



The Upstate Rocketeer

Official Publication of MARSTM, the Monroe Astronautical Rocketry Society,
Section 136 of the NAR®

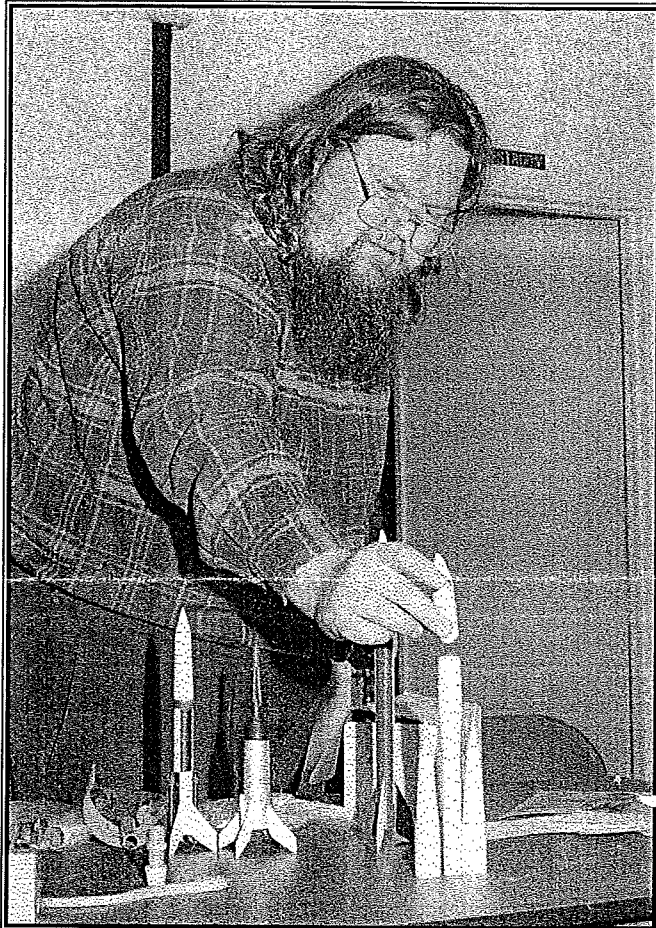


March / April, 1994

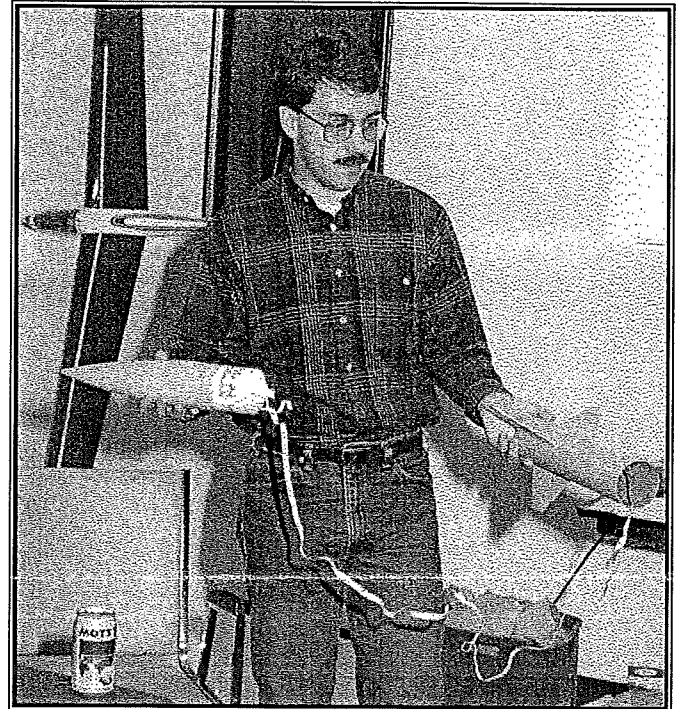
Rochester, NY

Volume 7, Number 2

MARSCON '94



THE SCALE'S THE THING — Scale author Peter Alway was one of two distinguished guests imported to sunny Rochester for MARSCON '94. Peter is showing a scale Vostok model, under construction. Also shown are an Astrobee 1500, a Little Joe I, and a Black Brant V. Photo by John Viggiano. ➤



SOLID ADVICE — Jeff Ryan explains some of the important features of larger rockets during the MARSCON Panel Discussion. Photo by Jay King. ➤

Convention Coverage by Jay King and John Viggiano

MARSCON '94, the second installment of what promises to be a classic, was held during the weekend of 11-13 March. Festivities started Friday night, and ran well into Sunday afternoon. This year's convention featured two distinguished guests: Mike Hellmund of Estes Industries and scale rocketry maven Peter Alway of Saturn Press (his newly-formed publishing company). Other activities included a benefit auction, two building sessions, a panel discussion, and a number of "how-to" presentations.

The theme for this year's convention was "New Vistas." Convention Director John Viggiano explained: "There are many facets to this hobby, and by presenting some of them here I hope every one of us can come away with something new to try." Some of the "New Vistas" presented included radio control, high impulse rocketry, scale modeling, boost gliders, and plastic model conversion.

Inside This Issue:

Opinion / Editorial	2
As the Rocketry World Turns	3
Club News	6
Contest News	6
February Sport Launch	7
Hobby Store Directory	9
Who Am I?	9

continued on page 4

Op / Ed

Blowin' In The Wind

Although it has been a rough winter, there have been signs of spring in recent days. I am starting to see patches of grass in my backyard for the first time in weeks. It's not always dark when I come home from work and my tulips are popping up in the flower beds around the patio.

