

THE UPSTATE ROCKETEER

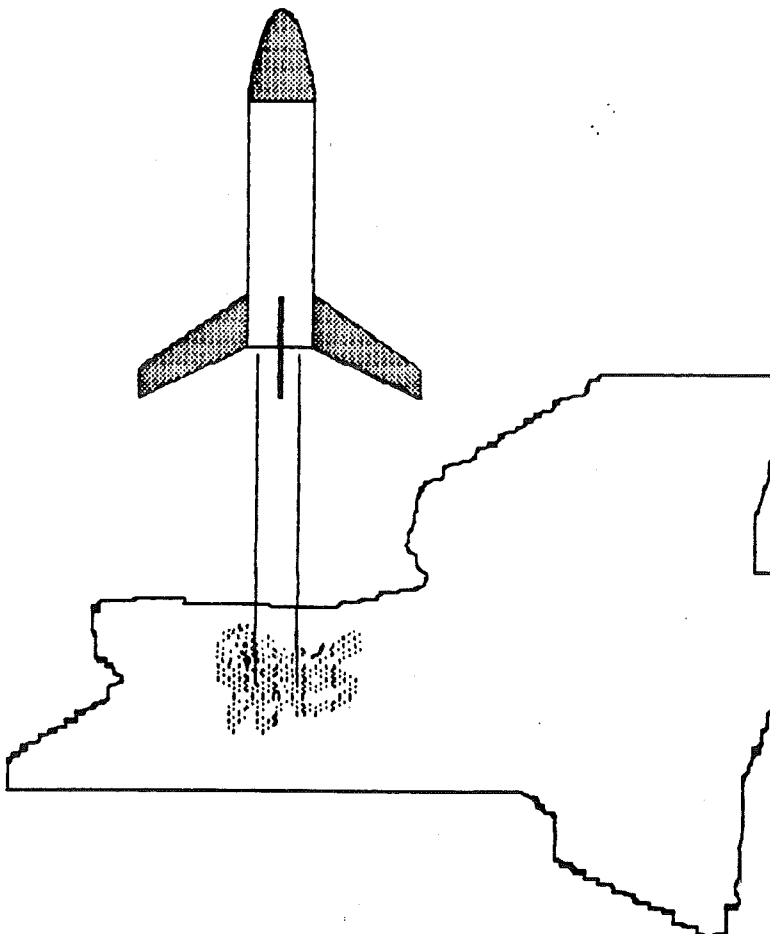
The Official Newsletter of MARS
NAR Section #136
Serving Western and Central New York



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Upstate Rocketeer
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Blowin' In the Wind

(Editorial)

Since the last issue of *UR*, the flying season has arrived. Unfortunately, the majority of the April and May weather here in Upstate New York has not been conducive to flying. Still, MARS did manage to get off its first club launch of the year, the Big Bertha Contest on April 16th and our friends to the east, ASTRE (Albany-Schenectady-Troy Rocket Enthusiasts) held two regionals in May. Reports of these events can be found elsewhere in this issue. Speaking of contests, don't forget that Saturday June 10th is the MARS sponsored local meet, UPSTATE I. I hope everyone reading this is planning on attending (except for you club newsletter exchange guys, of course!). Note there is one change in the contest from the listing in last issues events calendar. The location has been changed. The contest will now be in Farmington, NY just off exit 44 from the Thruway (Canandaigua exit). A map and directions to the field can be found elsewhere in this issue. I was considering changing the location for a couple of reasons. First, there was concern about the thick tree areas around the Black Creek launch site. Second, we will be flying there for such a long period of time. It is one thing to go out for a sport launch for a couple hours, another to have a contest that would last possibly 7 to 8 hours. Therefore, I looked around for some other sites. I was able to get permission from my employer (Videk) to use our company grounds as a flying site. Then on Sunday night I

received a call from Ferenc Roka who said he had been out at Black Creek Park launching a few birds when one of the park officials basically told him to stop. Ferenc

explained to him that MARS had been flying there for many years having received permission from the parks commissioner to fly at Black Creek several years ago. The park official said that he had been given orders to clamp down on rocket flying in the park.

The bottom line is that until we can get this thing straightened out Black Creek Park is out as a launch site. Ferenc suggested a letter to the new county parks commissioner as the next step. In the letter we can tell him about who we are, the hobby's excellent safety record, the NAR, and our insurance through the AMA. We can also ask if there is another park that might be more suitable than Black Creek. I will draft a letter before our June meeting and we can discuss/edit it at the meeting. In the meantime, we can use the Videk field for our club launches as long I let them know beforehand.

Changing the subject, I finally managed to obtain all the necessary information, wade through all the paper work, and send in the MARS NAR charter renewal (no problem) and the AMA charter application (very confusing) so that the club will still have insurance. Thanks to all of you who helped me out by supplying your AMA license number and your birthdate. Hopefully I filled out all of the AMA forms correctly.

