

**The Official Newsletter of the MARS NAR Section
and of Western and Central New York**

July, 1988

Editor: Dan Wolf

Blowin' in the Wind

Greetings fellow rocketeers. Yes its time for another issue of your favorite (only?) western & central New York sport rocketry newsletter. I was both pleased and displeased by the response to the first issue. On the negative side only about 14 people responded to the initial mailing which went to about a hundred of NAR members scattered throughout western and central New York. I'd like to hear from more of you. In particular, of the 25+ members in the Rochester area the only people I heard from were the old timers from MARS. This is not to say I didn't want to hear from them, it was good to talk with people like Roy Metz, Ferenc Roka, and Bob Dowd. Its been a couple of years. What dissappointed me was that I had hoped some of the other NAR members in the Rochester area would respond. One of the best ways to enjoy the hobby is meeting and sharing and flying with other modelers. It also seems that the more people that are involved, the more fun it is.

In particular, I have not gotten any response from the younger modelers. The future of MARS and NAR activity in Upstate New York depends on the growth and development of the younger modelers. One way for these young modelers to grow in the hobby is to join a club, attend some contests, conventions, etc. In this way, he/she will learn from the older members, get ideas from exposure to these organized events and then go on to experience and get involved in more sophisticated and advanced activities in the hobby than would have been possible by "going it alone". If you enjoy spacemodeling and model rocketry and want to grow in the hobby; NAR clubs, contests and other activities are the best way to do it.

On a positive note, many thanks to those who took the time to write to me or give me a call. I received letters from rocketeers from Cooperstown to Buffalo to Jamestown to Fultonville and places in between. A lot of you took the time to relate some of your experiences in the hobby and what I learned was interesting. There seems to be an interest in high power among those who wrote in with some of you being involved with Tripoli as well as the NAR. Many of you have been in the hobby for many years, some go back to the early sixties. Few (if any) have been involved in NAR competition but some

expressed interest in attending some contests if they were held in the area. Those in the Buffalo area expressed an interest in forming a NAR section there and those in Rochester were interested in revitalizing the MARS section here. All in all, the letters were encouraging and enjoyable to read and supportive of this newsletter as a way to communicate with each other. I hope to print some of these letters from time to time so that you can get a glimpse of what your fellow Upstate modelers are like.

Some of you expressed interest in the contests held in Amsterdam, NY. There is one coming up soon (July 9th) but it may be too late for you to do anything about it. At any rate, if anyone from the Rochester area is interested in going, I will have a seat or two available in my car for anyone who would like to go up with us. We plan on leaving in the morning around 6:30 AM and will probably return around 10 to 11 PM. Give me a call ASAP if you are interested. I have included a map to the flying field for anyone wishing to drive but you may want to call the contest director, Jeff Vincent, the night before to check the status of the contest.

The turnout for the sport launch on June 12th was good (see report elsewhere in this issue), so two more such launches have been scheduled, one for July and the other in August. In closing, I just want to say I am encouraged by the enthusiasm of the people who have contacted me since the first issue. Model Rocketry is alive and well in Upstate New York!

Enjoy the issue!

Dan

Subscriptions

This is the last "free" issue of the Upstate Rocketeer that I will be mailing out. To continue receiving this newsletter send \$2.00 to the address below for a one year subscription. Send to:

The Upstate Rocketeer
c/o Dan Wolf
235 Kislingbury St.
Rochester, NY 14613

LOC HEAVY-DUTY BEAUTY KIT REVIEW

Last issue I reviewed two of the LOC/Precision kits, the Graduator and the Viper III. This month I am reviewing another LOC kit, the Heavy Duty Beauty. There is a significant difference between the two former mentioned rockets and the Heavy Duty Beauty however. Both the Graduator and the Viper III are what I might call FAA legal. That is they both weigh in at less than 16 ozs liftoff weight and thus do not require an FAA waiver to fly them. The Heavy Duty Beauty on the other hand is a larger model and weights 26 oz. without engines. Thus, to fly this bird an FAA waiver is required. I bought this model with hopes of flying it at STATIC III where I knew a waiver had been obtained but since STATIC was canceled I was not able to fly it. The kit itself is your normal looking 3 finned rocket with a couple of exceptions. First off, it is big, at least by my standards and is the largest kit I have ever built both in size and in weight. The model is a 4" diameter 49" long rocket looking like an overgrown Alpha. The other interesting thing about this kit is the motor mount. It consists of a central 29mm tube that can take F & G motors and 4 outer 24mm tubes that will accept D engines. LOC recommends an F41-6 for the first flight. Only the central 29mm tube activates the ejection allowing only the one motor to be used. Features of the kit include 1/8" plywood fins and motor mount centering rings, a plastic nose cone and a 28" nylon chute. Construction is fairly easy in part due to the pre-slotted tube and through the wall fin mounting described in the review in the last issue. The biggest problem comes in if you want to finish the seams in the body tube for a nice looking and smooth finish. The tube is so big it would require a lot of filler and sanding. Instead of doing this, I covered the tube with ULTRACOTE, an iron-on film covering for model airplanes. This made for a nice and easy to do finish. As mentioned in the previous review, the quality of parts in this kit was first rate. All in all a simple but impressive model, due to its size. I also purchased a payload section for mine that is 11" in length making the model an even 5' total length.

Unfortunately, due to the cancellation of STATIC III, I am still waiting to fly this rocket. One of the recommended motors for the kit is the H90-10 and I had hoped to fly it at STATIC with this motor to obtain my TRIPOLI consumer confirmation.

In conclusion, this is another nice kit from LOC that is fairly straightforward to build. I think this would be a good model to start out with when moving up to class "B" motors but I am not sure because I haven't done that yet myself. At \$36.95 it may seem a little steep but this is a rocket of fairly good size and one that should last given proper engine selection.

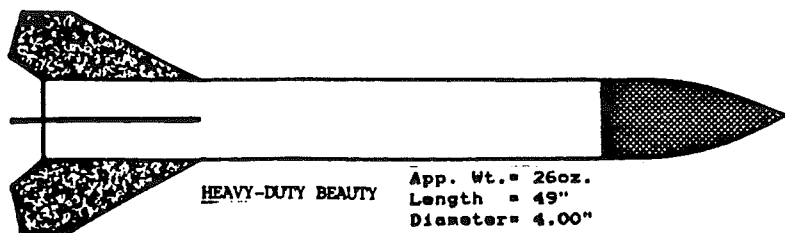
Rochester Area Sport Launch I

On June 12th the first organized sport launch of the Rochester area was held at Black Creek Park. The turnout was pretty good with old MARS members Bob Dowd, Ferenc Roka, Roy Metz and Dan Wolf present. Also flying were new MARS member Jeff Ryan and last but certainly not least, Ed Norris and Dean Oberg came over from the Buffalo area to fly with us.

