== SPECIAL CONTEST ISSUE =====

What's Up? XXXIX

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

The weather on Saturday was unusually warm for that time of the year, I noted the temperature on one thermister pole at 65 degrees. Winds were light about 5 – 10 mph. We were located on the same field as the EFFC this year. The field's mile and a half square area was flat with just planted rye grass. A couple of drainage canals crossing the field sometimes made retrieval a little tricky, but beggars can't be choosy. The weather on Sunday started out cold and overcast with a 10-12 miles per hour wind from the south. Until about 9 AM there was considerable haze requiring binoculars to follow models. But around 3:00PM the wind died down to almost nothing and the best flying of the day was had.

48 contestants signed up for the contest. This was about 15 more than last year. A really nice turnout. The events on Saturday were; F1A, F1B, F1C, F1H, F1J, 1/2A Nostalgia, AMA Gas (ABC combined), Catapult Glider, P-30 and an event celebrating the 50th anniversary of the Dakota bi-plane. On Sunday the events were; F1G, Dawn Mulvihill, Nostalgia (ABC combined), Pee Wee 30, HLG, AMA 1/2A Gas and Slow Open Power.

The results for all the events are listed below. A special article on the Dakota event follows this report.

Saturday

F1H

Bob Sifleet 97 120 120 120 120 =577
Jean Paillet 120 120 120 68 115 =543
Vic Nippert 69 70 61 120 119 =439

F1J

Jean Paillet 120 120 120 120 120 +180 =780
Austin Gunder (J) 120 120 120 120 120 +123 =723

Bob Gutai 120 120 109 120 120 =589
Tom Kerr 102 120 120 120 120 =582
Adam Higgs (J) 95 120 120 120 120 =575
Dave Rounsville 49 120 120 120 82 =491
Whitesides (J) 78 88 98 75 70 =409
Craig Gunder 120 120 - - - =240

F1C

Bob Gutai 180 180 180 180 180 180 =900
Glen Anderson 161 180 180 180 180 =823
Bob Sifleet 44 180 180 180 180 =764
Joe Wagner 95 - 86 180 160 =521
Andrei Kirilinko 143 180 180 - - =503

1/2A Nostalgia

Bob Geyer 120 120 120 = 360
Larry Davidson 112 120 120 =352
Ed Costanzo 120 120 95 = 335
Mal MacLean Att 120 120 90 = 330
Bob Lipori 101 63 95 = 259

AMA Gas

J. Bocckinfuso 120 120 120 120 120 = 600
Ed Costanzo 116 120 120 = 356
Dave Rounsville 120 120 92 = 332
Dan Belieff 90 120 120 = 330
Burton Church 120 89 - =209

Catapult Glider

Dan Belieff 60 120 120 = 300
Vic Nippert 33 48 78 = 159
Burton Church 35 40 64 = 139
Vito Cagliano 46 50 37 = 133
Bill Colish 39 27 35 = 101
Al Mkitarian 24 33 33 = 90
Abram VanDover 26 29 30 = 85
Jean Paillet 11 12 19 = 42
Tim Barron (J) 14 14 9 = 37

P-30

Tom Fennell 108 98 120 = 326
Vic Nippert 120 120 82 = 322
Al Mkitarian 80 73 120 = 273
Bill Colish 87 55 110 = 252

Fred Blom 85 72 83 = 240

P-30 (continued)

Ed Sullivan 71 46 56 = 173

Bill Gove 37 57 53 = 147

Vito Gagliano 28 33 34 = 95

Sunday

F1G

John Clapp 105 108 Att 120 120 106 = 559

Joe Williams 110 120 120 85 120 = 555

Vic Nippert 52 116 120 120 66 = 474

Mulvihill

Mark Shankle 199

Tim Barron (J) 28

Nostalgia

Bob Geyer 103 120 111 = 334

Mal MacLean 120 59 82 = 261

Pee Wee 30

Bob Langelius 400 740 530 = 1670

Hand Launch Glider

Vito Gagliano 61 42 77 = 180

Bill Gove 54 35 42 = 131

*Bruce Foster 56 29 33 = 118 +f/o 33

*Burton Church 35 38 45 = 118 +f/o 26

Vic Nippert 45 30 37 = 112

Elwood Yates 37 33 36 = 106

Andrew Barron 30 28 24 = 82

Al Mkitarian 33 22 26 = 81

John Barron(J) 20 20 25 = 65

Jean Paillet 13 12 17 = 42

Tim Barron(J) 13 11 10 = 34

Peter Barron(J) 14 15 3 = 32

*tied for 3rd needed 1 flight flyoff.