In other club notes, the June meeting will be one day early on Thursday June 15th. This is because three of our club members will be traveling to Allentown, PA on Friday the 16th for the WUBEA-12 regional. Also, I have tentatively scheduled an Apollo 11 commemorative launch for July 16th. July 20th is the 20th anniversary of the Apollo 11 moon landing. We can firm it up at the meeting.

(continued on page 8)

Your First Contest or A Beginners Guide to Upstate I

Introduction

The contest Upstate I has been listed in our upcoming events calendar for the past three issues. Details on time, location, etc. can be found elsewhere in this issue. Just a note however. The location has changed from the one listed in the previous issue. This article is a guide to those who may be coming out to fly in NAR competition for the first time. I know many of you in the area who subscribed to *UR* mentioned that you had never flown in a contest before. Upstate I is the perfect opportunity for you to "get your feet wet". So here is a guide to the contest along with my recommendations.

Contest Overview

We will be flying 6 events at Upstate I. Five of the events are duration events, meaning that places are determined by the time duration of the flight. The sixth event is spot landing, with scores determined by the distance that the rockets land from a predetermined spot. Flying will begin at 10:00 AM and will continue until all contest flights have been flown but no later than 6:00 PM. If possible, the contest will be flown in age divisions. The three age divisions are A, under 14 years old, B, 14 through 18 years old, and C, over 18. Note that if there is only one competitor in an age division he/she must fly against competitors in another division. Past history suggests that in all likelihood only C division competitors will turn out but hopefully there are some A and B division readers that will show. Ribbons and points will be awarded

for 1st through 4th in each event. Other competitors who do not place but have a qualified flight receive flight points. Flying will be "open" meaning that you can choose to fly the events in any order that you choose. Most of the events allow for two flights with the final score being the sum of the two.

The six events to be flown are Predicted Duration, 1/2A Parachute Duration, B Streamer Duration, B Eggloft Duration, A Boost Glide, and Open Spot Landing. What follows is a brief description of the rules for each event along with some general recommendations including use of some Estes kits to fly in the event.

Predicted Duration

Rules

This event as the name suggests is one where the contestant must predict the duration of the model's flight. The minimum prediction allowed is 30 seconds. Only one flight is allowed and it must be made before the contestant flies in any other event.

Recommendations

The strategy for this event is fairly obvious. The way to do well in this event is to test fly the model several times before hand and time it. Many of the Estes kits work well here. Streamer recovery models seem to be the way to go. Rockets like the ASTRO, YANKEE, ZINGER, SPRITE (reviewed in the last issue), PHASER, WIZARD and others would work fine. The main thing in this event (as in any event) is to avoid making stupid mistakes. Its a simple event, you don't want to be DQed (disqualified) because of cockpit error.

1/2A Parachute Duration

Rules

For this event, a parachute(s) must be used as the recovery device. A 1/2A engine must be used. Two flights are allowed in this event and the times from the two flights are added together. The winner in the contestant with the highest score (combined times from the two flights). A different model may be used for each flight. One of the two flights must be returned.

Recommendations

For this event, a minimum diameter mini engine model is my preference. There are several Estes kits that fit the bill. The SPRITE, LEPRECHAUN, VECTOR look good but the SPARROW because of its longer body tube may be the best choice. Although these kits will work without modification (except for using a parachute), much better performance can be obtained by using an external shock cord mount. This involves using a very strong thin cord ("squid" line obtained from a fishing tackle shop is a popular choice) mounted in one of the fin fillets. This "frees up" the inside of the body tube so that there is no obstructions in it to allow for a larger parachute and improve the chances of getting that big chute out.

For those who want a little better performance than you may get from the kits mentioned above, page 6 shows a plan for a model for this event. It can be built with either Apogee or Estes components. It also illustrates the external shock cord method.

B Streamer Duration

Rules

For this event a streamer must be used as a recovery device. Other than that, the rules are pretty much the same as in parachute duration except a B engine is used.

Recommendations

The Estes PHASER should work well for this event with its elliptical fins. An external shock cord is again recommended. The main question is the type of streamer material to use. Tracing paper streamers are a good choice but often tear or separate from the shock cord. Another material seen more and more is Micafilm, a covering material for model airplanes. With either of these materials streamers that are 5 to 6 inches wide and 50 to 60 inches long are recommended. Both these materials work best when the streamer is accordion folded in 1/2" to 3/4" folds for 60% to 90% of the streamer length. For the tracing paper, this can be done by hand, for Micafilm, the "pleats" must be ironed in. Page 6 shows the B streamer design I am currently using. It placed second at a regional contest in Amsterdam, NY last month just missing first by 3 seconds.