What impressed me was not the number of people but the number of rockets that were flown. A lot of rockets were flown that afternoon in spite of the brisk winds. Ferenc flew some vintage models that I hadn't seen for a while including, I think, a goony bird? I had almost forgotten about them! Roy flew a lot of nice sport models once he got his launch system hooked up to a good battery. Turned out the auxiliary battery in his truck was dead as it couldn't ignite even a solar igniter! A change over to the main battery and he was all set. Roy's launch system is interesting in that the base of the rod is at shoulder level so you don't have to bend over to hook up the clips. To put a rocket on the pad you tilt the rod down slide it on then tilt the rod back up to vertical. Ed Norris brought a large and interesting assortment of rockets including an Estes Colossus with a parasite glider. Ed said that the rockets he had brought were only a fraction of what he owns with over 150 completed models in his basement! His models also featured very bright and colorful homemade nylon parachutes that worked great and really stood out in the sky. The Colossus flew pretty good by the way.

In spite of the windy weather most models flew well and were recovered. Dean flew what I believe was a modified MaxiAlpha with an FSI E60 for an impressive flight. Another interesting flight was Ed's Estes Helio Copter. The nose which when ejected sprouts propeller blades was lost to the wind. It was last seen spinning like crazy and headed for Syracuse. Ed did recover the rest of the model. Also noteworthy was Jeff Ryan's LOC Viper III reviewed in the last issue. It used 3 D12-5s and was flashbulb ignited for a noisy and smokey flight. The only other high powered models were my Banshee flown on an F41-6 and my Pennsylvania Crude flown with an F41-9 and lost in the thick trees and brush behind the launch site, the only model to do so all day. There were so many rockets being flown it was hard to keep track of them all. See the photos on the next page for a look at some of them.

At the end of the afternoon and almost 4 hours of flying the general consensus was to recharter the club (MARS) and to have another sport launch in July (see notice in the event calendar on back cover). It was a really fun afternoon, especially if you like to fly rockets and watch rockets fly (and if you don't why are you reading this?). It was also good to see some rocketeers I hadn't seen in a while and to meet some new ones as well. If you weren't there you missed a good one. How about joining us next time?



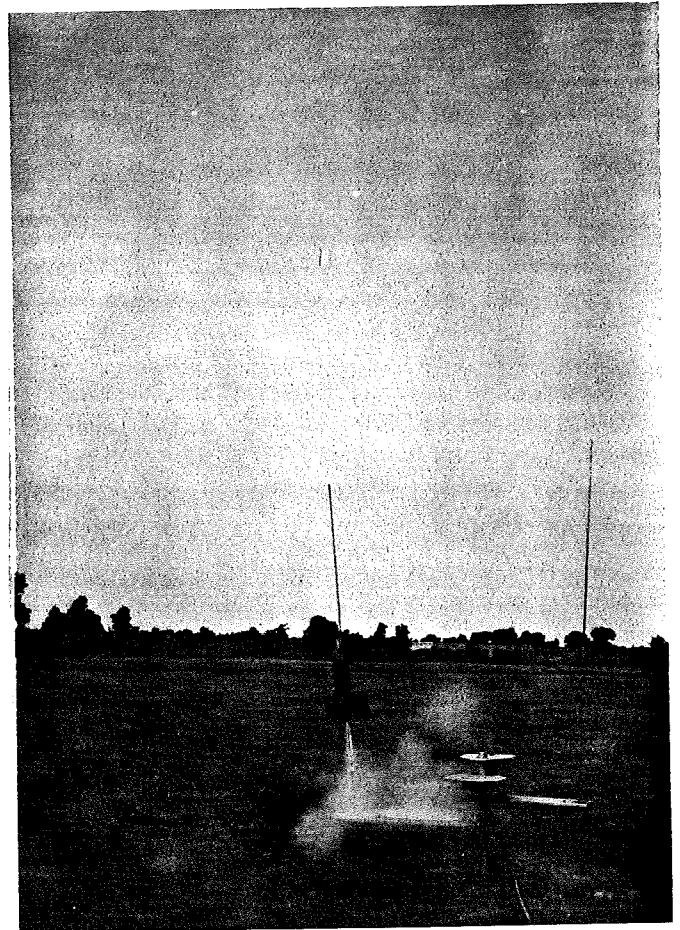
HEAVY-DUTY BEAUTY

App. Wt. = 26oz.
Length = 49"
Diameter = 4.00"

PICTURES FROM
ROCHESTER AREA SPORT LAUNCH JUNE 12, 1988



Dean Oberg launches his E60 powered Maxi-Alpha



Ferenc Roka's "Goony Bird" takes to the sky!



Roy Metz with his FSI Orblt on his homemade launch pad at shoulder level while in the background Ed Norris preps his COLOSSUS for launch.



Ed's COLOSSUS with parasite glider takes to the sky!

ZEPHYR - Swift B/G
Phil Slaymaker
 (reprinted from June 76 Full Blast)

[Ed. Note: With the new Pink Book separating flexwing gliders and conventional gliders into two different events, I expect that the interest in B/G glider designs will rise. Although I have flown a lot of different glider designs I have found the Zephyr, originally published in the June 1976 issue of the MARS newsletter FULL BLAST to be my favorite. I have flown (and lost) many Zephyrs over the past ten years at various contests and it had been very dependable. This year, at MMRR -88 it performed well with my best one just missing a max in B International B/G because the timers lost sight of it. I also had one glide away at the "JANE, HIS WIFE" open meet in C Int. B/G after somehow surviving the boost. I am presenting the plan just as it appeared in the FULL BLAST but first a few notes. Phil recommends Titebond glue joints. "Super Glues" were not around in the various forms then as they are today. I find Medium and Slow "Jet " to be a good (and quick!) way to go today. I assemble with the medium and add fillets on the wing joint and other places with the slow. A bottle of accelerator is also handy. I use a Flanigan Standard pod instead of the one Phil shows. Plans for this pod are in the MIT Competition Design Handbook available from NARTS. If you build Phil's pod, you can substitute an Estes BT-20 and balsa nose cone for the CMR parts shown. Also, I like to finish mine with tissue but its up to you on how to finish it. It can be flown in Hawk (C engine) B/G if you build it very strong. This is a fun glider that flies well and is easy to trim.]