Just as spring is nature's time of new beginnings (new vistas as John would say), so this marks the time of a new beginning for the Monroe Astronautical Rocket Society. Effectively immediately, I am resigning as editor of the club newsletter as well as from the office of Vice President. Many of you may not have even known I was the new VP, but when Wayne Foster couldn't do it due to a very busy work schedule, I was given the job (as the runner up for the position). The reason I am stepping down is because of a growing uneasiness that I have felt over the past several months in working on various club activities. I often find myself in disagreement with the direction some of the enthusiastic new members are trying to move us towards. By staying in these "positions of power" I feel I would be stifling the growth and future of the club. In fact, I believe that this year will be a "changing of the guard" for the NAR as well, as many long time NAR Trustees will not be on the board come August. The "young turks" have been very vocal in their displeasure with our current board. Although I find myself in agreement with many of their sentiments, I have an uneasiness there as well. As examples, I consider it a privilege to have flown at many contests and launches with Trustees Mark Bundick and Matt Steele. I respect both of them very much. I know that both have worked very hard as Trustees and have done much good for the NAR and for rocket flyers all over the USA. Yet both of their names come up frequently in criticism of the NAR and the board.

It is not that those of us who have been active in NAR activities for 20 plus years are not capable of doing the job. It's just that the membership is changing, the NAR is going in new directions, and it seems that the members want their leaders to reflect these changes. I have seen this conflict between the old and the new several times in the past year on the national scene as well as in our own club.

As I was sitting at MARSCON 94, I realized that virtually all of the MARS members present (with the exception of Ferenc and myself) have been club members for a relatively short period of time. It slowly began to dawn on me as to why I am usually in disagreement with the directions that the new leadership of MARS is trying to take us. There is a "rocketry generation gap" going on here, particularly between those of us who never left the hobby and the BARS (born again rocketeers). As the NAR Board of Trustees will likely see a turn over this year, I feel that MARS also must have a "changing of the guard" or it will stagnate and decline. Perhaps I have stayed in a "position of power" too long. I feel that there are many in the club who feel this way. Thus my decision to move on.

This doesn't mean you won't see me at launches, meetings or contests. I love this hobby too much to quit "cold turkey." I will instead try to become a "regular" member and let the "young turks" make the decisions as well as write the editorials

and decide what goes in the club newsletter.

The month of May will mark the sixth year since I started this newsletter and with the help of Ferenc, Roy and others started the revitalization of MARS. As I look back on those six years, I have many fond memories. Three things stay in my mind however. First is the way the club pulled together to put on NYSPACE 92. It was our first big regional meet. I was really impressed with how everyone pitched in to make it a success. Second is the club's showing at NARAM 35. With only C division members, MARS managed to rack up quite a few points, earn several trophies and in general fly a great NARAM. Third, MARS's first waived sport launch held last fall in Geneseo was an historic event and a great time was had by all who attended. Thanks for the memories, guys. In closing I wish good luck to all of the MARS leaders and to the new editor of the club newsletter.

Always keep flying 'em,

Dan



Rhymes of the Range

I read Dan's editorial with regret and misty eyes. Dan was not only the founding editor, but the driving force behind the club's rechartering late last decade. Without his work, MARS would have faded into oblivion.

One of the songs I'm hearing quite frequently now (this being close to St. Patrick's Day) contains the line "'Tis you must go, and I must bye." We owe him our gratitude. Thanks, Dan! I hope we do you proud.

In response to several requests, we are trying a serified typeface for our text. Goudy Oldstyle was designed by Fred Goudy in the 1930's. Please let me know how you like it.

Have fun & fly 'em high!

John



Upstate Rocketeer is published by MARS™, Section 136 of the National Association of Rocketry, as a service to its members and rocket enthusiasts in Central and Upstate New York.

Submissions from all people are welcome. We prefer electronic form; please contact us for details. We accept photographic slides, prints, and Photo CD.

Editor: John Viggiano
Layout: Hermann Pütterschein
Contributors: Dan Wolf, Jay King, Ferenc Roka.

MARS™ Officers:

President: John Viggiano
Vice President:
Secretary-Treasurer: Ferenc Róka
Immediate Past President: Jay King
President Emeritus: Dan Wolf

As the Rocketry World Turns

News and rumors heard 'round the hobby, by Dan Wolf

Manufacturers News...Most of this month's news comes from the Manufacturers Forum at last month's National Sport Launch held in Dallas, Texas. This is a summary of news posted on Modelnet by Gary Howard and others. Several manufacturers were present at the launch.

Gary Rosenfield of AeroTech was there and he talked about the new aluminum casings on the larger disposable motors. Gary also showed a video of the Pegasus Rocket taken from cameras mounted on the rocket.

Ed LaCroix of Apogee showed off the new C and D composite motors. The big news from Apogee was the introduction of their line of competition boost gliders. The gliders come with a pre-airfoiled wing and feature a pod/glider mount molded of plastic that is said to cleanly pop the glider loose. The new clear egg capsule was also shown along with the Over Easy egglofter kit.

Hobby Labs was represented by Ed Blakely who talked about their products and showed their video that many of us saw at the convention. The video mainly demos the SR-71 but has info on the other planes [F-14 Tom Cat and MD-80 passenger jet], too.