B Eggloft Duration

Rules

For this event, an egg must be carried on board the rocket without breaking it. Two flights are allowed but only the single best returned flight is counted.

Recommendations

This event is not easy to do because a B engine does not have a lot of power to lift an egg. I have however seen the Estes EGGSPRESS used successfully in this event with a B6-2 engine. The rocket must be built light though. This is a fun event as the flights are usually to very low altitudes and the parachutes quite large.

A Boost Glide Duration

Rules

In this event, a portion of the model must return using "glide" recovery. Two models and two flights are allowed and at least one of the two must be returned. The total score is obtained by adding the times of the two flights.

Recommendations

This is the most difficult event that we will be flying, particularly since there is currently no Estes kit that can be flown in this event. I suggest the TURNUP B/G plan featured in the November issue of *Upstate Rocketeer*. The Zephyr plan from the July issue could also be used.

Open Spot Landing

Rules

In this event, practically any rocket you have can be used. A marker or flag will be placed on the field. Whoever's model comes closest to it will be the winner. Only one flight is allowed.

Recommendations

Low altitude flights with streamer recovery seems to be the best choice here. The old Estes or Centuri flying saucer kits also work well if you have one laying around.

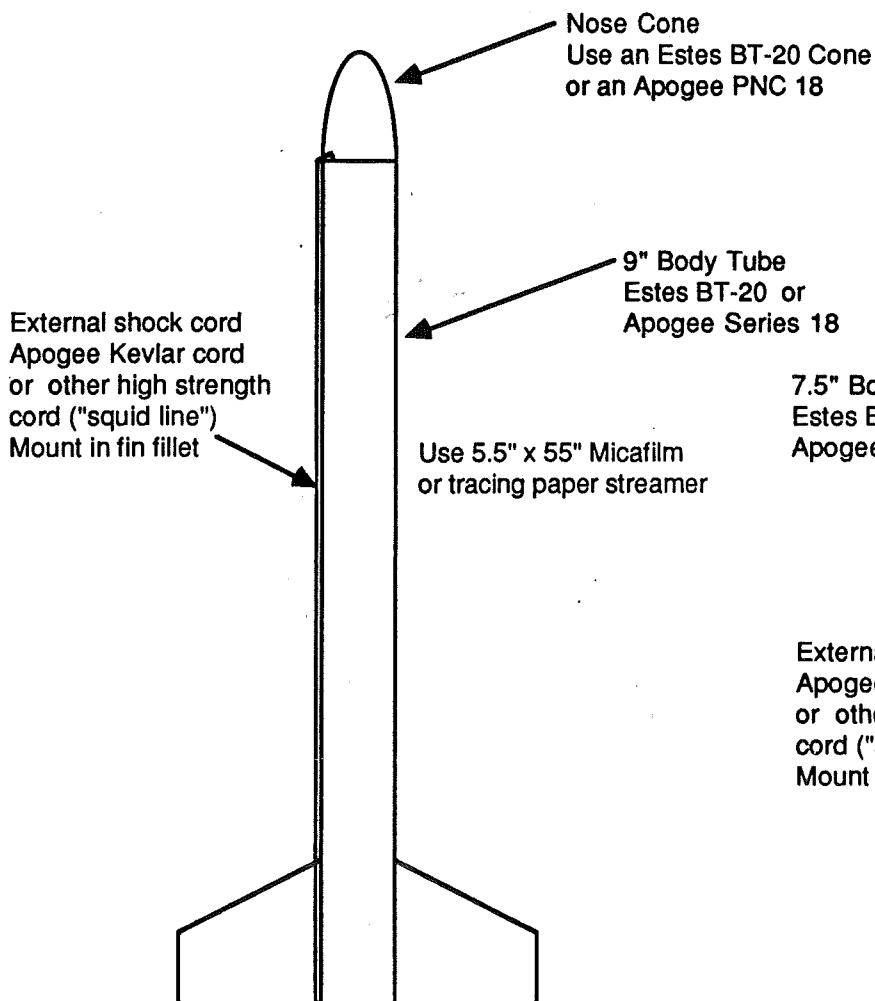
Conclusion

Well that's about it. Most of the events that we will be flying are not too difficult and are fairly straightforward. So come on out and try it. One last final bit of incentive. Estes has sent us several kits to be awarded as prizes for this contest. There are plenty to go around and every contestant should come home with something. Look forward to seeing you there.