The Zephyr is a high performance boost-glider designed specifically for Swift B/G. It flies well in Sparrow too - it won 1st at AARDVARK IV with 108 seconds.

The engine pod is a modified Kuhn pod designed for standard engines. Mini-engines can also be used by substituting the Turnip II engine pod. In this case the recommended engines are 1/2A3-2T and A3-2T.

The Zephyr is very similar to the Turnup II in design; the construction techniques will be quite similar. Lets begin with the glider. The boom should be cut out using a straight metal ruler as a guide. About 1-1/2° of negative incidence is built into the boom for glide stability. The wing should be cut from a single piece of balsa and then sanded to the airfoil shown. Taper the tips and trailing edges to 1/64 inch. Stab and rudder edges should be rounded.

All construction should be done with double Titebond glue joints. Apply water thinned glue to both surfaces and allow to dry. Then glue pieces together.

Note the wing dihedral and stab tilt (to produce a left turn) [Ed. note: I sometimes leave this step out, building everything "square" and then trim it on the field with clay and by warping the stab] . Pod should slip fit on the

boom, i.e. no wobble, but the glider should fall off if the pod is held horizontally. Hook pieces are glued to the boom and the pylon sides to the pylon core (of course!).

The glider should be sanded with extra-fine sandpaper (I prefer open coat aluminum oxide for this) and then sealed with two coats of Sig Lite-Coat and/or Sig sanding sealer. Pactra Aerogloss sanding sealer also provides an excellent finish, but a skin forms immediately after applying and shrinkage is severe (this helps produce the smooth finish). Equal and uniform coats must be applied to each side to prevent warps. Sand with silicon carbide precut sandpaper, say 320-400 grit.

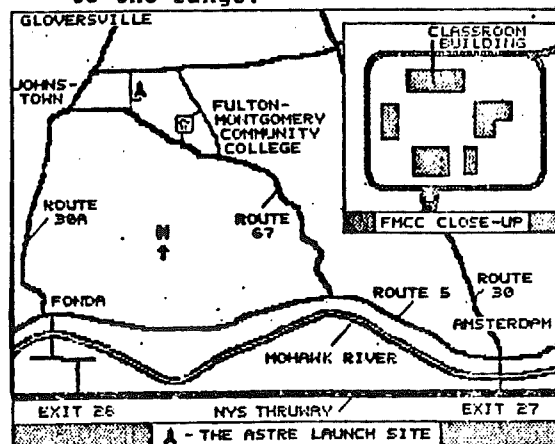
Balance for a left-hand turn and just on the verge of stalling. See *Flying Hand-launched Gliders* by John Kaufmann for tips. Build two the next time, after you lose this one, and happy flying!

Directions to ASTRE flying field near AMSTERDAM, NY

Some of you have requested info about how to get to the ASTRE open meets so here it is. Note that the directions are for coming from the east. To get there from the west I usually get off the Thruway at exit 28, then take 30A up to 67 at Johnstown. Turn right onto 67 (there will be a sign for FMCC) and then after a couple miles turn left at Ed's Auto Service. Launch field is on right at JBJ Equine.

How To Get There

- * Take the Amsterdam exit (#27) off the Thruway.
- * Take a right and follow Route 30 North for one mile.
- * Take a left at the second light after the bridge (Route 5 West).
- * Follow Route 5 for 3 miles. Take a right onto Route 67.
- * Follow Route 67 for 4 miles and FMCC will be on your right.
- * To find the flying field, continue 1.5 miles on Route 67. Take a right on the small road by Ed's Auto Service (look for the plane). After 1/2 mile you will see JBJ Equine on your right. Follow the driveway and park in the parking lot and walk to the range.



How to Stay Happily Married to a Model Rocketeer

by Chris Wolf

When I met my husband 14 years ago I thought rockets could only be flown by NASA. Now I know better. Right from the beginning I was informed about the importance of model rocketry in his life. I had to adjust to many things that rocketeers take for granted when they are single. Things such as balsa dust one inch thick on the kitchen table, rockets being used as decor for an apartment, rocket newsletters and magazines all over the apartment, etc. Wives usually don't like balsa dust on the table or rockets as decor and I was no exception to the norm.

Well it was either get used to the rockets or find someone else to love. The latter choice just wasn't possible for me so I concentrated on the former. I started encouraging Dan to build models and to become involved in contests and other modroc activities and he complied willingly. We went to local contests while we were dating as well as going to NARAM. I followed Dan to contests like a puppy. At first I went to see what it was like but now I go for relaxation and to visit with all my "rocket" friends. While Dan gets tired and sweaty chasing rockets I sit in the lounge chair sipping lemonade and soaking up sunshine. I now look forward to our rocket weekends where I get some relaxing in. It's also a chance for us to "get away from it all" so to speak. I've also come to really enjoy all the wonderful people I've met at the various contests. Everyone is always so friendly and nice even though some have their own eccentricities.

I like to encourage Dan's model building and flying because it's something he really likes doing. When he's happy then I'm happy. Due to Dan's model building I didn't feel guilty when I was in college and had to study. I knew Dan would be busy building rockets while I was at school. It also keeps him out of trouble! - not that he would get into much- he's such a pussy cat.

Going to rocket contests and Dan finding time to build was easier before Mary our 10 month old daughter was born. Now we will go to contests but with a few more provisions. Mary went to her first rocket contest when she was 8 months old. Mary was only out on the range for about half an hour that day because it was cold and raining most of the time. Mary, her cousin Amie and I spent the rest of the day playing in the car while it rained and sleeted outside. Dan and everyone else kept flying rockets. It was a boring day but Mary didn't mind.

Since that first contest, Mary has been to a regional, MWRC-88, at Chanute AF base, two more open meets in Amsterdam, NY and a regional in Hilliard, OH (MMRR). The weather at each of these has been great, sunny and warm.

When Mary was born I thought we would curtail our NAR and competition activities but it seems like she's ignited our desire to become active again. Dan

puts Mary to bed then takes the baby monitor down to the basement while he builds rockets. He even built her a baby bottle rocket that he uses in Spot Landing with her permission.

We do have to consider her needs when we go away but it is not difficult to take her to contests up to 8 hours from home. We've learned from experience that hotels can't be trusted to have a crib available so we bring her port-a-crib along, as well as the other baby "hardware". I pack a small cooler with juice and food for her out on the range. While Daddy flies rockets (play with his toys), Mary plays on a blanket with her toys. When it's naptime she climbs up into Mommy's lap and goes to sleep. She does like to drink a lot of juice when we are out on the range, especially if it's a hot day. She wears her bonnet to keep the sun off her head and she also uses Water Babies lotion with a protection factor of 15 to protect her from sunburn. Mary is a veteran traveler and loves going places with us. Dan is looking forward to next year when she'll be able to chase rockets for him.