Matt Steele of North Coast was present and hoped to demo their long awaited composite motors but the motors, kits, and display stand were lost by UPS. The box was later found but was totally crushed. Many people are saying that the future of NCR is riding on those motors.

Another note on Modelnet, this one from Oliver Missbach, had some interesting news items from the Nuremberg Toy Fair which is the largest toy fair in the world. Present at the show were Cox, Estes, MRC and Hobby Labs. There were no Quest products shown in the Hobbico international distributor booth. One of the biggest items of interest to spacemodelers, however, was that Revell presented a new line of space plastic models including: Saturn V 1:96, Lunar Module "Eagle" 1:48, Apollo spaceship "Columbia" 1:48, Apollo spaceship & lunar module "Eagle" combo 1:96, Shuttle Atlantis 1:48, Space transporter Saenger 1:288. They will be available in Germany in late spring/summer. No information on availability in the United States.

Last but not least, the following is a press release on the formation of a new company in our hobby:

MICROBRICK, ROCKETFLITE, ENERGON AND DANGEROUS DAVE'S ANNOUNCE THEIR CONSOLIDATION INTO MRED INDUSTRIES, INC.

Petersburg, NY — Microbrick Technologies, Inc., Rocketflite, Energon Systems, Inc. and Dangerous Dave's Handmade Composite Stuff announced today their consolidation into a new company named MRED Industries, Inc. The new company intends to manufacture and market a complete line of hobby rockets, motors and related supplies.

MRED Industries, Inc. will be operating from its newly built facility located in Petersburg, NY. This consolidation brings together, under one roof, some of the most talented people in

the hobby rocket industry. MRED Industries' aim is to supply the consumer, through a professional dealer network, with a full product line of quality hobby rocket products at a economical price.

The Microbrick division will continue to offer its line of phenolic tube and Finolic® G-10 finned kits as well as introduce, this Spring, an economy line of kraft-paper based kits.

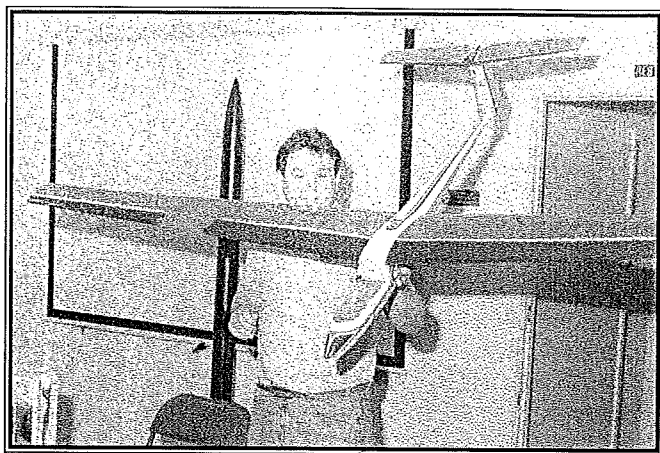
The Rocketflite division will resume production of the ever popular large black powder and Silverstreak™ motors. The Energon division will manufacture a line of reliable, high-quality composite based motors. The Dangerous Dave division will continue to supply the rocket consumer with premium rocket kits and components consisting of composite (fiberglass and carbon fiber) materials.

The Microbrick and Dangerous Dave line of products will be available in mid-March 1994. The Rocketflite and Energon lines will be available at a later date. Inquiries should be directed to company President Michael W. Platt, MRED Industries, Inc., P.O. Box 126, Petersburg, NY 12138 or by phone at (518) 658-9132.

NAR News...The results of the NAR By Laws revisions vote are in. All of the proposals passed except for B and C. B was the proposal for term limitations. C was the proposal to disallow manufacturers on the Board of Trustees. Passing were proposals to go to a nine person board versus the current 12 person board and to stagger terms so that three trustee positions are up for election each year. Also passing were proposals to limit presidential appointments for vacant board seats to only those who would be eligible for election, to allow teleconferencing as an alternative way for the board to meet, and to limit the number of trustees per region to three. Other proposals that make minor changes to the by laws passed quite easily including making the Sport Services Committee a standing committee, reorganizing NARTREK under the Sport Services Committee, and removing the LAC. A total of 84 NAR members voted in the election.



High-level sources within the NAR have refused to confirm the rumor that, in a multi-hundred dollar deal, the Fox Network has obtained the rights to televise the next five NARAMs.



SMOOTH SAILING — RC enthusiast Bud Piscini offers down-to-earth advice on getting started in Radio Control. >

MARSCON (continued from cover)

The festivities commenced with an informal get-together Friday evening at the Rochester Engineering Society's Engineer's Center. Mike Hellmund made an informal presentation of model rocket history. This fascinating discussion revolved around classic catalogs, decals, kits, and parts, some of which were donated to the club. As one of a few true rocket aficionados at Estes, Mike has become an archivist, as well.

We gathered again Saturday morning for an auction of classic rocket memorabilia. Among the things auctioned were some rockets belonging to former member Rob Landis. We all wish Rob good luck in his efforts to become a space shuttle Mission Specialist. Peter Alway generously donated one of the last three remaining in-stock copies of *Scale Model Rocketry*, his first book. John Viggiano is the proud owner. Dan Wolf donated a ton of kits from his secret basement warehouse. Mike Hellmund bought some collectable engines from AVI and Composite Dynamics.

