



# THE UPSTATE ROCKETEER

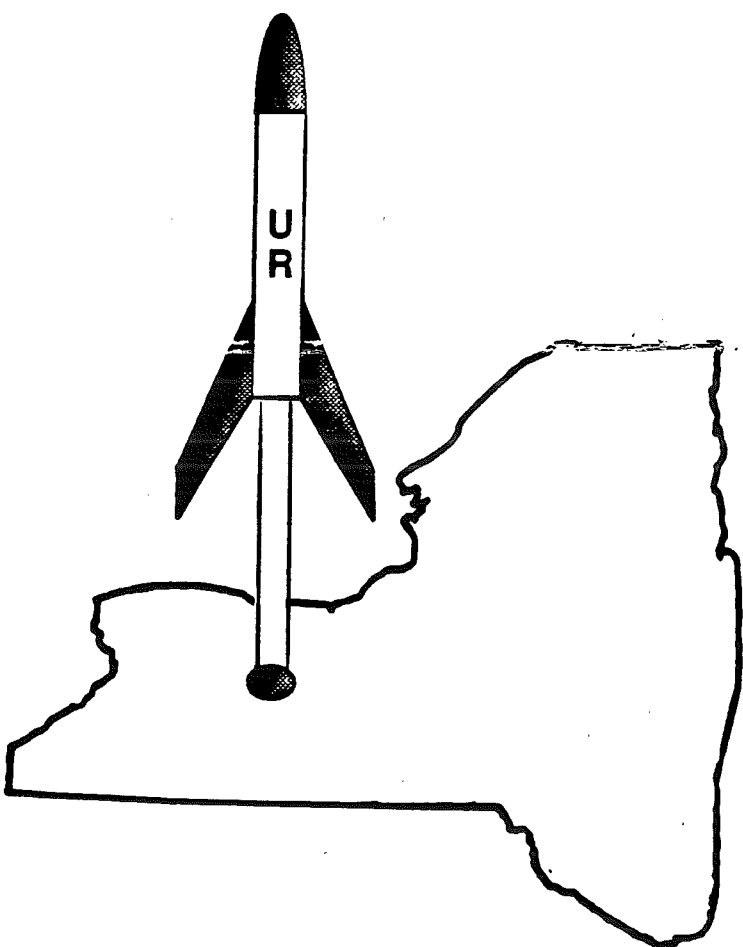
The Official Newsletter of MARS  
NAR Section #136



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## Blowin' In the Wind

Hello everybody. What can I say, another late issue. Oh well, hopefully you are still reading this in 1989. Perhaps the next decade I will do better. My wife says that next year I shouldn't plan for an issue from November through January because there are too many other things going on. That certainly has been true for us this year. In fact, since the November MARS club meeting, model rocketry in the Wolf household had been put on the back burner. I am looking forward to the end of the holiday season so that I can pick up some of the projects I started or planned on starting this winter. In relationship to this, the "Electronics In Model Rocketry" series is also a casualty of the busy schedule and will not continue until the February or April issue. On a related note to this, another spacemodeler on Compuserve recently defined "making time in your schedule to build model rockets" as staying up past a normal bedtime to build them.

I have several unconnected bits of information to pass along to all of you. First off, a correction. The photos of kids at the Amherst Museum demo launch do not belong to Ed Reilly as the caption said. They are actually children of Jim Lankes. Sorry about the mix up guys. I got letters from both Ed and Jim on that one! Second, it has been brought to my attention by several "Pink Book" lawyers that two flights are allowed in Plastic Model Conversion. You may recall from the last issue that both entries in PMC were DQed at the "Finger Lakes Fall Classic" contest after one flight. Since one was DQed for a broken shock cord and the other may have qualified on the second flight by using an A10-0T instead of an A10-3T (see October issue for details) both contestants (and one of them was me!) missed out there. Sorry about that Jeff.