I'm not saying that going to contests is as easy as it was two years ago but the enjoyment we have experienced since Mary has been going with us far outweighs all the extra packing and organizing. Going to contests and other modroc launches is like anything else; if you want to do it you will find a way to overcome the obstacles and do it. We chose to incorporate the baby into our hobby but it has taken planning. We will be going to NARAM-30 which is in Huntsville, AL. We'll go as a family which is shocking to some of our friends and relatives. We've already discussed how to meet Mary's needs for a week in a strange environment for her and us. The contest director has already given us some suggestions to make the week fun for us all. We are even talking about how to celebrate Mary's first birthday (which will occur on August 13th) with our rocket friends.

What I really wanted to accomplish by writing this article was to let you rocketeers know that wives and kids can be part of the hobby- without having to build a rocket. I've never built a rocket and have no plans to build one. My part in the hobby is to support my husband and give him encouragement to build and fly. I can say from experience that we have enjoyed the hobby very much and will continue to enjoy it for many years. In closing, LONG LIVE MODEL ROCKETS AND FAMILIES!

Chris Wolf

P.S. I wanted to also let all the other wives and girl friends know that I sometimes get lonely out on the range. Sometimes I am the only one out there who is not competing. Mary is fun company but talking to a 10 month old isn't always satisfying. I'd love more adult company out there on the range! So support your loved ones and come on out to the field. Don't forget the sunscreen and lemonade!

Contests 88

A report on contests near and far!

It seems like the amount of NAR sanctioned contests held this spring was an increase from previous years. I don't know if this is true or if more Contest Directors are getting their contests listed in the Launch Windows column of *American Spacemodeling*. Hopefully this trend will continue, that is more contests listed in Launch Windows. In addition, ASTRE (Albany Schenectady Troy Rocket Enthusiasts) a relatively new club, hosted a series of open meets in Amsterdam, NY. Their flying field is located only minutes off Thruway exit 28. It is only a few hours away from Rochester and it is possible to drive there, fly the contest and drive back in the same day.

Another popular and fun contest for Upstaters is WUBBA. WUBBA is a regional held at Allentown college, site of many past NARAMS including NARAM 23 and NARAM 26. One of the nice things about flying there is being able to stay in the dorms and walking right out onto the flying field from your room. Unfortunately, this year WUBBA was "postponed" until July due to a serious illness of the Contest Director, Art Rose. I received a call from Janet Rose, Art's wife on the Tuesday prior to WUBBA to inform me of the change. She said they were planning on rescheduling it for July but did not know when in July. This also means that points from WUBBA-11 if flown in July would go on the 88-89 contest year and not the 87-88 season. Because of the new Pink Book and the changes in weighting factors, events, etc., I don't know if the events will change or what. It was unfortunate this had to happen because Janet told me that they had received preregistrations from 41 contestants. With some not registering until the day of the meet, the contest could have had over 50 contestants, the most at a regional I have flown in since Shooting Star IV in 79 where we had about 35 competing. Sorry that it was postponed and we wish Art a speedy recovery.

After Janet called I quickly pulled out my *American Spacemodeling* to check out what else was left for contests in the last 2 weeks of the contest year so I could use up my remaining 3 contest factors. MMRR down in Columbus was the same weekend and the events were similar so I called Larry Rice to confirm that MMRR was still on and we flew there instead!

So here is a brief report on some of the contests we attended (my wife, baby daughter, fellow Upstater Jeff Ryan and his wife Amie and myself). A report on MMRR will appear in the next issue.

Happy Birthday Sputnik Open Meet April 23rd - Amsterdam, NY

This was the first contest I had attended in Amsterdam. Actually, the contest was held at a horse farm a mile or so from Johnstown, NY near Amsterdam. I had learned about the contest from the ASTRE newsletter *STARDATE* which I recently subscribed to. The contest was originally scheduled for last fall but was postponed due to bad weather.

A call to Contest Director Jeff Vincent the night before indicated that the contest would be held and that the local forecast called for mostly sunny skies until late afternoon when it would cloud up and rain. The temperature was to reach 60°. Not too bad for April in New York.

Early the next morning, we piled into the car and headed up to Amsterdam. The skies were overcast and it was cold. Maybe it would be better on the east side of the state we hoped. A few hours later we arrived at the launch site to find the same weather conditions there. The temperature was in the 40s and it was windy. Flying had already begun.

It is difficult to describe the flying specifically, since as at most meets everything was flown simultaneously. In addition, sleet and rain interrupted the flying on two or three occasions. During one rain delay, it was decided that SuperRoc and Helicopter Duration be limited to the best returned flight so that we could get all the events flown and get done sooner. It rained on and off throughout the day with the temperature never getting out of the 40s. In spite of this, some good flights were made, particularly by Dan Domina and the Crunch Birds team. Some of the best flights even came during the rain!

Some happenings of note were:

1. Will Safford's high powered sport models which helped the day seem less miserable in spite of the weather. In particular, the "squid" rocket flown with an Aerotech F10 was impressive. Thanks for the show Will.
2. A streamer duration model returned with holes in the streamer. "Use more wadding next time" someone said to which the contestant replied "Those aren't burn holes, those are sleet holes!" It was nasty weather.
3. The very loooong SuperRocs of Dan Domina (346 cm) and the Crunch Birds Team (361 cm). Somehow they managed to get these things to fly without crimping and meet the minimum duration in the wind, cold, and wet. Not an easy task.
4. The inability of anyone else to *qualify* in SuperRoc!
5. And finally, the close battle in C division between

reigning national champ Dan Domina and the Crunch Birds team (Jeff Vincent & Chuck Weiss). They clearly outclassed the rest of the pack having all 6 first places between them. When the smoke cleared, Dan just edged out the Crunch Birds 844 points to 828 points. A division was not quite as close but was still a good race with Etienne LaVallee edging out Mickey Gottung 528 points to 432 points.

The models flown at the contest were fairly conventional. Most contestants used tracing paper or Micafilm streamers for 1/2A and B Int. streamer with normal looking models. In the helicopter events the best times were made by RoseARoc type models and small gliders that boosted high seemed to do well in B/G. Towers were popular, but only a few contestants used piston launchers with Dan Domina being the only one I specifically remember doing so. The weather was definitely a factor as 24 of the 79 official flights were DQed in a contest with fairly easy events. Afterwards it was off to a traditional contest supper at the Red Roof (Pizza Hut) and then the drive home, thawing out and talking along the way about what happened, what worked, what didn't. All in all a fun time in spite of the weather.