Peter then spoke on the Soviet Manned Lunar program. Although they denied it for many years, the Soviets had been in the race to the Moon. It was fascinating to hear about their circumlunar (lunar orbit) mission plans, based on their Proton booster, and their manned landing program, based on the N-1 rocket. Although very similar in size to our own Saturn V moon rocket, the N-1 was quite different. As Peter explained, "There is a certain amount of 'Black Art' involved in building large rocket engines." Five F-1 engines powered the Saturn first stage. Over 30 smaller engines were used in the N-1's first stage. This led to reliability problems. These engines were ungimballed; a failure in one engine was handled by shutting down the corresponding engine on the opposite side.

Peter concluded that the Soviet program was unsuccessful because it lacked priority and clear direction. It was eventually cancelled as its champion was involuntarily "retired" during a visit to the hospital.

The first of two building workshops followed. Lead by past C-Division National Champion Dan Wolf, conference attendees built a Hornet-class (1/2A engine) boost glider called the Rocky Mountain Canary. This glider had been

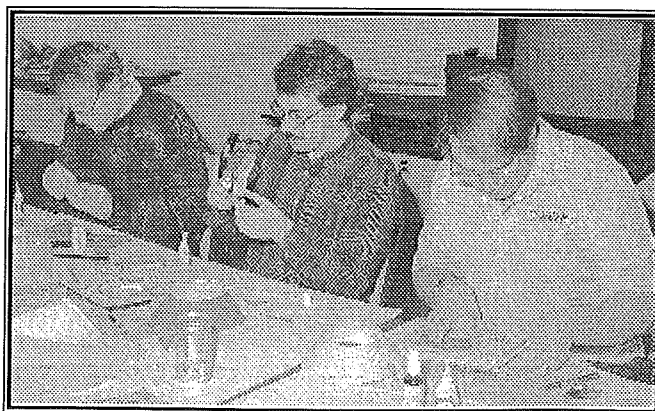
offered by Estes as the Dragonfly in a slightly different form. Plans, templates, choice wood, and expert guidance were all provided. In the course of an hour the participants built both the glider and pop pod. Some indicated that it would serve as their main contest glider for the coming season.

A panel discussion entitled, "Getting Started in High-Impulse Rocketry" was chaired by Merrell Lane, and involved the High-Impulse certified members of MARS. A run-down of regulations and the certification processes was provided, as well as practical advice for someone looking to "take the plunge."

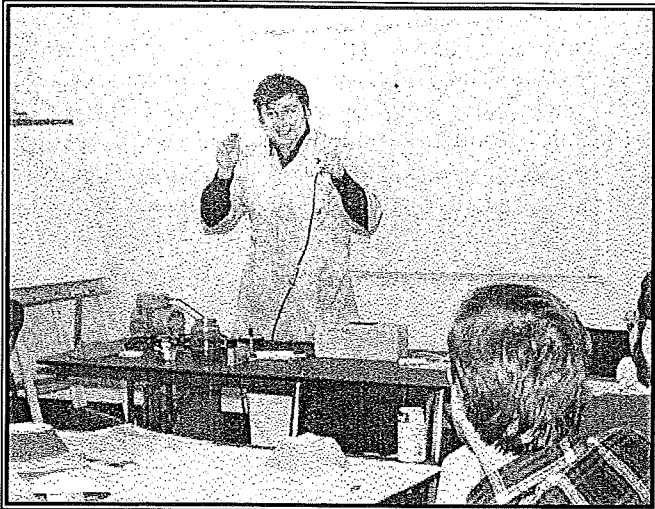
Mike Hellmund of Estes Industries explained the life cycle of a rocket kit. From concept to the finished product there are many steps, and all can affect what you eventually find in the bag. Mike explained some of the obstacles to re-issuing the beloved Mars Lander and Interceptor kits, but promised that the Orbital Transport was on a short list of classics being looked at. He also explained why the "Broadsword" looks so much like the Super Big Bertha and the "Shadow" looks a lot like the Optima, yet why both cost less than their older counterparts. It was also interesting to hear a manufacturer's perspective on engine certification. The recently adopted UN guidelines are particularly challenging for single-use engines because of what is called the "propulsive test."

Patrick "Bud" Piscini shared some of his experience with Radio Control. In addition to being active in MARS, Bud is a member of the Rochester Aeromodeling Club, and an avid R/C flyer. He gave a brief introduction to the history of radio controlled model aircraft, then described the different types of craft: Sailplanes, Gliders, and Powered Craft, and some of the fundamentals of their construction. Bud's advice on selecting, building, and learning to fly a Radio Controlled aircraft will prove invaluable to anyone wanting to become involved in this fascinating area. Although many experts recommend a sailplane for beginners, Bud points out a shortcoming: "You only get one chance to land a sailplane. You can't 'go around' and try to land again, as you can with a powered craft." He suggested a high-wing trainer as an alternative.

Our second building workshop was lead by MARS president John Viggiano. This time the object was to build a flying saucer, based somewhat loosely on the old Centuri and Estes kits. The shrouds were pre-printed and decorated with the



John DeMar, Jeff Ryan, and Dan Wolf busy during the Flying Saucer workshop. >



THE BRUSH-OFF — John Viggiano's demonstration of airbrush techniques was Saturday's last presentation. Photo by Ferenc Róka ➤

MARSCON legend (in both Roman and Klingon alphabets.) Best kitbash was Peter Alway's "Point-less," which used only half the shroud. The engine mount was held far forward with balsa struts, and the thing really did look like an old Centuri Point with the top of the shroud chopped off. We hope to see many of these saucers at Spot Landing and Drag Race contests and sport launches soon!