As 1989 comes to a close, we can look back on an exciting decade in model rocketry. The decade saw one mass market model rocket company (Centuri) cease to exist, another one emerge (MRC) and one be put up for sale (Estes). At the same time, there was the endless number

of small companies that came and went. Perhaps the single most important thing that happened however was the emergence of High Power Rocketry and the advancement of composite engine technology. Prior to the 80s, almost all composite motors had the same burn characteristics and choices were limited. Also, the manufacturers of composite motors seemed to come and go as fast as Estes introduced skill level 1 kits. In the 80s we saw the introduction of composites with a wide variety of thrust profiles. For example, in the F engine class one could buy an F10 (8 second burn), F15 (6 sec.), F20 (4 sec.), F44 (2 sec), F60 (1.5 sec) and the F80 (1 sec.). That is a choice of 5 thrust curves, and all engines provide the full 80ns of thrust. More and more rocketeers attention turned to high power. The companies providing these engines also proved more stable than their predecessors. People started flying bigger and heavier rockets and the engine manufacturers continued to make larger and larger motors. First "G" motors, then "H", "I", "J", and so forth. Tripoli came along and provided a way and a process by which consumers could legally purchase and fly these larger motors. The NAR not to be left behind, took a look at this high power activity. As a result of the "Barber Commission" the NAR raised its weight limits to 1500 grams and raised propellant limits as well making it "NAR" legal to fly G motors.

Recently a new commission, this time the "Barrowman Commission" has been formed to study the issue of how the NAR would incorporate high power rocketry (H engine and above) within its charter. The commission's findings will have a lot to say about the future of rocketry and the NAR.

There are many NAR members who feel that the NAR should encompass these "Advanced Rocketry" activities. I have very mixed feelings about it. On the one hand, I see the advantages of having the NAR regulate or at least oversee all nonprofessional type of rocket activities. Currently we have the NAR for model rockets and the TRA for the big stuff. This can cause problems, particularly in the areas that overlap between the two

and also if the TRA continues to struggle as it has in the past year and is unable to "guide" that part of the hobby. The NAR, being older is a much stronger and more stable organization at this point in time. On the other hand, I see advantages to keeping the two factions separate. I believe incorporating the higher power stuff into the NAR will greatly increase the NARs liability. I would rather be able to continue flying A through G powered stuff and reduce the risk of loosing the NAR and possibly model rocketry altogether because of a mishap with one of those "big birds. If I had to vote today, I would vote in favor of keeping things status quo, especially since the TRA has shown signs of life recently.

At any rate, the advancement of composite motor technology in the 80s changed the face of the hobby forever. What will be the key development of the 90s?

In closing, this issue is a little smaller than normal but still has some interesting items. First off, we have a report from Ed Norris of Buffalo on his experiences at NARAM 31. Ed brings a little different perspective than most people who write about NARAM. Also in this issue are plans for my "Flying Elf". Those of you who were at the November club meeting will remember seeing it fly a few times in the movies that were shown. Lastly, the "As the ModRoc World Turns" column has a report from the RCHTA show in Chicago. That's about all we've got this month. Look for the normal 12 page issue to return in February.

Until next time,

Dan

#### MARS Membership Roster - October 1989

Roy Metz	Senior Advisor
Dan Wolf	President
Jeff Ryan	Vice President
Ferenc Roka	Secretary/Treasurer
Bob Berch	
Jay King	
Rob Landis	
Mike O'Brien	

David A. Pringle  
David J. Pringle  
Bill Springer  
Mary Wolf

#### MARS Meeting Report

The November MARS club meeting was held on Friday, November 15th at 7:30 PM. Members present were Rob Landis, Roy Metz, Ferenc Roka, Jeff Ryan, Bill Springer, and Dan Wolf. Also present was Ed Norris from Buffalo.

The meeting started out with the usual "bull session" and conversation while members passed around items Dan had recently down loaded from Compuserve and other club newsletters regarding the RCHTA show in Chicago (see report in "As the ModRoc World Turns..."). Then the discussion picked up where the prior meeting's left off, plans for contests for next year. The outcome of these discussions was that we should schedule contests right away for two reasons. First, to allow ample time for them to appear in the "Launch Windows" column of *American Spacemodeling*. Second, to allow everybody enough time to prepare and build for the contests. Plans were then made for contests and launches for the first part of 1990. A sport launch was scheduled for Sunday April 22th at 2:00 PM. A local meet was scheduled for Sunday May 20th, starting at 12:00 noon and an Open Meet was scheduled for June 24th, also starting at 12:00 noon. For more details and a list of events see the Events Calendar on the back of this newsletter.