AMA 1/2A Gas

Adam Higgs(J) 98 120 112 = 330

Ed Costanzo 59 Att 120 48 = 227

Tom Kerr 50 104 61 = 215

Slow Open Power

Austin Gunder(J) Att 120 120 120 = 360

Jim Bocckinfuso 120 97 120 = 337

Elwood Yates 120 115 82 = 317

Mal MacLean Att 59 94 114 = 267

Adam Higgs(J) 120 97 48 = 265

Saturday Sunday

F1A

A.Schlosberg 180 180 123 180 180 180 180 = 1203

A. Barron 180 180 180 88 180 180 180 = 1167

T. Tzvetkov 130 159 180 180 180 75 = 1084

J.Barron (J) 180 120 98 180 83 180 180 = 1021

Peter Barron (J) 180 180 103 69 92 85 65 = 774

F1B

Fred Blom 180 180 180 180 175 92 120 = 1107

R. Morrell 180 180 168 180 158 105 120 = 1091

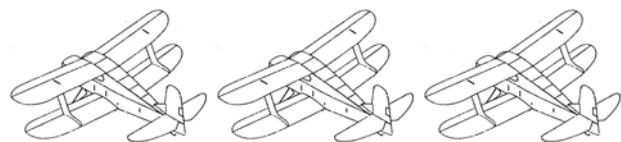
David Lacey 180 180 165 86 180 99 106 = 996

T. Gunder (J) 180 143 180 180 135 - 75 = 893

Tom Ioerger 180 180 158 180 148 17 - = 863

Of special note Hank Nystrom of Texas Timers was nice enough to send along one of his new mini timers as a prize. It was awarded to Austin Gunder for his outstanding performance as a junior flyer. This also earned Austin the Skyscrapers Dorothy Waddington Outstanding Junior Flyer perpetual trophy.

Once again the Skyscrapers would like to thank our host Tom Higgs for his hospitality and great barbecue. Our hats off to him!



Dakotas @ Skyscrapers Annual



September 1999 marked the 50th anniversary of Joe Wagner's Dakota. To celebrate this anniversary the Skyscrapers decided to add a Dakota event to their annual contest. Ten Dakotas made their ap

pearance at this years Skyscraper's Annual contest Nov. 13-14.

The rules for the event were simple. Time target (selected by the contestant) with a 30 sec. minimum flight. Best one out of three flights. No DT. The model had to be built as per the original plans. The engine has to be an early nostalgia legal engine as listed in NFFS #7 rule book.



In the photo above (L-R) Peter Barron holds one of Bob Langelius's Dakotas. Holding their own Dakotas are Jim Bockenfuso, Bob Geyer, Mal MacLean, Alan Abriss, Jim Smith, Larry Davidson, Dave Acton and Bob Langelius. Checkout the field behind them!

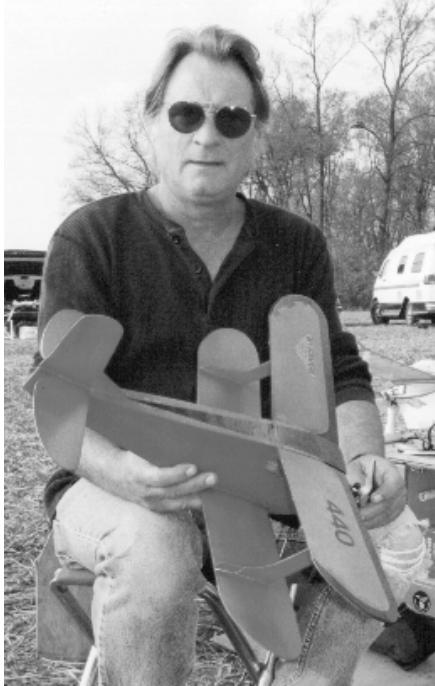


Bob Langelius built this beautiful Dakota. Powered by Bob's fine running K&B Infant 020 replica, the model seemed a bit under powered. Weight was also kept at a minimum but this model needs a good running 049 to take it up to altitude.