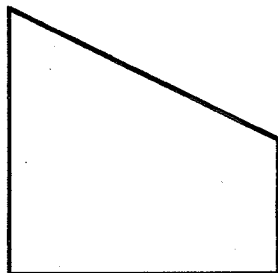
Big Bertha Contest

Five MARS members turned out on Sunday April 16th for a fun afternoon of friendly competition and sport flying at Black Creek Park. The main event on the agenda was flying a Big Bertha in 4 events: A PD, C SD, Open Spot Landing and Ping Pong Ball Duration. In between the "contest" flights many sport flights were made as we enjoyed this first club launch of the flying season. The weather was pretty mild and sunny for April to make the afternoon an enjoyable one. It was good to see Jay King and his nephew there and Jay did well, with high places in many of the events. Overall Ferenc Roka was the best Big Bertha flyer with Roy Metz and Jay close behind. Jeff Ryan and Dan Wolf trailed well behind seeming to be more interested in their high power flights. Dan flew his US Rockets Banshee with an F41 and his AAA Pennsylvania Crude with an E28 while Jeff flew his LOC Viper III with a 3 D12 engine cluster with flashbulb ignition. All in all a good day and a good start to the season. Remember, everyone is welcome to the MARS launches so come on out and join in the fun next time!

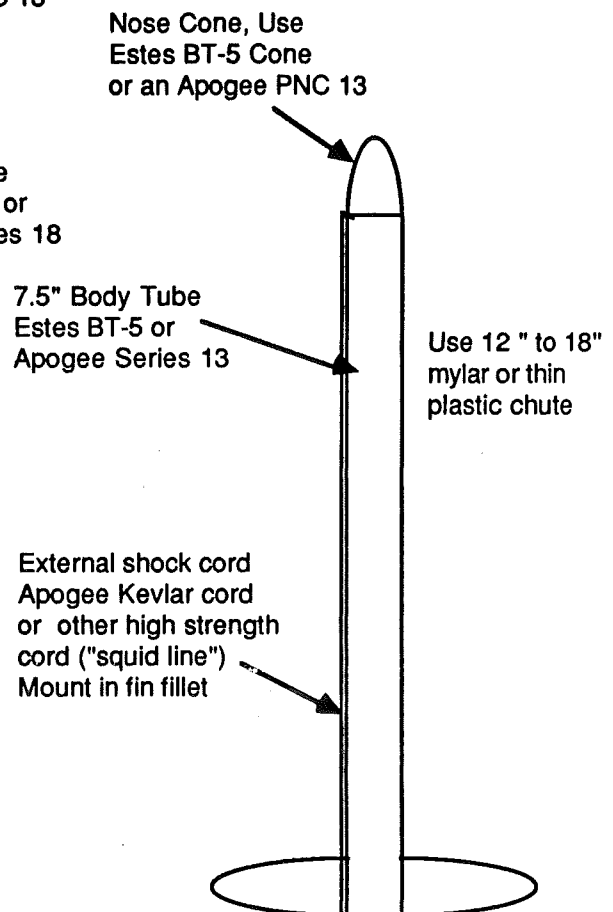
Streamer and Parachute Duration Plans for UPSTATE I



Full Size fin pattern
Make from 1/16" balsa
or Apogee GBS20
waferglass fin material



B Streamer Duration Model



Full Size Fin Pattern
3 fins required. Make from
1/64" plywood or Apogee
GBS 20 waferglass fin stock

1/2A Parachute Duration Model

The Trouble With Tribbles Regional Contest

A clue that things are not going to go your way at a contest is when you get the name of the contest wrong. Confused about the ASTRE regionals, the MARS contingent (Dan Wolf and Jeff Ryan) put "A Piece of the Action" on their CB-1-70 forms. But that contest was two weeks later. This error was an omen of things to come.

When we arrived at the meet after the 3 hour drive from Rochester the weather was less than ideal but did not seem too bad. The field on the other hand can best be described as "squishy". The rain had turned even the high ground soggy and the lane between the parking lot and the field was wall to wall mud.

Throughout the day Saturday, the weather turned from clouds to rain to sun and back again. Winds were moderate and most models were recovered. Of the events flown Saturday, B streamer MR proved to be the best one for the MARS crew. Jeff finished 3rd and Dan finished 2nd by 2 seconds to Spaceman Spiff (team of Jeff Vincent and Chuck Weiss) 387 seconds to 385 seconds. John Lavalley took fourth. In B Helicopter the Spaceman Spiff team and Dan again finished 1-2 but this time with a wider margin, 227 seconds to 146 seconds. Dan did force the Spaceman Spiffers to fly their second flight though. Third was Etienne Lavalley flying with C divisioners since he was the only B division entry. The J&P SRB team took 4th. The rest of the day's events were a "washout" for the MARS group as the rain started coming down pretty good about 4:30. Dan had made one flight in R/G and neither Jeff or Dan had flown Eggloft. With the weather turning

from bad to worse we decided to call it a day. Only then did we learn that duration events had to be flown on Saturday. Dan had somehow missed it in the ASTRE newsletter Stardate and Jeff had only seen the contest listing in *AmSpam*. With only one flight in R/G Dan finished 3rd (59 seconds) behind the two flights of John LaValley (110 seconds) and Spaceman Spiffs super single flight in one of the few good thermals of the day (223 seconds). B Eggloft Duration went to the SRBs with Spaceman Spiff and John Lavalley 2nd and 3rd. A and B division duration events were dominated by Mickey Gottung and Etienne Lavalley respectively.