Pizzas and chicken wings were brought in for the hungry conventioners, who ate while the glue on their saucers dried.

Peter Alway then gave a presentation entitled, "Scale Modeling with Stone Knives and Bear Skins." His point was you don't need fancy tools, or volumes of scale data, or hundreds of hours to build a scale model rocket. Peter mentioned that the tools he brought with him (a hobby knife, white glue, and sandpaper) are sufficient to build most models. "As long as you're building a simple model, why not try to make it look like something real," he asked, illustrating his point with a simple model of a Black Brant V. He pointed out that the basic differences between Sport Scale and Scale should not scare anyone away. "For Scale, your data packet must have a photograph, and you need to have a small table of dimensions. That's it." He mentioned that Scale is more work than Sport Scale for the judges, who have to measure things; this may explain why it is flown much less frequently.

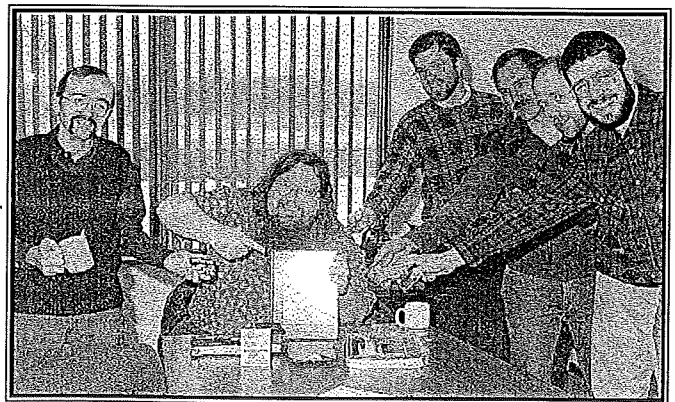
John Viggiano gave a demonstration of airbrush techniques. Airpainting offers some flexibility over spray cans, and is neater than conventional brushing. John explained that very fine smooth layers can be built up using the airbrush. There are a wide variety of airbrushes, and the differences between the types were explained. "You wouldn't want to paint a rocket with a Paasche model AB, which is a fine illustration airbrush, just as you wouldn't choose a Paasche model H for fine illustration work." Options for providing pressure were also discussed. John demonstrated the Paasche H, and showed his Model Master Professional. Pipe cleaners, Q-tips, and a small parts cleaner were described as indispensable in cleaning airbrushes.

Door prizes were the final business of the evening. Donations were from Estes Industries, LOC/Precision, Bausch & Lomb, and Shecter Rockets. Names were drawn from a hat, and most of the participants went home with a prize.

A light drizzle was responsible for a sparse turnout for Sunday's sport launch. John Viggiano's Estes Maniac flew reasonably on a B6-2, only to have a C5-3 cato inside on the next flight. The cato destroyed the engine adapter and took out part of the launch pad, but the rocket flew beautifully on a D12-7. Peter Alway, who was packed for an evening flight, was determined to loose his "Point-less" saucer kitbash model, and he flew it on an A3-4, and it came back, gliding gracefully. He then chad-staged an A10-0 to an A3-4, and it came back again. The third time was a charm, as a C6-0 / A3-4 combination put it "away up there," and out there, too. Out of convenient recovery range, the model was deemed "administratively lost," and Peter's baggage remained well within the carry-on allowance. Ferenc had a nice flight on his ubiquitous FSI Sprint, and some of the participants flew their saucers.

The flyers retired from the March conditions to our regular meeting place for coffee, hot chocolate, and (for the very adventurous) some of John's homemade root beer. The coffee was warming, the hot chocolate could have been hotter, and the root beer was a little on the fizzy side. But that's what happens when you use your door jamb for a bottle opener. The photocopier was warmed up, and classic plans and scale data were traded. Peter Alway opened up the Saturn Press store one last time, and participants lined up with their credit cards! A copy of *Rockets of the World* was donated by the generous Mr. Alway to the section library.

MARS thanks our special guests Peter Alway and Mike Hellmund for making time in their busy schedules to spend the weekend with us in Rochester. Congratulations are in order for convention chairs John Viggiano and Dan Wolf, and special thanks are due to Jay King, who arranged travel for our guests. It was a great convention, and next year's is in the planning stages. What would you like to do at the next MARSCON? ➤



BUY THIS BOOK! — MARSCON participants, credit cards at the ready, show their enthusiasm for Peter Alway's excellent book. Left to right: Ferenc Róka, Peter, Ed Rielly, Mike Hellmund, Jay King, and Bill Owens. ➤

Club News

February Regular Meeting

The top priority for the club has become location of a permanent flying field. President Viggiano announced that he would be directing his efforts towards the County Parks, so another site committee member is needed to cover the Southwest quadrant. (Since the meeting, Dan has located a park in Parma Center. Good work, Dan!)

Also discussed were arrangements for MARSCON. The idea of an Auction was well received. People volunteered to hang posters in area shops.

NYSPACE is planned as a Regional Contest, State Championships, and a waived Sport Launch. Our decision to encourage sport flying at NYSACE was again affirmed. Although there are six contest events on the card, none are Multi-Round, and some are even one flight. The contest action should be laid back, and NYSACE may prove true to the "Exhibition" in its name, for a change!