The meeting closed with Dan showing a few of his many 8mm movies of model rocket launches and contests from 1975 to 1980. Featured were contests from Tomah,WI, Joliet,IL, Ft. Wayne,IN, Medina,OH, and the old MARS flying field in Webster, Castor Sphinx.

Due to the busy holiday season, the members decided there would be no December meeting. The next meeting will be held on January 19th at 7:30 PM. Part of the agenda will include discussion of new launch sites and distribution of posters to be placed in hobby stores.

## NARAM 31

### An "Oldtimers" and "Rookie" Report All In One

*(Editors Note: This report comes to us from Ed Norris of Buffalo, NY. Ed is a longtime rocketeer. Anyone who has seen him on the flying field will remember him by his many "classic" Estes model rockets. In spite of this, this was Ed's first NARAM as well as his first contest, one of the reasons he decided to attend was because of the "Old Rocketeer's Reunion.")*

NARAM 31 was an experience that I will never forget. My wife Donna along with Trustan, our dog, left Buffalo on Saturday August 5 and pulled into Front Royal, Virginia later that day. Front Royal was the site of our campgrounds, about 45 miles west of Manassas, site of NARAM 31. It was 97 degrees that afternoon. Sunday I attended the pre contest contestants meeting. There was a good turnout with over 120 contestants and 70 observers in attendance. The meeting was very well organized and very informative. NOVAAR did an excellent job during the entire week.

Monday started off a little wet and cloudy but later in the day the weather improved. My first experience in competition was a good experience as I learned quite a lot on building competition rockets. I flew an Estes Phasor in C streamer duration which the timers lost site of but it was recovered later. I flew an Honest John for a time of 37 seconds on one flight and 39 on the other on the other. Not bad, but wait till next time!

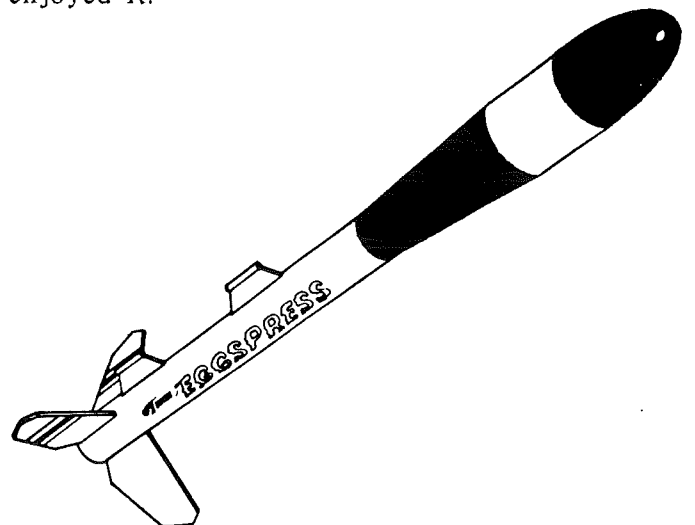
Tuesday we started to go to Washington, DC for a visit but traffic was terrible so we went back to Manassas for the manufacturer's demos. My wife and I really enjoyed it but Trustan was a little scared of the noise. He hid under me as the demo rockets were being launched! Was a great day.

Wednesday was altitude day with the events being B Altitude, D Eggloft Altitude, and C Payload. I was not aware of the fact that D egglofters could be staged. My first flight was successful but my model was too big and heavy and was tracked to only 183 meters. At least the egg was not broke and the flight was qualified! For my second flight I used an Estes Eggspress with an Aerotech D21-