Dan's problems continued as he went to turn in his scale altitude model only to discover that he had left part of his scale data at home!

A very dejected MARS crew headed for the hotel. At the hotel the phone rang. It was Chuck Weiss asking about Dan's Scale Altitude entry. When Dan explained what happened Chuck said he could supply the missing data if Dan could get the model to Chuck's house for judging. The end result was the MARS crew of Dan, Jeff, Chris and Mary had pizza with the ASTRE group at Chuck's house! Afterwards we were treated to a tour of Chuck's workshop. Seeing Chuck's Internats models and hearing about the Internats and US/USSR meet experiences was really fascinating. Thanks Chuck. We enjoyed the visit, and your hospitality.

Sunday was altitude day with B Altitude and C Scale Altitude on tap. Unfortunately, the poor weather from Saturday got worse on Sunday with many of the altitude flights being flown in the rain. It

was a tough day for the MARS crew. Both Dan and Jeff tried flying B altitude off of Dan's piston launcher. Unfortunately, with a crimp in the tube, the piston did not work correctly on either flight resulting in squirrely boosts and poor altitudes. Although the RSO qualified both flights Dan's was a track lost and Jeff's was a very low 156 meters to take 4th place. In C Scale Altitude the Spaceman Spiff teams minimum diameter Tomahawk model had a large static point lead over the rest of the pack. The battle for 2nd was closer though with Dan holding a 27 point lead over the SRBs going in. With Dan's model being a minimum diameter model while the SRBs was a BT-50 size, chances looked good for second place for MARS. Dan's flight boosted well and was very straight and high but a dark cloud over the flying field resulted in a track lost. With the rain coming down harder and harder Dan decided not to fly again and instead helped out by tracking the rest of the altitude models that were left to be flown. This move probably cost Dan 2nd place in C scale altitude and 2nd place overall. The variety of models flown in Scale Altitude was interesting and surprising. Instead of a series of BT-20 sized Tomahawks, Vipers, etc. there were several of the Estes kits that would normally be seen in only in Sport Scale. Hats off to those modelers who made the effort to get the data for those Estes kits to make them scale entries. Made for interesting flying and photos too.

In A and B divisions Mickey and Etienne continued to roll as did the Spaceman Spiff team in C. For MARS, Dan finished third overall behind the SRBs (2nd) and Spaceman Spiff (1st) while Jeff came in 6th. Weatherwise it was a miserable and

disappointing weekend but it did have its good moments. Jeff's flights of his Super Big Bertha and Viper III helped make Sunday a little more enjoyable.

Hopefully the weather will be better for the "A Piece of the Action" Regional to be held May 27th and 28th at the same field. Photos from the contest can be found elsewhere in this issue.

As the ModRoc World Turns... Manufacturers News...

Following up last issues report on Cox, I received info from Belleville Wholesale Hobby mentioning discounts on Cox model rocketry items. How soon they will be available they did not say. Several Aerotech motors have recently been contest certified. These include the 18mm D21 and E25 as well as the 24 mm F32, F72 and G55. And lastly, the long awaited North Coast Rocketry Catalog is scheduled for mailing on or around July 1st.

NAR members in the news: Long time NAR member and NASA astronaut Jay Apt has been selected to fly on a shuttle mission. Jay will be part of the crew of STS-37 in 1990. Also, another long time NAR member, Geoff Landis has been nominated for a Hugo award, the science fiction equivalent of the Oscar.

(Blowin' cont. from 2)

In closing, this issue might be called our competition issue as it features an article and notice for the upcoming Upstate I as well as reports on the Big Bertha contest and the ASTRE "The Trouble With Tribbles" regional meet. Until next time.