As the saying goes, "A bad day of flying model rockets is still better than a good day at work". Thanks go to ASTRE for hosting the meet.

**MWRC-88
May 21st & May 22nd
Chanute AFB
Rantoul, IL**

MWRC-88 (Midwest Regional Championships) was held this year at Chanute Air Force Base in Rantoul, IL, site of NARAM-28. It was a homecoming of sorts for me having flown at the first MWRC back in 1979. It was good to go back and see old friends and meet new ones.

When we arrived on Saturday morning around 10:30, the weather was beautiful. It was sunny and warm with little or no wind. For some reason, nobody was flying, even though the range was open. This turned out to be a mistake as some of the best conditions to fly in were lost! The feeling at MWRC was a very laid back one. Many of the contestants seemed to be there just to have a good time and enjoy the nice weather. Things picked up slightly in the afternoon but many waited to fly several flights on Sunday. Again, it is hard to describe the contest event by event with everything being flown all at once but things I remember most are:

1. Tom Beach's sport flights of his LOC Graduator. Tom chose to fly it with some older engines including a Centuri D12 (which catoed) and another motor (this one an old composite I think) that malfunctioned. After the smoke had cleared (literally) Tom had a "stubby" version of the kit.
2. D B/G being flown by more than one of the NIRA types with D R/G models (left over from NARAM-29?). In spite of this, most of them worked great and D B/G had many qualified flights.
3. Having to move first our cars, then our chairs and prep area, and finally the entire launch site during the flying on Saturday to keep the base commander happy by not being near one of his airplanes. This was somewhat reminiscent of MWRC-79 when the contest was flown at 2 different launch sites in two states!
4. "Jedi" George Reibeshal's flights of his RC R/G. George test flew the model several times with D12s, improving each time until the boost was fairly straight. His contest flights were good with no one really having a chance at catching him. Then he flew the model with an E6. After about 75 feet or so it started to go horizontal and then near the end of the burn, it looked like he had it back under control but just as he was pulling it back to vertical, it simply "blew apart" from the forces on it and came down in several pieces. Fortunately, the radio gear appeared to work ok but many hours of work were lost.
5. The poor weather on Sunday. It was windy and it rained in the afternoon. Many a contestant was wishing that he/she had flown more flights on Saturday.
6. The lack of competitors from other clubs in the Midwest. The name of this contest is Midwest Regional Championships and it was disappointing that the turnout was primarily NIRA members with the exception of Bob Hegwood from Ohio and myself and maybe 1 or 2 others from nearby in Illinois. I remember back to the first couple of MWRC meets when the contest was attended by sections and/or individuals from Wisconsin, Iowa, Indiana, Michigan and Illinois. This year's contest was listed in *American Spacemodeling* in the Launch Windows column for many months and Ric Gaff told me he also sent out a mailing to many of the NAR members out there but got only one response. With such a nice place to fly as Chanute seems to be I am surprised that more people weren't there.

Well anyway, to the results. In C Division there was really no contest, with Don Linder cleaning up with over 1300 points. The Iron Banana team also

flew well but came up short with around 800-900 points for second place. Everyone else was in the 500-600 point range and lower. I didn't write down the point totals so I don't have the exact points and I don't remember the A division results.

In summary, it was an enjoyable weekend and a fun time of competition and flying rockets like most contests are (If it wasn't fun, we wouldn't keep doing it!) Thanks to NIRA for another nice and well run meet.

Daughter Judy Open Meet May 28 Amsterdam, NY

This contest was part of a two open contest weekend with this one on Saturday and the contest "Jane, His Wife" held on Sunday. The weather was a sharp contrast to the Sputnik open meet. It was warm and mostly sunny with temperatures in the mid 80s or higher. It was also windy which made a big impact on the flying that day. Most models were blown down the field to a swampy area. If you were fortunate enough to avoid that, then you only had to find your model in the foot tall grass that seemed to swallow up models. Many a contestant was seen searching for several minutes for models that landed in the grass, sometimes only a few hundred feet from the range. The PD, SD and glider models that made it to the swamp and/or the woods were even more difficult to retrieve. I lost both my SD models, one PD model and one B/G model! This was a fairly typical representation I think of what most contestants experienced. The side effect of this was that since contestants were spending a fair amount of their time looking for their rockets, it took a while to get all the flights in. Flying continued till about 8:00 PM!

Some items to note from this contest were:

1. Will Safford's sport flight of a model with the newly certified Vulcan System's G50. The motor pushed the relatively large model up so high that it was a very small dot prior to ejection. It is fun to see a model of that size (3" dia. 3'+ length) achieve such a high altitude in such a short amount of time. An impressive flight but unfortunately the model was claimed by the woods.

2. The flexwings in C Int. BG were interesting to note. In A division all the models were unstable resulting in no qualified flights. In C division, on the other hand the flexies worked too good as almost all of the flights were no returns with nobody flying more than two flights, usually because of lack of models. Dan Wolf was the only one to fly conventional gliders and managed only one qualified flight with the other two reaching the speed of balsa. As Jeff Vincent said, "Trying to fly your A B/Gs with C engines Dan?"

3. SuperRoc proved to be a tough event with only 2 qualified flights in C division, the only event where not all 4 places were awarded.

4. The windy weather seemed to have an impact on the reliability as 35 of the 93 flights were DQed, a seemingly high number.

In the end, the Crunch Birds "crunched" the rest of the C divisioners with 988 points and 5 first places in 7 events. A distant second was the J+P SRB'S team with 548 points. A division was closer with Etienne LaVallee edging out Mickey Gottung 752 to 548. Rochester finishers were Dan Wolf from MARS with 284 points and Jeff Ryan flying independent with 232 points. Jeff took first in 1/2A Int. PD by being the *only* contestant to have 3 qualified flights. Congratulations go to Jeff for his *first* first place in NAR competition. All in all, another fun meet in Amsterdam. Thanks again go to ASTRE.

Jane, His Wife Open Meet May 29 Amsterdam, NY

This meet was the second contest of the two opens flown on Memorial Day weekend. After spending the night at the local fleabag hotel (my wife says we'll *never* stay there again) in nearby Johnstown we arrived at the field early on Sunday ready to do it all again! Sunday's weather was substantially different from Saturday with little or no wind and some mild thermal activity. The good flying weather showed up in the results with durations being better than Saturday and the reliability improved with only 17 DQs in 93 flights. An indication of the thermal activity showed up in the results of international PD and SD. While there were no maxes recorded on Saturday, Sunday both the Crunch Birds and Jeff Ryan scored two maxes each in PD while Dan Wolf scored one max in SD. Times were good in B Eggloft too as the lift helped the Crunch Birds edge out Dan Wolf, 58 to 54 seconds.