Jim Smith had no problems getting his Dakota in the air, after practicing all morning he hit his time target of 55 seconds, right on the money! Dave Acton finished in 2nd place, 1 second behind his target time of 36 seconds. Larry Davidson took 3rd, finishing 2 seconds short of his target of 50 seconds. Bob Langelius finished 4th while only 6 seconds off his target of 38 seconds.



In the photo above, Alan Abriss prepares to start his Dakota for its maiden flight. Note the tinted windscreen, Alan used neutral density filter material, used on stage lights to reduce their brightness. The black windscreen looks really cool. Alan took one test flight with the model and it flew right off the board! The OK Cub 049 powered airplane circled up very quickly climbing in a left turn until the engine ran out of fuel. When the engine quit the glide was slow and to the right and showed no nose down tendencies. Its glide was amazingly flat! Unfortunately a leaky fuel tank on the OK Cub put the airplane back in the hanger for the remainder of the day. But the Cub seemed to be a perfect engine for the airplane.



Bobby Geyer and his Dakota. Unfortunately, Bob's K&B Torpedo 049 proved a little too powerful for the little model, and it crashed on launch. When it hit the ground it literally exploded into many new kit parts. Bob is going to build another Dakota for next years contest.

The Skyscrapers were very happy with the turnout for this event and are going to run it again at next years Annual. The Skyscrapers are going to sponsor a 50th Anniversary Dakota event Monday July 31st, 4:30 to 6:30 at this years 2000 Nats. Joe Wagner still has plans available. The rules will be as mentioned above. So get some plans and start building. We would like to set a record for the most Dakotas at one contest. The fun factor is very high.

A note from Joe Wagner

I received the following from Joe via email.

I still have full-size plans packs available for the Dakota, Sioux, and Comanche. The Dakota & Sioux packages include addendum sheets with data on the original fuel tank size, electric conversions (with parts patterns), flying tips, and like that. The Dakota and Sioux packages are \$12 each post paid; the Comanche costs \$8. Joe's address is: 927 Pine Avenue, Ozark, Alabama 36360-2217.

Joe along with Randy Randolph puts out a great email newsletter. If you have email capability I urge you to subscribe. Send an email to: SMALLnet-list-request@eskimo.com in the subject line of the email

put the word "Subscribe" (without the quotation marks). This is a very well done newsletter, with a wealth of modeling information.

The following essay was sent in by Long Island flyer Bill Kimbell. I found it amusing but I suspect for a lot of you it's closer to the truth....

A GERIATRIC VIEW OF MODEL AVIATION

It seems like only yesterday that either looking forward to, traveling to or actually participating in a modal airplane contest was truly one of life's great adventures. Those feelings persisted even into the days of World War II, which saw many of us engaged in the great struggle of those years.

Regardless of this, we looked forward to the day when we would once again participate on the true field of conflict, that of putting our miniature aircraft into the air in the arena of timed competition.

Indeed, these memories have by no means dimmed or diminished, but sadly one's capabilities over the passing years seem to have faded, proving the truth of the old saying: "the spirit is willing, but.....".

This fact was sadly brought to light some five years ago, shortly past my 70th birthday when it was realized that both high blood pressure and borderline diabetes had necessitated my taking regular medication if I was to function in a more-or-less normal manner. This routine was to me more of a nuisance than a health threat. My major complaint is an unaccounted for "cracking" sensation in my left knee.

Making arising from a sitting position a true adventure, and assuming a kneeling position for such tasks as starting and adjusting engines a near impossibility.