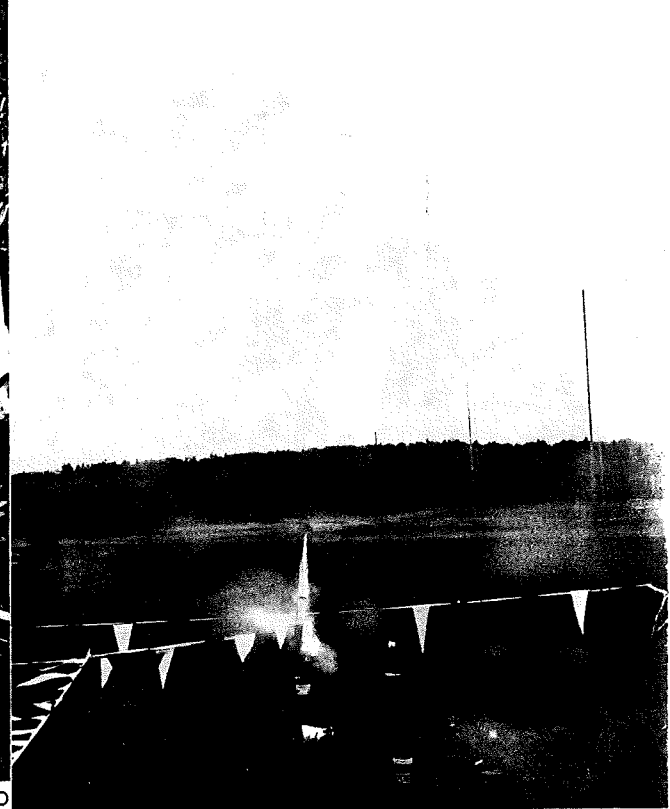
Dan

PHOTOS FROM "THE TROUBLE WITH TRIBBLES" REGIONAL MEET

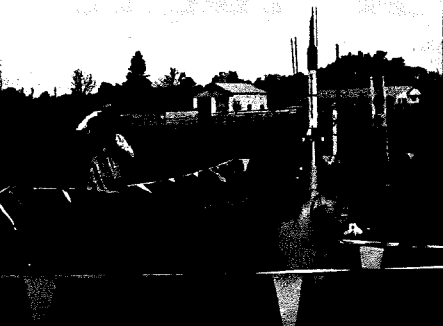
(Photos by Dan Wolf and Jeff Ryan)



Last year's A division National Champion Etienne Laval getting ready to fly B altitude with his mini engine two stage piston launched model. Unfortunately, the subsequent flight was not tracked.



A "Tazmanian Devil" takes off in Helicopter Duration.



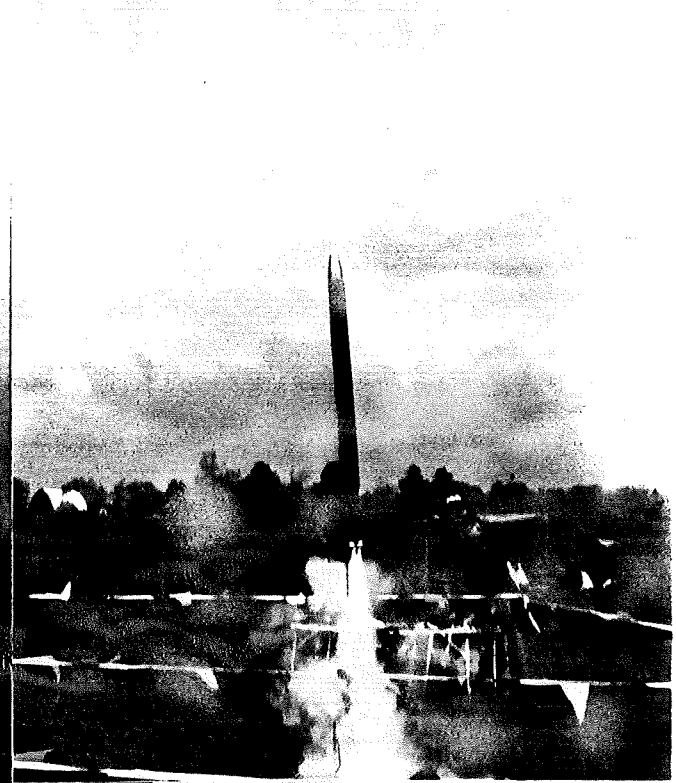
One of the C Scale Altitude entries, A Mercury Redstone heads skyward.



Jeff Ryan prepares his Super Big Bertha for its maiden flight.