Other events in the region were discussed. ECRM XXI will be in April, and several MARS members have expressed an interest in returning. Another possibility for a road trip is RAMTEC-2 in Center Valley, PA, the weekend after NYSACE. Finally, a MARS contingent at the Battle Park High Impulse Sport Launch was planned.

Bud Piscini sent word of the aviation show at Greece Town Mall, and we decided to have a table, as in past years. People were needed to man the table, bring rockets, and prepare club materials. Dan agreed not only to work a shift at the table, but also help out with the display and hand outs. Ferenc and John also volunteered.

February Social Meeting

Because some members have a conflict with Tuesday nights, we had decided in January to try a social meeting on the third Friday in February. The attendance was quite encouraging, and we shall do it again. Refreshments were provided by Chris Wolf (thanks, Chris, did you bake just for us?).

With MARSCON less than a month away, there were some open items to be discussed, but aside from this the tone of the meeting was informal. Most members brought rockets they planned to fly at the following Sunday's sport launch.

March Meeting

The focus of this meeting was some last-minute planning for MARSCON. Merrell brought his Hobby Labs SR-71 Blackbird, which came with a launch pad, launch controller, a couple of large engines, and a cool video. It was quite an impressive bird. We are looking forward to seeing it fly, Merrell!

Greece Ridge Center Aviation Show

The paint on the new connection between Long Ridge and Greece Town malls was barely dry in time for the 26 - 27 show, which was held in this new section. Dan had worked hard pro-

ducing a "New Member" packet for us to hand out, and had put together an impressive display of hobby rockets of all types and sizes. Engines from 1/4A to I were displayed, as were videos of rocket launches. Thanks are also in order for Bud, who arranged our participation, and helped out at the table when needed. Also performing table duty were Jay King, Wayne Foster, Jeff Ryan, Dan Wolf, John Viggiano, and Ferenc Róka. We got the word on the club out to many people, and our address sheet had several interested member prospects by the time the weekend was over. Thanks to all who helped!

New Flying Field

Dan has located and secured permission for a new flying field. It is a park in Parma Center. We will fly our April sport launch there. The field is just South of the junction of State Routes 259 and 18, behind the Parma Municipal Hall. You can take Interstate 490 to the Spencerport Expressway, exiting at Manitou Road. Take Manitou Road north, then turn left on Nichols (Route 31). Turn right onto 259. The park is about 4 miles north. It is about 2.5 miles north of Ridge Road. (Look on the right side of the road for the Brown house with a Brown barn in back. The brick Town Hall will be two or three doors down.) We'll be setting up on the south side of this field. Hope to see you there!

Contest News

MESS Reports Requested

To assist NAR Standards and Testing's mission of engine certification, competitors are requested to complete a MESS form after a Cato. These forms will be available at club launches and meets. Our policy is to ask that they be filled out before requesting a reflight.

MARS Point Standings

Mars was the Roman god of battle, and it is fitting that we recognize our club's top competitors. We've only had an open meet so far, but contests are coming fast, so look for things to get hot and heavy in this column soon!

Name	NAR	WF	Pts
1. John DeMar	52094	2	1472
2. Jay King	19799	2	852
3. John Viggiano	25615	2	736
4. Ferenc Róka	11077	2	582
5. Bud Piscini	54692	2	268

This is our first year with the newly inflated point structure, but these figures are still impressive. Keep up the good work!

February Sport Launch

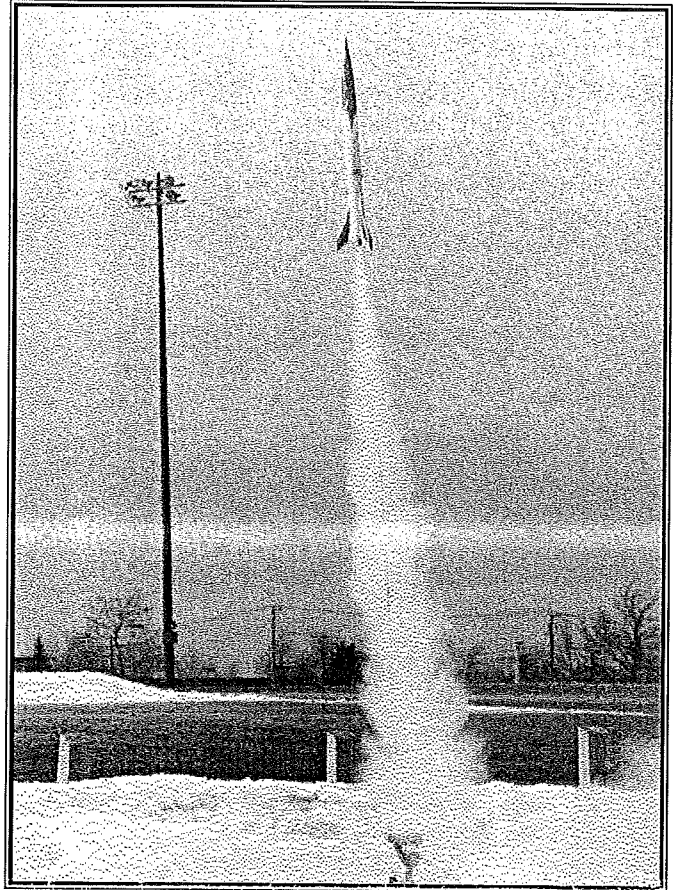
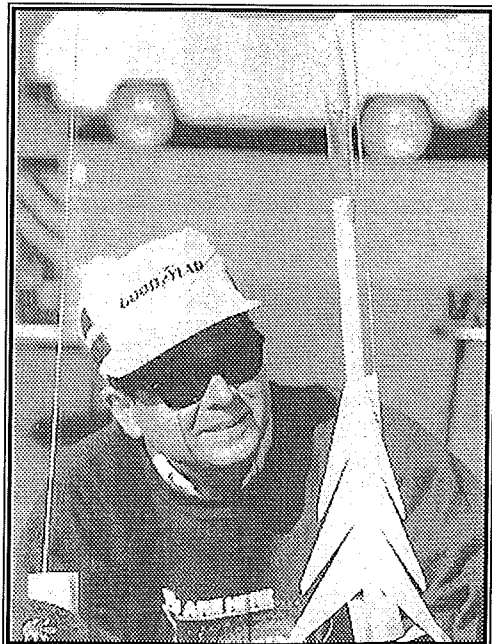
Coverage by Dan Wolf