Now in my "golden years" the day of a contest in which I intend to participate begins upon my (usual) early arising before 5:00 AM. The usual "potty" routine (thank heavens "THAT" still works OK.), followed by the intake of some high-powered blood pressure regulating medication with some "babysized" aspirin to thin out the red stuff to prevent stroke or similar disaster. Following this, and most importantly, the dentures are firmly anchored with Poli-Grip or similar adhesive to ensure my capability of properly masticating the morning's intake of sustenance.

After the standard ablutions, the 13 steps to the downstairs area are stiffly navigated and brewing of the day's quotient of instant coffee accomplished, being sure to use the approved sugar substitute in the brew, glucose being a "no-no". This liquid is generally accompanied by a more-or-less generous bowl of Wheaties (the breakfast of champions), covered with sliced bananas (potassium, you know), after which the preparations for the trip may commence.

The "field uniform", which consists of a jump suit is then more or less "screwed-on", since the contortions necessary to allow this are such that were never considered for a senior citizen with somewhat restricted mobility in his partially arthritic joints.

Having arrived at this stage, the task of loading the station wagon is next on the agenda. A phase that entails the fatiguing operation of traveling both down and up to the basement/workshop area to carry both model aircraft and the associated field equipment upstairs, through the house and into the driveway. Where each piece is carefully stored in the rear of the vehicle in such a manner as to make them immune to the vagaries of travel. This operation usually involves some 5 to 8 trips of this nature, by the end of which time the trick knee is under protest, the back aching and a strong desire persists to lie down and take a "little nap". Disregarding these urges, we persist until the task is successfully completed and we are off to "adventureland".

Once underway, the trip is fairly uneventful with the exception of the countless fellow drivers who insist on cutting you off, causing untoward braking of your vehicle, and the mental picture of all your models being crushed to oblivion in a sudden stop.

Arrival at the field is however, an uplifting experience, seeing all your fellow modelers gathered about with their various and sundry craft, waving, smiling, preparing for the day's activities. Once a field location is determined, the vehicle is parked, and the task of unloading gear for the contest begun.

Although not quite as tiring as the previous loading operation, the set up on the field still involves countless trips to your chosen spot". Moving those planes which you intend to fly, the fuel, batteries and related equipment, and of course "your chair". No self-respecting flier would think of not bringing this item which will allow you to, at least achieve some manner of comfort while both preparing your air-

craft, and "jaw-boning" with fellow contestants.

As you assemble your first aircraft, a quick perusal of the field is made to discover the whereabouts of your "chief-assistant and retriever". Mine being a rather attractive sister-in-law whose prime duty during these competitions is to keep her eagle eye on my model and traveling whatever distance is required to secure the craft and return it to "home-base". To assure recovery of the model, I securely affix and test its radio location transmitter and prepare for the flight, noticing that my assistant seems alert and ready to perform her function.

The fuel tank being filled, the cut-off timer set and the glow plug wires attached, the starter is then pressed to the propeller and the engine started. With the motor running at top speed, the wires are removed, the aircraft pointed skyward, and I step forward to release the model, at which time an unseen bump in the terrain is encountered upon which the notorious "trick" leg proceeds in "retracting", causing my considerable bulk to slide clumsily to the ground causing the model to slip from my grasp, with its propeller barely grazing one arm and almost inflicting serious damage upon my person. Having recovered from this most embarrassing moment, the flight preparations are then resumed, this time having considerably more success and the model streaking skyward in a graceful spiral.

It seems however, that a lapse in concentration, typical of one in these "advanced" years had resulted in an erroneous setting of the engine timer. Causing an extended motor run and thus a "voided" official flight, a situation which was not truly appreciated by my dear sister-in-law after having traveled considerable distance to retrieve the errant model.

And so the day proceeded, with the hot sun bearing down on my rapidly baking semi-bald head while my aching legs carried me to and from the flight line. Although some respectable times are recorded, the end of the day finds me again an "also ran" not quite getting into the winners circle. This seems to be the case these days, a far cry from my youth when winning was the normal result of a day's effort. And enough energy was still present at the close of activities to allow for some sort of general celebration by both my "crew" and me.

As the horrendous job of repacking and reloading both models and equipment is undertaken with each movement an experience in fatigue and torture, my only thoughts are with the journey home and the utter delight that will be experienced by both a re-

freshing shower and as much cool beer as my ancient body and cholesterol tolerance will allow, followed by an indeterminate time spent in my own personal reclining chair.