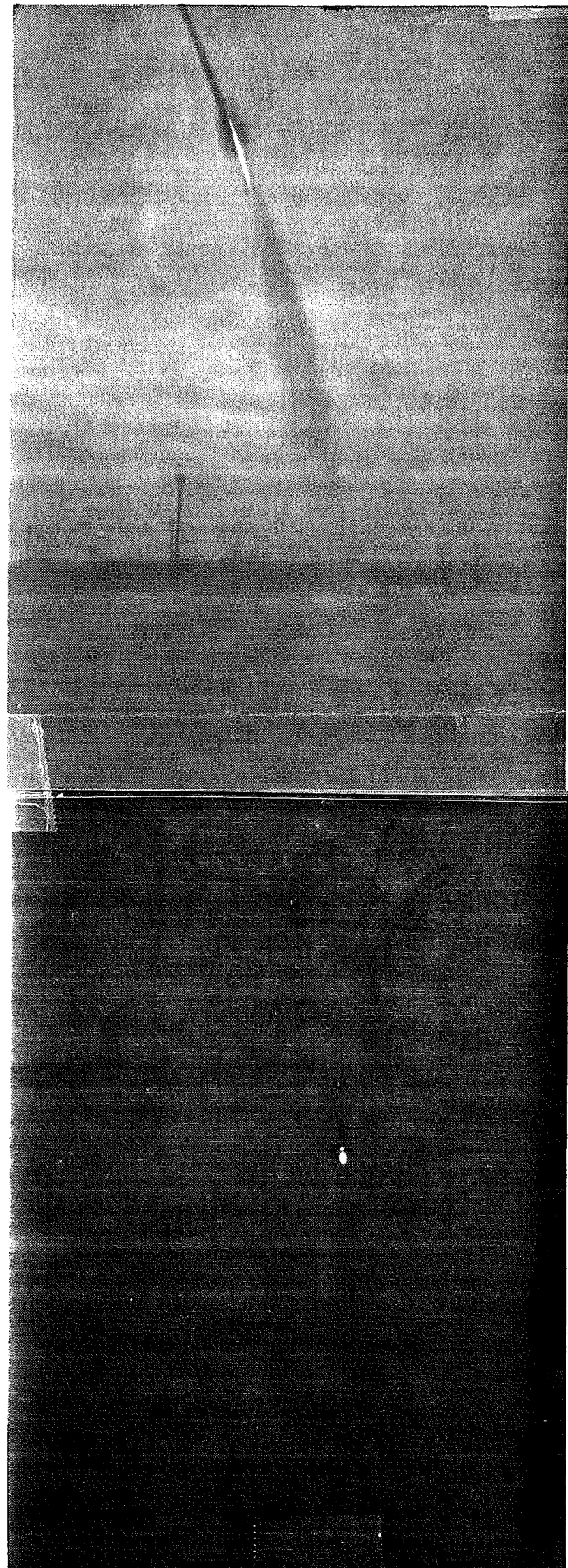
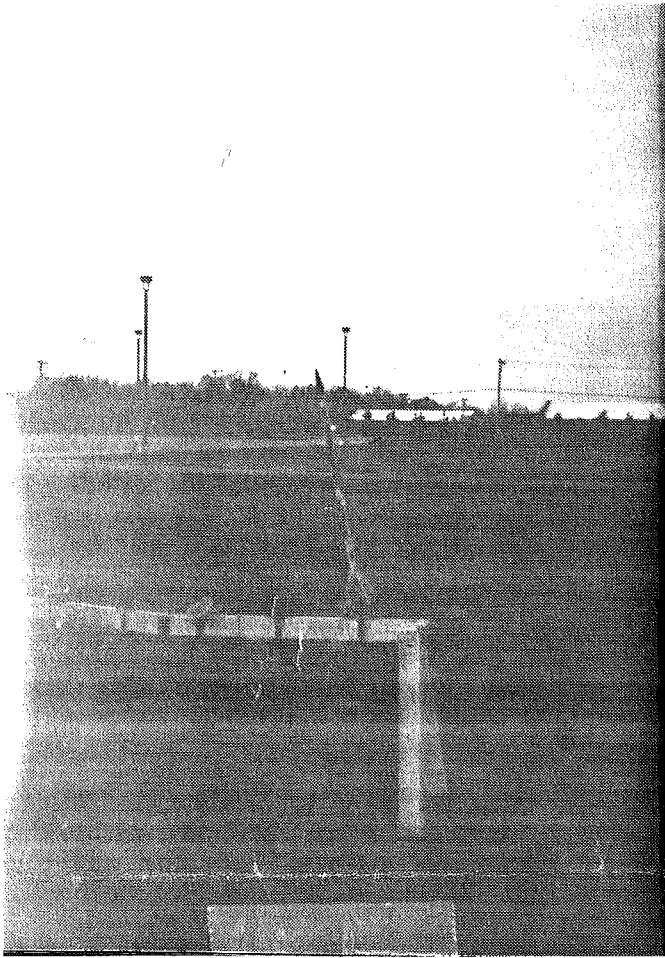
4 motor. It was a good boost but the track was a no close at 306 meters. The shock cord snapped but I was able to recover both sections. I qualified on both my B altitude flights but the altitudes were not spectacular. I seemed to have problems with shock cords snapping but all in all it was a good experience for my first contest.