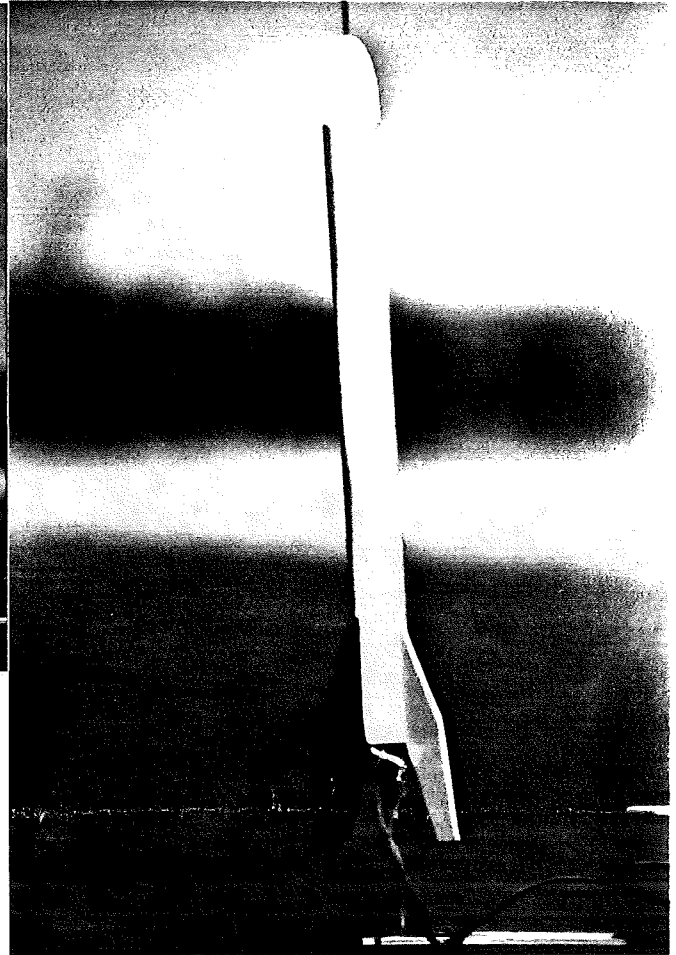
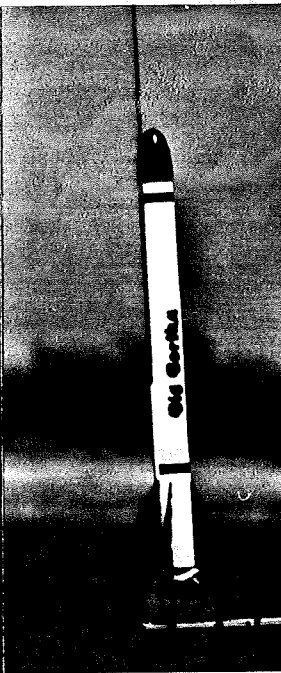
Jeff's Super Big Bertha on its way to a perfect flight.



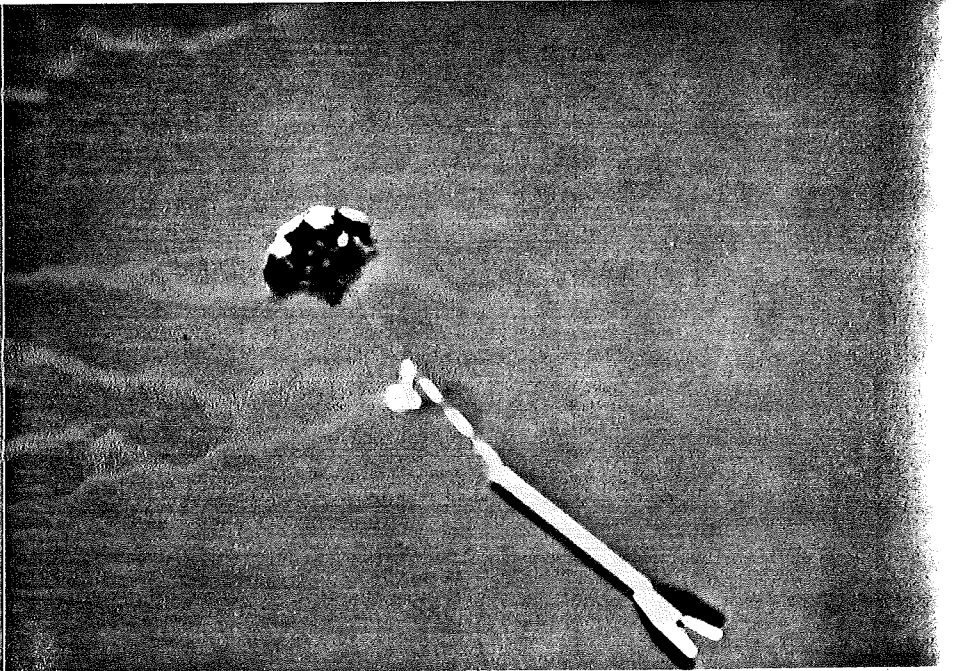
Another of Jeff's models, a LOC VIPER III, roars off the pad in the fire and smoke of three D12 engines.

BUNCHES OF BERTHAS AT THE BIG BERTHA CONTEST

(Photos by Jeff Ryan)



A sample of the B²s (Big Berthas). From left to right the models of Dan Wolf, Roy Metz, and Ferenc Roka.



One of the Berthas heading skyward
in Streamer Duration

Ferenc's model at ejection in
"A" Parachute Duration.