As I re-enter my vehicle, stock is taken of the medication status for the day, reassuring myself that the Clucotrol tablets, as well as the Norvasc and similar blood pressure inhibitors have been taken as prescribed. Since I can rest assured that my "supervisor", my wife of some 52 years, will certainly inquire about this during her "interrogation" which is normally given during the homeward journey.

Upon leaving the flying field, it soon becomes obvious that everybody on Long Island had decided that this was to be their day for traveling, since the roads are now thoroughly choked with vehicles of all description, slowly, VERY slowly wending their way toward their homes in the city.

Accelerate, brake, accelerate... such is the seemingly endless routine until we finally arrive in our driveway. I stiffly unwrap my aching body from behind the wheel and stagger to the front door and the sanctity of our beloved home, feeling at the time that kissing home ground would be appropriate.

At about this time it is realized that although we may be home, the reverse exercise is now in order, and that which was previously loaded must now be unloaded, and the trips both to and from the basement workshop repeated, but with one ADDED factor! All the aircraft and equipment must now be CLEANED before storage if they are to be in condition for the next outing.

As all these tasks are finally completed, my body having been soothed by a most delicious shower and my innards comforted by my prescribed allowance of ice cold beer. I sink into my recliner thinking to myself that I must be truly insane to follow such a hobby in my advanced years. But I still find myself looking through the latest copy of Model Aviation to find out when the NEXT contest is scheduled so that I will be prepared to again do battle!

I am sure that insanity is rampant in my family. How about yours?

Thanks Bill, it's nice to know what looms in the future. Jean Pailet was kind enough to share his thoughts and a drawing of his new 1/2A – F1J design with us. Presenting the new improved.....

Genie II

Genie II is essentially a natural progression from the original Genie design, as published in Model Aviation, July 1997. The obvious intent being to improve what was already a fairly successful design. The two major design changes are an increased aspect ratio for both the wing and stabilizer and utilization a kevlar "taco shell" for the wing leading edge D-box construction. Both versions of the Genie design were built in 350 square inch and 335 square inch wing area sizes- The larger models being powered by .061 displacement F1J engines. and the smaller by .049 1/2Aengines.

Use of the kevlar wing shells was motivated more by aerodynamic considerations than by structural concerns. The goal being to achieve a "cleaner" and more uniform airfoil, eliminating the spanwise covering sags between ribs and the chordwise flow disruptions of the main and turbulator spars. However. the increased strength and torsional rigidity was a welcome bonus feature, considering the higher aspect ratios involved, The wing ratios were increased from roughly 8 1/2 to 9 1/2; the stabilizer ratios from roughly 4 1/2 to 5 1/2. All the Genie models use a wing thickness of 8% and a stab thickness of 6%, The airfoils are of my own design as developed for the prior **ShockKing** and ShuriKing designs.

Due to their fairly large size (and my excessive use of cyanoacrylates and epoxies) the 1/2 A models usually weigh between 9 1/2 and 10 ounces. The F1J models tip the scales at between 10 and 10 1/2 ounces, The props used are folders of my own design: 6 1/2 x 2 on the .06ls and 6 x 2 on the .049s. Although the engines are usually beam mounted on the front of a carbon fiber tube fuselage, I do anticipate radial mounting of the new Cyclon engines in future models.

One final note: the Genie II is a completely "locked up" airplane. That is, like all my models, **it has NO auto-surfaces** (other than DT).

Jean's three view drawing appears on the back page of this Issue.

Skyscrapers Annual photos

This years annual was one of the best contests many flyers had attended in a long time. A few flyers told me they had a better time at this contest than they did at the Nats. To show all of you that did not attend what you missed we present the following photographs from the weekend.



Mal MacLean and his original design The Atom Buster. The airplane flies very nicely and is nostalgia legal. Below Joe Wagner and his new F1C model.



Jean Paillet with his Tow Soar Two F1A glider.



Elwood Yates, one of the many Brainbusters club members who attended, and his model. Also a great shot of the field. The distance to the tree line behind Elwood is about 1½ miles.