Thursday's events were B Helicopter and R/C Controlled Rocket Glider. I did not compete in these events but I had to pull range duty. Phil Barnes had his "BATMAN" glider for R/C RG and turned in some spectacular flights. On one flight he was able to land the glider within 2 meters of the flag! The morning started out slow but then it picked up with many helicopter & glider flights. The flying was short that day because in the afternoon there was a trip to the National Air and Space Museum. We only had 3 hours to see everything but it was very interesting.

We didn't stay for Friday but it rained anyway. Well that is about all I can remember. Overall it was a great experience and I learned quite a bit. Trip and his crew did a super job and I really enjoyed it.



# PHOTO PAGE - HALLOWEEN SPORT LAUNCH OCTOBER 29, 1989



## October Sport Launch Mini Report

For those of you who missed it, the October sport launch was a fantastic day of rocket flying. The weather was incredible, with temperature around 72° and no wind! Needless to say, we flew lots of rockets. Dave Pringle's NCR Phantom flight epitomized the launch. Flown with a "White Lightning" F engine the model had such a straight boost it was incredible. It then proceeded to land only a few yards from the launch site standing on its fins, with the parachute draped over the top. Anyway, here are a few photos from that launch. The model in the top two photos was one of many of the larger birds that were flown to take advantage of the great weather. To the right is Dan Wolf's NCR Thunderbolt as it steaks skyward on an E50.