Timing, as they say, is everything. In the midst of one of the worst winters and months of February in Rochester, the MARS regular monthly sport launch happened to fall on the one weekend of the month that was atypical. Although a bit breezy and overcast, temperatures were in the 50s. Thus February 20th saw six MARS members in attendance at Memorial Park for the launch. Those of us who had missed the January 1st launch had to do a little driving around to find the launch site but once there we were all pleased. Winds were coming from a SSW direction, allowing for a fairly large recovery area stretching from one of the south most areas of the park to Calkins Rd. The warm temperatures created several small ponds on the field from the snow thaw, however. Boots were the appropriate footwear of the day. In attendance at the launch were Bud Piscini, Ferenc Roka, John Viggiano, and this time the entire Wolf clan, not just Dan and Mary.

Bud continued his string of successful staged model flights, with his two stage Estes Hercules and his three stage MPC Microsonde. Bud flew each model twice but lost the top stage of his Microsonde when it suffered from severe launch rod tip off and weathercocking on the second flight. The top stage landed on the roof of an apartment building south of the field but the other two stages were recovered. All of Bud's other staged flights worked well and were also recovered. After several successful staged flights over the past several launches, Bud is a good guy to talk to if you are interested in learning how to fly multistage vehicles. Bud also flew his Iris successfully but had to hunt for a while to find it on the soggy grass field.

The Wolf's made some first flights of models at this, their first launch of '94. Sarah flew her brand new Estes Rampage that she had built the day before with the help of her Dad. Mary flew her new kit, the Estes Mongoose, single stage. Both models made nominal flights with A8-3s. Mary followed that one up with a flight of her purple Athena while Sarah elected to fly her Baby Bottle rocket next. Meanwhile Dad was itching

CENTER STAGE — Bud Piscini poses with his classic MPC Microsonde III three stager at an earlier meet. Bud flew this rocket twice at the February Sport Launch. Bud has been flying quite a few multi-staged rockets lately. A



LOOK FAST — Dan's Initiator leaps off the pad under FSI F100 power. If you blink, you'll miss it! Photo by Ferenc Roka. ➤

to fly the new FSI motors he had received in a joint order to Belleville with Ferenc and John. Dan's blue and gold Eos made a perfect flight on an E60 and just missed landing in the creek that was flowing quite rapidly through the park that day. Dan also had a nice flight of his Initiator on an FSI F100. This one tested the limits of the field on the breezy day, landing in the park but close to Calkins Rd.

John had some nice flights including his AAA Model Aviation Fuels Pennsylvania Crude on a D12-3. Not so successful was John's large scratchbuilt, cardboard shrouded Flying Saucer which barely managed to clear the pad, then flopped over and landed in a puddle. Definitely under powered on a mini A. But then John likes to err on the conservative side. (Remember his D Dual Eggloft model at the Sunny Side Up meet?) John had an interesting flight with a "Fish and Chips" boost glider. The model weathercocked into the wind on boost and then with its nose pointed into the wind, the glider proceeded to fly backwards relative to the ground. An unusual sight to say the least!

Finally, Ferenc Roka flew several models including the legendary polka dot WAC Corporal.

All in all it was a good day and another fun launch. The nearby playground proved a hit with our "future A division" members too. We managed to end at just the right time as it began to rain just as we headed for Oregano's and the obligatory post launch food and bull session. ➤

Come fly . . .

NYSPACE '94

The New York State Model Rocket Championships and
Sport Launch

4 & 5 June

Contest Events:

- $\frac{1}{2}$ A Streamer Duration
- $\frac{1}{2}$ A Boost Glider
- A Super Roc (need I say Altitude?)
- D Dual Eggloft (need I say it again?)
- Scale (the McCoy!)
- Open Spot Landing

Fun Events:

- Sport Cluster: *Bring your cluster birds, and we'll see who can make the smokiest flight!*
- Sport Stage: *Who can stage the straightest & highest?*

FAA Waiver Applied for: 5000' AGL, 1.5 Kg GLM,
125g propellant

NAR High Impulse Certification available

For further information, contact:

John Viggiano, 359 - 3869 (H), 475 - 2792 (W)

Rochester Area Hobby Stores

Requests from club members have prompted our publishing this list of hobby stores and other area stores that carry sport rocketry related items. The listings are alphabetical.