Jim Smith and his beautiful diesel powered monoplane. Jim also won the Dakota event.



Al Mkitarian holds Joe Carter's Coupe model, while Joe winds for an official flight.

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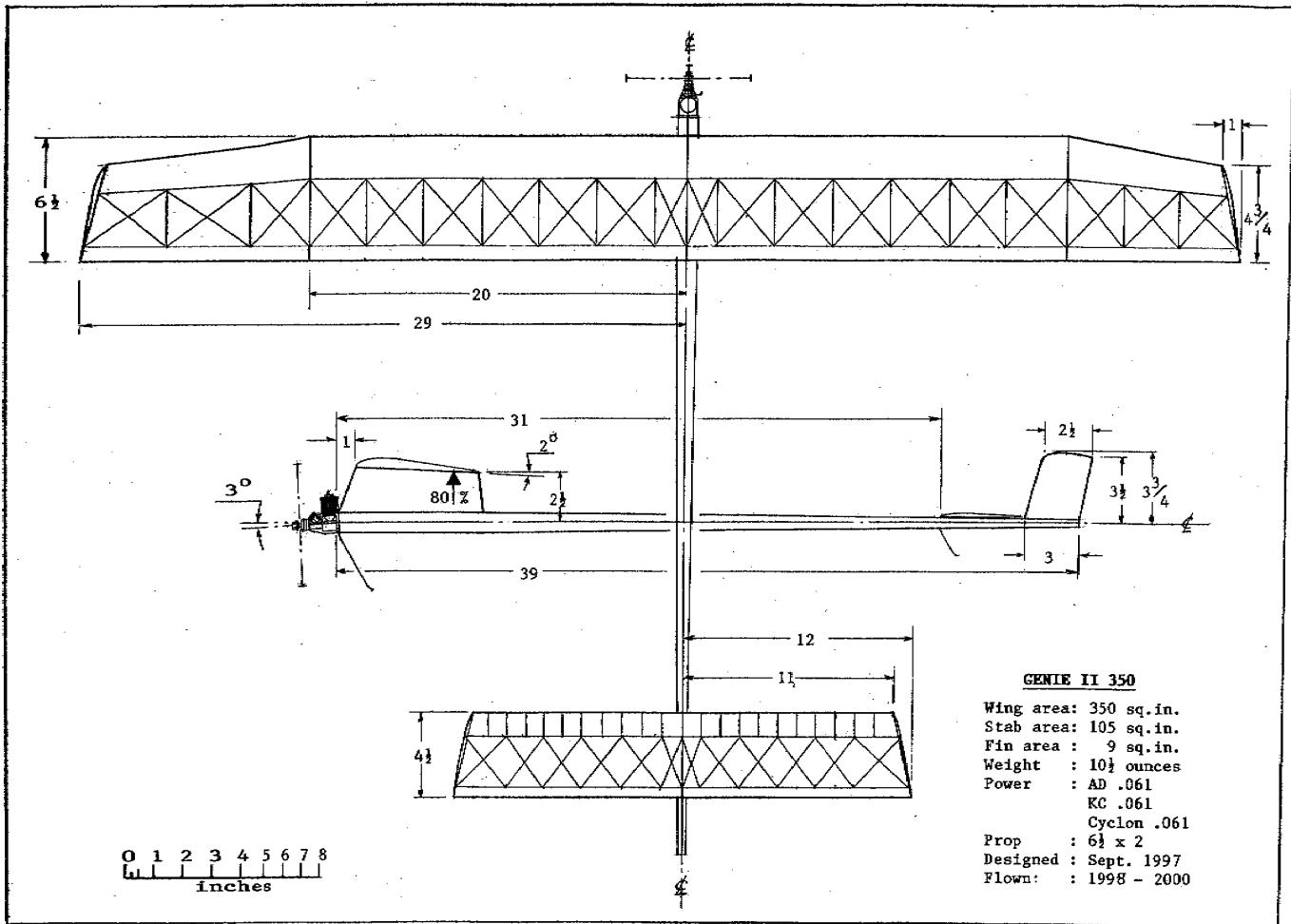
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