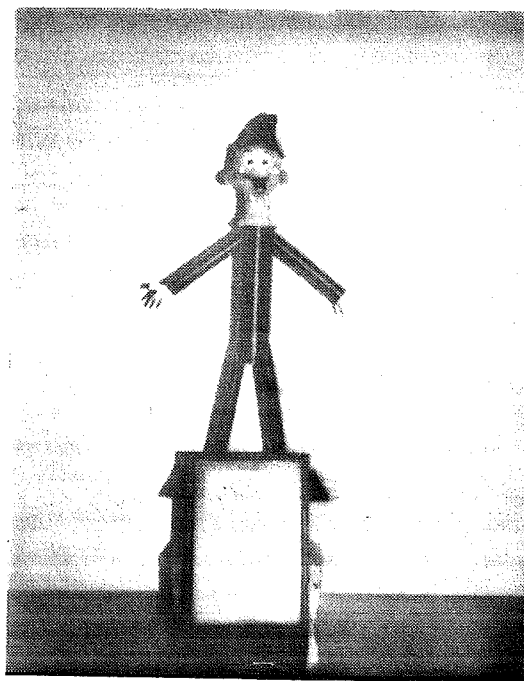
## As the ModRoc World Turns

**Manufacturers News...**In recent years the RCHTA (Radio Control Hobby Trade Association) show in Chicago has been the place for model rocketry companies to show new products and make product introductions. This year there were several companies there including Aerotech, LOC/Precision, North Coast Rocketry, MRC, and of course Estes. The biggest news came from MRC. MRC introduced an entirely new product line dubbed "Concept II." This line, said to be developed under the guidance of Bill Stine features a C-rail launcher and several new kits that have interchangeable engine mounts, cloth chutes, Kevlar shock cords, ejection baffles, etc. In short, many "Enertek" type features. Perhaps the most intriguing item though is a new engine designated the FX-10. This "engine" is a 10 second smoke cartridge. Several of the new kits have engine mounts that allow you to mount both a standard engine and one of these smoke cartridges. Their new launch system allows you to ignite the smoke cartridge, wait for the smoke to build up, then fire the engine. Those horrible MRC ignitors have also been replaced with a plastic nozzle thingy to hold them in. No more tape or wadding required to hold the ignitor in. Upon ignition, the nozzle "pops out." Response from those attending the show was very positive about these new offerings. The timing could not have been better either as it seemed that several of the hobby stores in the Rochester area had just about given up on MRC's rocket line. Aerotech also had an interesting product announcement. No longer just a composite motor company, Aerotech introduced their high power rocket line including the Mantis launcher and the Initiator kit. These were both part of what was to be the "Enertek" product line, but Aerotech bought the "rights" or whatever when Enertek folded. Aerotech plans to offer more kits in the future, but they will be their own designs, not from the Enertek catalog. In other manufacturers news, NCR has a new post office box. The new address is: North Coast Rocketry, P.O. Box 24468 Mayfield Heights, OH 44124.

## The Flying Elf

At the last Pittsburgh Spring Convention in the spring of 77, one of the contests was a demented design contest. Not knowing what to do for the contest, I just happened to be meandering through Dan's Crafts and things when I noticed these "body parts" used to make dolls. There were baby faces, hand, feet, etc. Then my eyes fell upon this elf head with a pointy hat. I picked it up and amazingly, it was a nice soft plastic. Well to make a long story short, a few hours later, the flying elf was born. The plan is shown on the following page. Unfortunately, the weather was really lousy at PittCon that year so I was not able to fly it. This was unfortunate too as several people present said that it would not qualify as it probably wasn't stable. Those of you who were at the November MARS club meeting saw several flights in my old 8mm movies proving that it indeed was stable.

The original model was made up almost entirely of AVI parts except for the head(nose cone) and was flown mostly with MPC B3-3 engines. To build your own flying Santa's helper, the plan on the next page calls out Estes parts. The model always flew quite well but often had a problem with the little guy losing one of his limbs upon landing, so attach them well. A photo of the original is shown below.