In the end, the winners were the same as the day before with Crunch Birds topping C division with 1036 points and Etienne Lavelle topping A division with 984 points. Dan Wolf was a distant second in C division with 598 points and Mickey Gottung took second in A division with 528 points.

Dan Wolf managed *his* first first place at an ASTRE meet by taking first in B R/G.

After flying sport scale we headed home from the busy weekend where each contestant had the potential to fly 29 contest flights! A final thanks to ASTRE for hosting these contests. Looking forward to flying with them in the upcoming contest year, especially at NNNNNARAM.

Happy Birthday Sputnik

April 23, 1988

Due to weather conditions, SuperRoc and Helicopter
Duration were limited to the best returned flight.

KA Int Streamer

Contestant	1	2	3	Score	Pts
Combined A/C Div					
1) Dan Donlina	58	60	60	178	180
2) Will Safford	47	52	50	149	96
3) Crunch Birds Team	50	DEP	59	109	64
4) Dan Wolf	20	DEP	37	57	32
5) John LaVallee	SRP	28	-	28	16
6) Tom Taylor	DEP	SRP	15	15	16
Chuck Hecker	DEP	-	-	0	-
3) SRB's Team	BJT	-	-	0	-
Etienne LaVallee	SRP	-	-	0	-

B Int Streamer

Contestant	1	2	3	Score	Pts
A Div					
1) Mickey Gottung	56	-	-	56	180
2) Etienne LaVallee	29	-	-	29	108
C Div					
1) Crunch Birds Team	122	129	101	352	180
2) Will Safford	124	113	70	307	108
3) Dan Wolf	76	104	97	277	72
4) Dan Donlina	97	101	SRP	198	36
5) Jeff Ryan	29	50	DEP	79	18
3) SRB's Team	BJT	SRP	-	0	-
John LaVallee	SRP	SRP	-	0	-

KA Helicopter

Contestant	1	2	Best	Pts
Combined A/C Div				
1) Crunch Birds Team	93	-	93	200
2) Dan Donlina	84	-	84	120
3) Dan Wolf	16	-	16	80
4) John LaVallee	13	-	13	40
5) Will Safford	11	-	11	20
Etienne LaVallee	DEP	-	-	0

B Helicopter

Contestant	1	2	Best	Pts
A Div				
1) Etienne LaVallee	96	-	96	180
2) Mickey Gottung	27	-	27	108
C Div				
1) Dan Donlina	83	-	83	180
2) Crunch Birds Team	74	71	74	108
3) John LaVallee	30	-	30	72
Will Safford	SRP	-	0	-
Dan Wolf	ROT	-	0	-

B SuperRoc Dur

Contestant	Length	Dur	Score	Best	Pts
C Div					
1) Crunch Birds Team	23.0cm	235	571	-	-
2) Dan Donlina	36.1cm	245	746	74	-
	34.6cm	445	736	-	-
3) SRB's Team	23.5cm	95	MIN	-	736 168
Tom Taylor	19.1cm	SRP	0	-	-
Dan Wolf	17.8cm	135	MIN	-	-
	17.8cm	SRP	0	-	-

KA Int B/G

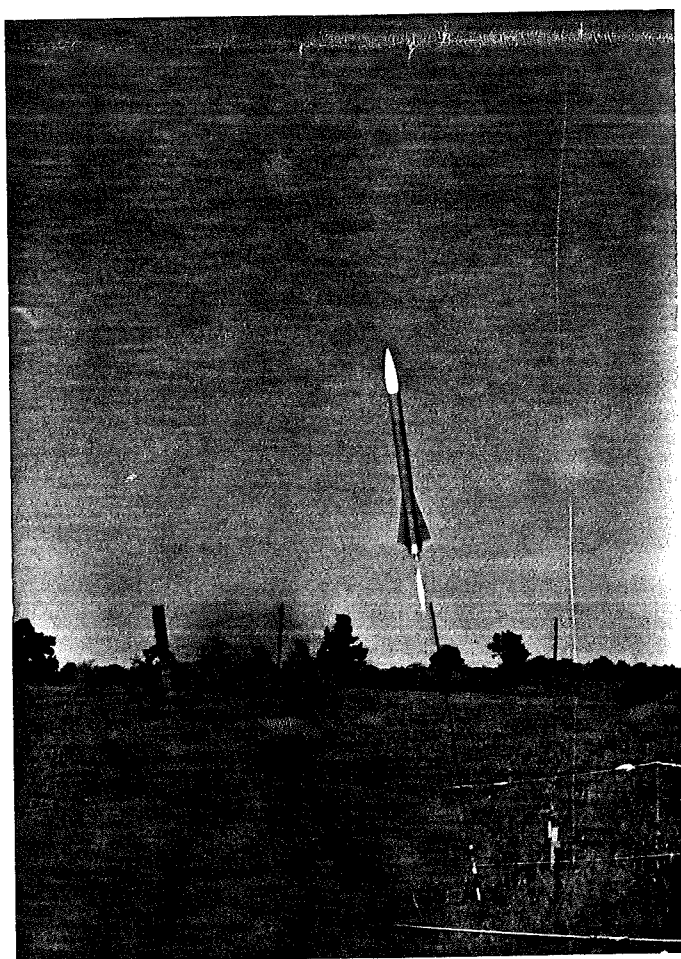
Contestant	1	2	3	Score	Pts
A Div					
1) Etienne LaVallee	13	37	-	50	240
2) Mickey Gottung	PRB	23	-	23	144
C Div					
1) Dan Donlina	86	71	45	202	240
2) Dan Wolf	27	71	21	119	144
3) Crunch Birds Team	RB	55	58	113	96
4) Will Safford	60	-	-	60	48
5) Tom Taylor	6	14	-	20	24
John LaVallee	RB	-	-	0	-