Hobby Stores

Bernie's Hobby Shop: 964-7323

1419 Lake Rd., Hamlin

products: Estes engines and kits, building supplies, R/C

Crazy Egor's: 427-2190

3047 W. Henrietta Rd.

products: Estes engines and kits, nice plastic model selection

Dan's Crafts and Things: 482-7850

352 Empire Blvd.

products: Estes, Quest, AeroTech, MRC, building supplies, R/C, plastic models

Edmund's Hobby Shop: 442-6430

1521 Mt. Hope Ave.

products: Estes, building supplies, R/C, plastic models

The Hobby House: 429-6280

2366 Lyell Ave.

products: Estes, building supplies, R/C, plastic models

HO/RC Hobbies

982 Monroe Ave.

products: Estes, MRC, AeroTech, building supplies, R/C, plastic models

Miniature Hobby Supply: 624-2444

14 Main W., Honeoye Falls

products: Estes, MRC, building supplies

Panco Hobbies: 383-1320

1865 Penfield Rd.

products: Estes, building supplies, R/C

Note: plans to close soon and move to Florida

Other stores that carry rocketry related items:

Toys 'R' Us

located on Ridge Rd. in Greece and on Hylan Drive in Henrietta

carry some Estes kits and engines, plastic models

Michael's Craft Store

located on Hylan Drive in Henrietta

carry Estes kits, engines, plastic models, balsa, plastic models

Who Am I?

Last issue's "Who Am I" was Jay King. Because nobody guessed correctly, Jay gets the prize himself.

This issue's "Who Am I:"

My first rocket was a scratch-built BT-20 bird. I flew it in 1967. It ended up in a tree, a portent of things to come . . .

I don't have a favorite kit of all time; I like too many. Of those in production, I like the Estes "Ninja" best. My favorite Scale model is the Estes BT-80 V-2.

My favorite engine of all time is the A5-4, and of those currently available, the A8-3.

Of all the contest events, I like 1/2A Parachute Duration the best, and D Dual Eggloft the least.

My favorite rocketry related book is History of Rocketry and Space Travel, by von Braun and Ordway.

"Just Plain Flying Rockets" is what I enjoy most about the hobby, and my longevity is my proudest accomplishment in rocketry. My biggest pet peeve is the amount of politics going on, and if I could change anything about the hobby it would be to raise the FAA weight limits.

Who Am I?

The first person to notify John by phone or letter with the correct answer wins a great prize. If nobody guesses correctly before the next issue, our "Who Am I" member gets the prize.

We still need questionnaires from some of our members. Please send yours in to John. In case you lost it, here are the questions:

1. What was your first rocket?
2. When did you fly it?
3. What is your favorite kit of all time?
4. What is your favorite kit currently available?
5. What is your favorite Scale model?
6. What is your favorite rocket engine of all time?
7. What is your favorite currently available rocket engine?
8. What is your favorite contest event?
9. What is your least favorite contest event?
10. What is your favorite rocketry-related book?
11. What do you enjoy most about rocketry?
12. What is your proudest accomplishment in the hobby?
13. What is your biggest pet peeve about the hobby?
14. If you could change anything about the hobby, what would it be?

You may call me at 359-3869 if you'd like to participate.

Upstate Rocketry Calendar of Events

Rocketry related events in the Upstate New York area, or of interest to rocket enthusiasts of this area, are listed below.

12 April, MARS Club Meeting, 7:00 PM

Regular club meeting.

Contact: John Viggiano 359-3869.

15 April, MARS Club Meeting, 7:00 PM

Informal meeting. Bring a model to show.

Contact: John Viggiano, 359 - 3869

17 April, Sport Launch, 2:00 PM

Town Park, Route 259, Parma. **NOTE NEW LOCATION!**

23-24 April, ECRM XXI, Regional Meet, Middletown, MD.

1/4A PD MR, A HD, C (Hawk) R/G MR, E Dual Egg Altitude, Sport Scale. See Dan or John if you'd like to go.

10 May, MARS Club Meeting, 7:00 PM

Regular club meeting, Solar Eclipse (annular only).

Contact: John Viggiano 359-3869.

15 14 May, Sport Launch, 2:00 PM
Town Park, Route 259, Parma

21-22 May, Battle Park, High-Impulse Launch.

Location: Culpeper, VA.

The East Coast's largest high-impulse rocket launch.

A MARS contingent is planning a road trip to this launch. See Dan or John.

4-5 June, NYSPACE '94, Regional Meet, the "States."

Sport flying encouraged, FAA Waiver applied for!

Events: 1/2A Streamer, 1/2A Boost/Glide, A SuperRoc Altitude, D Dual Eggloft Altitude, Scale, Open Spot Landing.

Contact: John Viggiano 359-3869

11-12 June, RAMTEC-II, Regional Meet, Center Valley, PA

C Super Roc Duration, B Eggloft Duration, E Helicopter, A R/G MR, PMC. Contact: Glenn Feveryear, 717-456-5570.

25 - 28 July, NARAM 36, Clear Lake, TX, The Nats.

Events: 1/2 A PD MR, F Streamer, C R/G MR, A HD, E Dual Egg Altitude, D Altitude, Scale, R&D.

MARS Meetings are normally held the 2nd Tuesday of the month at 7:00 PM at the RIT Research Corporation, 75 Highpower Road, Henrietta.

MARS Sport Launches are normally on the 3rd Sunday of the month at 2:00 PM at Municipal Park, Route 259, Parma..

Upstate Rocketeer
c/o John Viggiano
35 Mickens Bend
West Henrietta, NY 14586

Upstate Rocketeer