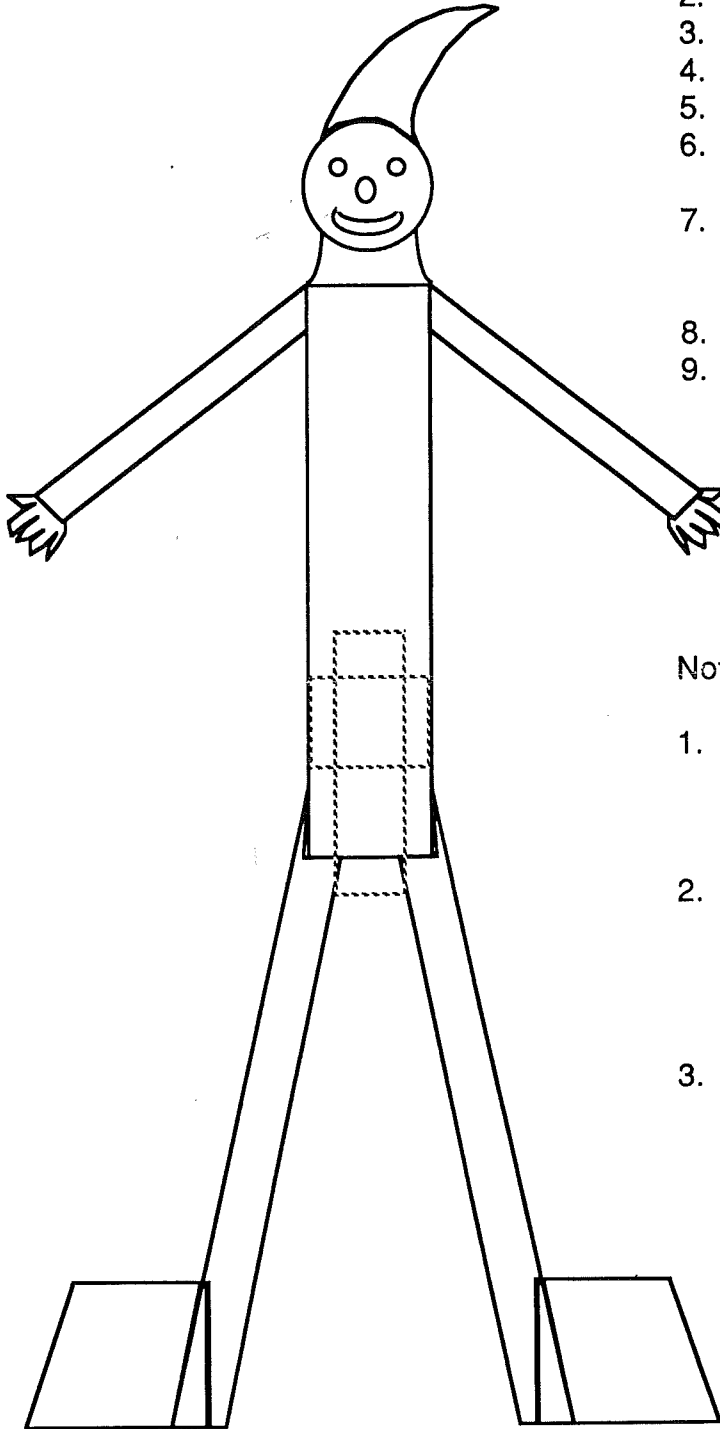


**The "FLYING ELF" with second place trophy from Pittsburgh Spring Convention.**

# THE FLYING ELF

## PARTS LIST

1. Body, 6" BT-55
2. Arms, 2 3.75" Pieces of BT-5
3. Legs, 2 6" Pieces of BT-5
4. Feet (Fins) 3/32 Balsa (6 required)
5. Head, Elf dolls head from craft store
6. Hands, dolls hands from craft store  
pick size that fits well in BT-5
7. TA-5055, Balsa Adapter. Mount  
inside the end of the head so head  
can be inserted in body.
8. Engine Mount, EH-2055
9. Misc. Launch Lug, Shock cord,  
Chute, etc.



## Notes:

1. This plan is fairly accurate half size drawing, scaled from photograph of original "Elf."
2. Fins are mounted on front and back of legs and outboard sides. Note that fins mounted to front and back run parallel with body tube, NOT the legs.
3. Color scheme: Body above "belt" and arms - Red, Legs - Blue, Feet (fins) - Black.

FIN PATTERN  
FULL SIZE  
6 REQUIRED

## EVENTS CALENDAR

Model rocketry related events in the Upstate New York Area of general interest to spacemodelers of this area are listed below.

**January 19th, 7:30 PM. MARS January Club Meeting.** Regular club meeting of MARS, NAR Section #136. Held at Dan Wolf's house, 235 Kislingbury St. Rochester, NY. For further info contact Dan @ 458-3848.

**February 16th, 7:30 PM. MARS February Club Meeting.** Regular club meeting of MARS, NAR Section #136. Agenda includes annual officer elections and club rechartering. Held at Dan Wolf's house, 235 Kislingbury St. Rochester, NY. For further info contact Dan @ 458-3848.

**April 22nd, 2:00 PM. MARS Sport Launch.** Location: Videk, Farmington, NY. 1/4 mile south of New York Thruway Exit 44 at corner of Rt. 332 and Collet Road. General fun fly and club gathering. Come on out and join us.

**May 20, 12:00 Noon, UPSTATE II Local Meet.** Location: Videk, Farmington, NY. 1/4 mile south of New York Thruway Exit 44 at corner of Rt. 332 and Collet Road. Events: B Eggloft Duration, 1/2A Superoc Duration, A Streamer Duration, 1/2A Boost/Glide Duration, 1/2A Helicopter Duration, Random Duration. Contact: Dan Wolf 458-3848.

**June 24, 12:00 Noon, "The Killer Bees Move North" Open Meet.** Location: Videk, Farmington, NY. 1/4 mile south of New York Thruway Exit 44 at corner of Rt. 332 and Collet Road. Events: B Streamer Duration, B Eggloft Duration, B Boost/Glide Duration, B Helicopter Duration, Random Duration, Sport Scale. Contact: Dan Wolf 458-3848.

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