Total NAR Points

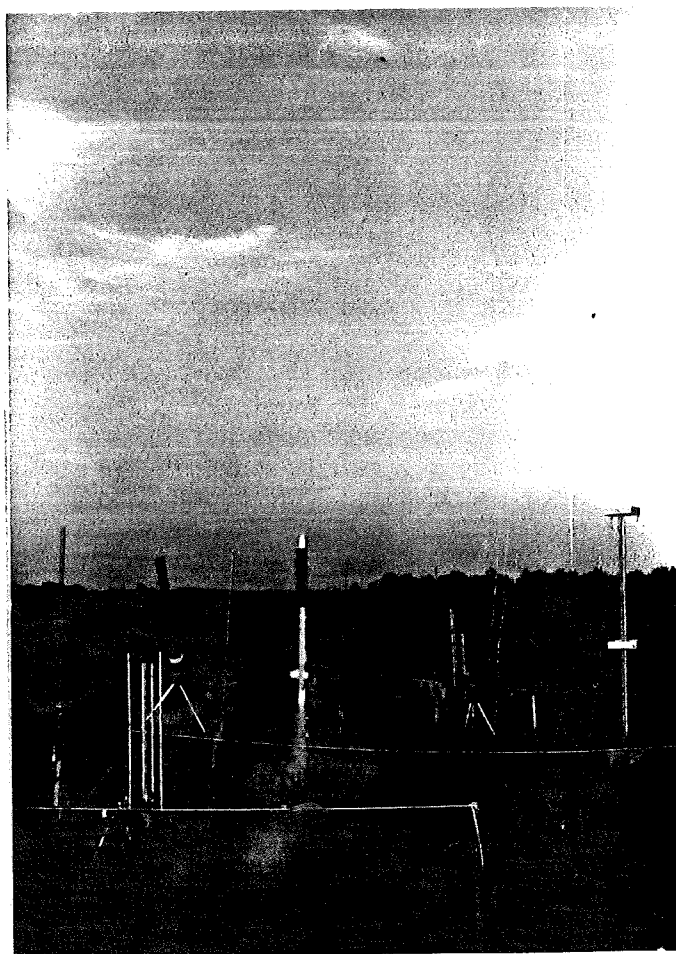
A Div					
1) Etienne LaVallee	528	pt	ASTRE		
2) Mickey Gottung	432	pt	ASTRE		
C Div					
1) Dan Donlina	844	pt	Ind.		
2) Crunch Birds Team	828	pt	ASTRE		
3) Dan Wolf	328	pt	NARS		
4) Will Safford	272	pt	ASTRE		
5) John LaVallee	128	pt	ASTRE		
6) Tom Taylor	40	pt	ASTRE		
7) Jeff Ryan	18	pt	Ind.		
Chuck Hecker	0	pt	ASTRE		
3) SRB's Team	0	pt	ASTRE		
Sections					
1) ASTRE	2228	pt			
2) NARS	328	pt			

DO Reasons

CRP - crlap	MIS - three missiles
CTO - engine calo	NR - no return
DEP - no deploy	PRB - premature sep.
DQ - miscellaneous DQ	RB - Red Baron
EGG - cracked egg	ROT - improper rotation
BJT - ejected engine	SNP - unsafe flight
GID - no glide	SRP - separation
MIN - sub-minimum flight	SHR - shred



Will Safford's G50 powered Allegro at "Daughter Judy" open meet



Will Safford's "MISTAH NESS" with 7 C6-7s takes to the sky at "Daughter Judy".

Daughter Judy

May 28, 1988

KA Int Parachute

Contestant	1	2	3	Score	Pts
A Div					
1)Etienne Lavallee	52	-	-	52s	160
2)Mickey Götting	17	SRP	-	17s	96
C Div					
1)Jeff Ryan	54	33	44	131s	160
2)JP SRB's Team	63	SRP	46	109s	96
3)Chuck Hecker	50	48	DRP	108s	64
4)Crunch Birds Team	104	DRP	DRP	104s	32
5)John Lavallee	64	-	-	64s	16
6)Dan Wolf	43	DRP	-	43s	16

B Int Streamer

Contestant	1	2	3	Score	Pts
A Div					
1)Mickey Götting	53	SRP	-	53s	180
2)Etienne Lavallee	39	SRP	-	39s	108
C Div					
1)Crunch Birds Team	113	151	124	388s	160
2)Dan Wolf	155	66	101	322s	108
3)Jeff Ryan	50	DRP	85	135s	72
4)John Lavallee	38	36	-	74s	36
5)JP SRB's Team	SRP	RJT	RJT	0s	0
Will Safford	DRP	-	-	0s	0

B Egg Loft Dux

Contestant	1	2	Best	Pts
A Div				
1)Mickey Götting	12	-	12s	140
2)Etienne Lavallee	10	SRP	10s	84
C Div				
1)Crunch Birds Team	78	-	78s	140
2)JP SRB's Team	35	44	44s	84
3)John Lavallee	23	SRP	23s	56
4)Dan Wolf	11	-	11s	28

A Helicopter

Contestant	1	2	Score	Pts
A Div				
1)Etienne Lavallee	53	ROT	53s	160
Mickey Götting	ROT	DRP	0s	0
C Div				
1)Crunch Birds Team	56	36	92s	160
2)JP SRB's Team	32	38	70s	108
3)Dan Wolf	32	33	65s	72
4)Will Safford	49	9	58s	36
5)John Lavallee	27	-	27s	18

C Int B/G

Contestant	1	2	3	Score	Pts
A Div					
Mickey Götting	SRP	SRP	-	0s	0
Etienne Lavallee	SRP	SRP	-	0s	0
C Div					
1)Crunch Birds Team	133	115	-	248s	260
2)JP SRB's Team	77	147	-	224s	156
3)John Lavallee	131	-	-	131s	104
4)Dan Wolf	SRP	67	SRP	67s	52

C Super Roc Dux

Contestant	Length	Dur	Score	Score	Pts
A Div					
1)Etienne Lavallee	197cm	SRP	0	455	180
	196cm	SRP	0	455	180
2)Mickey Götting	188cm	SRP	0	455	180
	151cm	51s	352	352	108
C Div					
1)Crunch Birds Team	277cm	73s	627	352	108
	0cm	-	0	627	180
2)Will Safford	182cm	16s	MTN	0	627
	182cm	77s	441	441	108
Chuck Hecker	149cm	SRP	0	0	0
	0cm	-	0	0	0
JFP SRB's Team	238cm	SRP	0	0	0
	195cm	122s	NR	0	0
John Lavallee	206cm	SRP	0	0	0
	199cm	18s	MTN	0	0
Dan Wolf	166cm	RJT	0	0	0

Parachute Spot Landing

Contestant	Distance	Pts
A Div		
1)Etienne Lavallee	33.5m	40
2)Mickey Götting	50.0m	24
C Div		
1)Will Safford	7.8m	40
2)John Lavallee	23.9m	24
3)Crunch Birds Team	31.5m	16
4)Dan Wolf	42.8m	8
5)JP SRB's Team	50+ m	4
Chuck Hecker	DRP	0
Jeff Ryan	SRP	0