You Are Invited To Attend

UPSTATE I

Rochester Area Local Meet
June 10th (Rain Date - June 11th)

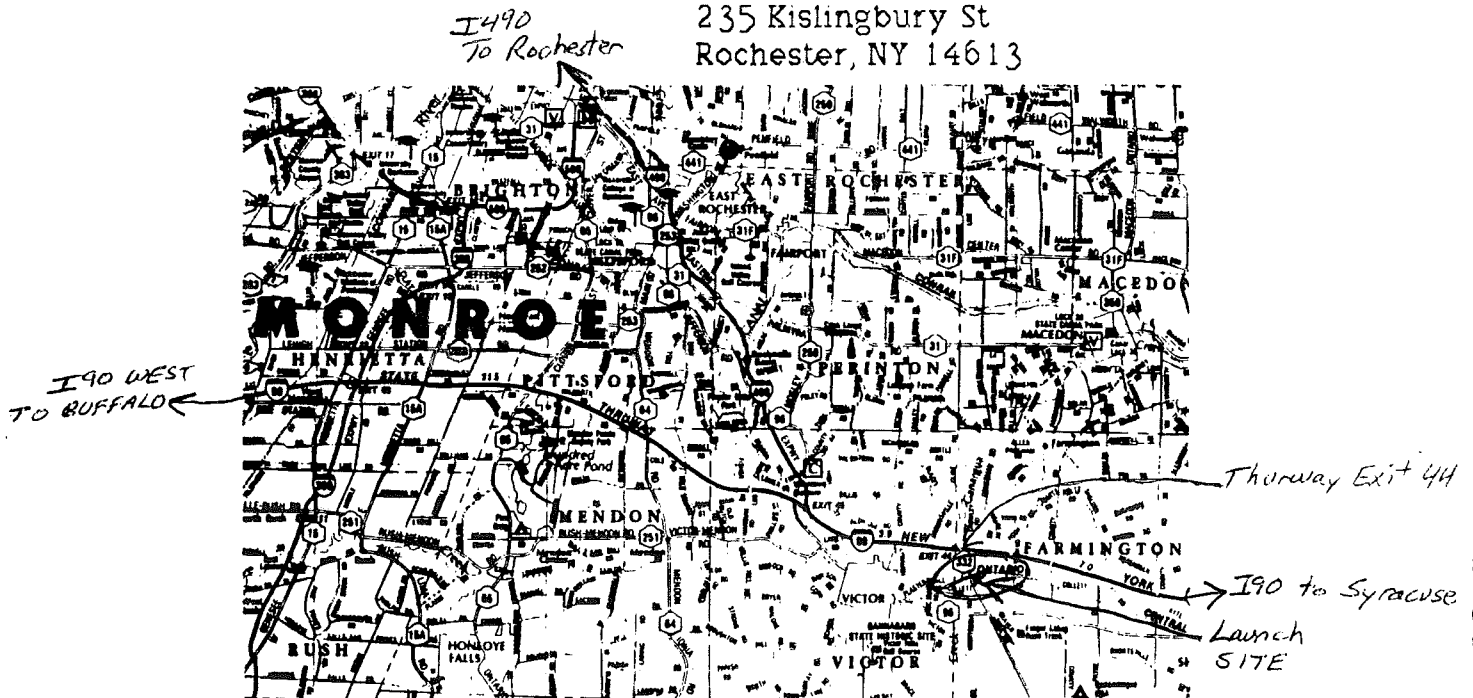
Events: Predicted Duration
B Streamer Duration
1/2A Parachute Duration
B Eggloft Duration
A Boost /Glide
Open Spot Landing

Location: Videk
Farmington, NY
Corner of Rt. 332 and Collet Road, 1/4 mile south of
NY Thruway(I90) exit 44 (see map below)

Entry Fee: \$2.00

- Flying will begin at 10:00AM and continue until all contest flights have been completed but no later than 6:00 PM
- Prizes and points awarded
- NAR sanctioned competition
- NAR membership required

For more information contact Dan Wolf, (716) 458-3848
235 Kislingbury St
Rochester, NY 14613



Upcoming Events

June 10th, 10:00 AM, UPSTATE I Local Meet. Videk, Farmington, NY. Rt 332 and Collet Rd. 1/4 mile south of Thruway exit 44. Events: Predicted Duration, 1/2A Parachute Duration, B Streamer Duration, B Eggloft Duration, A Boost/Glide Duration, Open Spot Landing. Rain Date: June 11th. Contact: Roy Metz, 254-5847 or Dan Wolf, 458-3848.

June 15th, 7:30 PM, MARS Monthly Meeting. Dan Wolf's house. Agenda: Review contest, plan summer launches, fall contest(s).

June 17,18 WUBBA-12 Regional Meet, PULSAR, Allentown, PA.

Events: B SD MR, B ELDur, BFW, 1/2A PD, E HD, C B/G, C SR. Contact: Art Rose, 8 Sandusky Rd., New City, NY 10956

Note: A group from MARS will be attending. Contact Dan Wolf, 458-3848

July 16th, Apollo 11 Commemorative Launch, 2:00 PM

Videk, Farmington, NY Rt. 332 and Collet Rd.

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