Total NAR Points

A Div					
1)Etienne Lavallee	752 pt	ASTRE			
2)Mickey Götting	548 pt	ASTRE			
C Div					
1)Crunch Birds Team	988 pt	ASTRE			
2)JP SRB's Team	448 pt	ASTRE			
3)John Lavallee	284 pt	MARS			
4)John Lavallee	254 pt	ASTRE			
5)Jeff Ryan	232 pt	Ind.			
6)Will Safford	184 pt	ASTRE			
7)Chuck Hecker	64 pt	Ind.			
Sections					
1)ASTRE	3174 pt				
2)MARS	284 pt				

DO Reasons

CRP - crying	MIS - three misfires
CRD - engine cato	NR - no return
DRP - no deploy	PRB - premature sep.
DQ - miscellaneous DQ	RB - Red Baron
EGG - cracked egg	ROT - improper rotation
RJT - ejected engine	SRP - unsafe flight
GUD - no glide	SRP - separation
MTN - sub-minimum flight	SRH - shied

Jane, His Wife

May 29, 1988

KA Int Parachute

Contestant	1	2	3	Score	Pts
A Div					
1)Etienne Lavallee	67	112	-	179s	160
2)Mickey Götting	23	DRP	62	85s	96
3)Chris Otto	19	11	-	30s	64
4)Stephanie Otto	MIS	DRP	15	15s	32
C Div					
1)Crunch Birds Team	120	120	97	337s	160
2)Jeff Ryan	47	120	120	287s	96
3)John Lavallee	75	75	96	246s	64
4)JP SRB's Team	59	55	22	136s	32
5)Dan Wolf	98	DRP	DRP	98s	16
6)David Otto	27	20	18	65s	16

KA Int Streamer

Contestant	1	2	3	Score	Pts
A Div					
1)Etienne Lavallee	54	-	-	54s	160
2)Mickey Götting	SRP	SRP	46	46s	96
3)Chris Otto	8	6	-	14s	64
4)Stephanie Otto	MIS	9	-	9s	32
C Div					
1)Crunch Birds Team	59	50	45	154s	160
2)Dan Wolf	SRP	60	45	105s	96
3)John Lavallee	27	28	34	89s	64
4)Jeff Ryan	57	SRP	SRP	57s	32
5)JP SRB's Team	16	13	18	47s	16
6)David Otto	19	RJT	-	19s	16

B Egg Loft Dux

Contestant	1	2	Best	Pts
A Div				
1)Etienne Lavallee	33	-	33s	140
2)Mickey Götting	14	19	19s	84
Chris Otto	SRP	SRP	0s	0
C Div				
1)Crunch Birds Team	39	58	58s	140
2)Dan Wolf	54	-	54s	84
3)John Lavallee	37	-	37s	56
4)JP SRB's Team	31	26	31s	28
5)David Otto	15	17	17s	14

KA Helicopter

Contestant	1	2	Score	Pts
A Div				
1)Etienne Lavallee	21	-	21s	200
2)Mickey Götting	4	4	8s	120

Contestant	1	2	Score	Pts
C Div				
1)Crunch Birds Team	85	-	85s	200
2)Will Safford	DRP	29	29s	120
3)John Lavallee	17	12	29s	120
4)JP SRB's Team	10	15	25s	80
5)Dan Wolf	ROT	6	6s	40

B Rocket/Glide

Contestant	1	2	Score	Pts
A Div				
1)Dan Wolf	172	117	233s	260
2)Crunch Birds Team	78	95	173s	156
3)Etienne Lavallee	49	38	87s	104
4)Will Safford	SRP	85	85s	52

Sport Scale

Contestant	Model	Stat/Pt-Total	Pts
A Div			
1)Etienne Lavallee	Sup Lokt Bart	758 152 910pt	220
2)Mickey Götting	Juplter C	702 175 877pt	132
C Div			
1)Crunch Birds Team	Sup Lokt Bart	765 105 870pt	220
2)JP SRB's Team	Jayhawk	722 142 860pt	132
3)Will Safford	Bulldog	670 150 820pt	88
4)John Lavallee	Honest John	670 140 810pt	44
5)Dan Wolf	Honest John	646 137 783pt	22

Total NAR Points

A Div					
1)Etienne Lavallee	984 pt	ASTRE			
2)Mickey Götting	528 pt	ASTRE			
3)Chris Otto	128 pt	ASTRE			
4)Stephanie Otto	64 pt	ASTRE			
C Div					
1)Crunch Birds Team	1036 pt	ASTRE			
2)Dan Wolf	598 pt	MARS			
3)John Lavallee	306 pt	ASTRE			
4)Will Safford	260 pt	ASTRE			
5)JP SRB's Team	246 pt	ASTRE			
6)Jeff Ryan	128 pt	Ind.			
7)David Otto	46 pt	Ind.			
Sections					
1)ASTRE	3556 pt				
2)MARS	598 pt				

DO Reasons

CRP - crying	MIS - three misfires
CRD - engine cato	NR - no return
DRP - no deploy	PRB - premature sep.
DQ - miscellaneous DQ	RB - Red Baron
EGG - cracked egg	ROT - improper rotation
RJT - ejected engine	SRP - unsafe flight
GUD - no glide	SRP - separation
MTN - sub-minimum flight	SRH - shied

Upcoming Events

If you have an upcoming contest, demonstration or sport launch send info to the editor and it will be listed here.

July 9 - Not Necessarily Not Necessarily NARAM
Open Meet, ASTRE, Amsterdam, NY. Events:
1/2A PD (multi-round), B SD (multi-round),
1/2A HD, B EL Dur, B R/G, Sport Scale, B FW
(multi-round) (A&B Div only), D FW (multi-
round) (C div only). Flying will be from 10 AM
to 7 PM. The meet will be flown in one day, time
or weather permitting. Rain Date - July 10.
Contact: Jeff Vincent or the Editor

July 31, 2:00 PM - Rochester Area Sport Launch
II. MARS flying field @ BLACK CREEK
PARK, near Rochester (Chili)
Contact: Dan Wolf 458-3848

Aug. 29, 2:00 PM - Rochester Area Sport Launch
III. MARS flying field @ BLACK CREEK
PARK (tentative)
Contact: Dan Wolf 458-3848

THE UPSTATE ROCKETEER
c/o Dan Wolf
235 Kislingbury St.
Rochester, NY 14613

Early September - ASTRO-13 Open Meet, ASTRE
Amsterdam, NY. Tentative

In the next issue

Report on NNNNNARAM Open Meet, A look at
the new "Pink Book", Sport & Spot Landing
Model plan, and more!

