



The Upstate Rocketeer

Official Publication of MARSTTM, the Monroe Astronautical Rocketry Society,
Section 136 of the NAR[®]

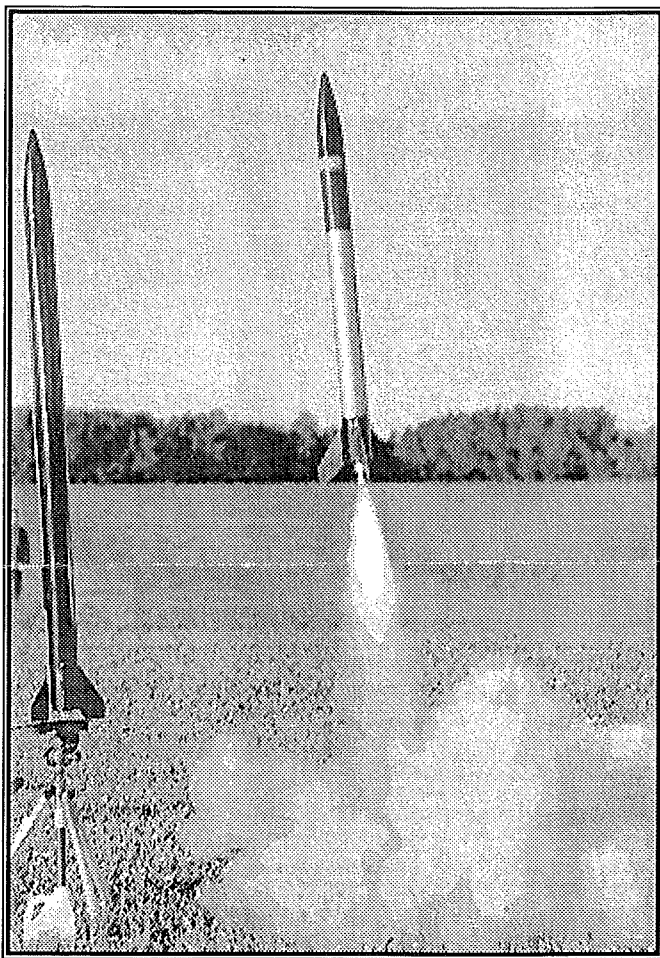


November, 1993

Rochester, NY

Volume 6, Number 6

NYPOWER '93: MARSTTM Goes High Impulse



HISTORY REPEATS— Dan Wolf's Xtra Special, a five foot tall, four inch diameter rocket, was the first true High Power (H or above) rocket flown at any MARS launch. In 1990, Dan became the first MARS member to fly an H, using this same rocket. ➤



RÓKA FLIES THE CYCLE — MARSTTM Member Ferenc Gy. Róka made flights with engines in each impulse category, 1/4A through G. Here, he poses just before flying his "V-3" on a D12-3. Photo by Rozalia Róka. ➤

Launch Coverage by John Viggiano

NYPOWER '93, the very first installment in what we hope will be a long series of launches for rockets both large and small, was a resounding success. Held Sunday, 19 September, at the National Warplane Museum in Geneseo, it represented the second MARS-sponsored launch where rockets larger than one pound could be flown.

The Geneseo site was superb. Hundreds of acres have been set aside for the annual airshow, and they lie fallow most of the year. The museum was extremely generous in allowing us to use this outstanding field. It made for some great flying.

Merrell Lane, one of our members from Buffalo, made the first flight of the day with a vintage Centuri Scram-Jet. Although he's had the kit for 15 years, Merrell had never flown it, so we were able to kick things off with a special flight. The Scram-Jet, stabilized by a combination of fins and ram-jet shaped tubes, performed beautifully.

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Op / Ed

Blowin' In the Wind

Well this issue of *UR* sees another year come to an end. Looking back, 1993 was another good year for the club. We started the year out with our 2nd annual "first flights" launch on January 1st. Then in February we held our first ever convention, MARSCON 93. April saw MARS return to the National WarPlane Museum in Geneseo for UPSTATE IV, an open meet and our first ever waived launch. In May we made it three years in a row for an exhibit at the St. John Fisher Science Fair.

Also in May, and in June, MARS went on the road. Five members flew in the NYSPACE 93 regional in Amsterdam, NY. ASTRE managed to win the NYSPACE cup back from us in a hard fought battle. MARS recovered gracefully however as four MARS members traveled to Middletown, MD and took several top places in C division at ECRM-20. The highlight of the summer of course was attending NARAM 35 where MARS again had a strong showing with John DeMar leading the way.

In September we returned to Geneseo once again and had a very successful sport launch with many people taking advantage of the large field and the waiver by putting up a number of G and H powered birds. Finally in October we held our first contest of the 93-94 contest year, Finger Lakes Fall Classic III. It was quite a year to say the least.

Along the way there was of course the usual planning meetings, phone calls, "bull" sessions, sport launches, and other gatherings that help make things happen in a club such as ours. All in all a good year for MARS and probably one of the best since I have been a member. Thanks to all of you for making 1993 a fun and memorable year for me and for MARS.

One of the reasons the September Geneseo launch was so great was that we picked up several new members at the launch. Thanks to John Viggiano, we had a number of nice posters publicizing the launch that we placed in area hobby stores. The result was the addition of four new club members. The new members are Ralph Fagnoli of Webster, David Insel of Rochester, Kevin Sharun of Avon, and Paul Stutzman of Alden. Welcome to MARS guys. Its great to have you with us. Ralph by the way has jumped in with both feet by volunteering to bring the launch system to FLFC III and by helping out at the meet as a timer and by bringing his ladder. Ralph also gave a hand with range setup and tear down at the meet (as did the rest of the members present). Thanks again.

In closing, I also want to say thanks to John Viggiano with his help with the newsletter. I hope you all appreciate the new look and the effort that John has put into it. I certainly do.

Until next time,

Dan
Dan >

This is John writing, and my editorial doesn't have a name. I was thinking over a couple of possibilities, and am not satisfied with any of them. On *The Simpsons*, the TV guy's editorial is "My Two Cents." Naw, that makes me sound like a skin flint. My father's old partner used, "As I See It," but that name will always belong to George (the aforementioned partner), in my mind. Let's see, I'm second (at best) banana here at the *UR* editorial offices; how about "From the Starboard Seat," a takeoff on John Pursely's "From the Port Seat?" Seems kinda arcane. And if you do get it, you probably recognize it as the ripoff it is. Anyone who's worked in publishing would appreciate "@#%\$!!," but this is a family magazine, after all.

Tell you what. Let's have a contest. Suggest a title to me (the "@#%\$!!" one has already been rejected, so keep it clean), and I'll select the winner from the hundreds (maybe zillions!) of entires I receive.

On a more serious note: The NAR Contest Board may be taking steps as we speak on permitting reloadable engines in *all* contest events. Rumor has it that this action is being undertaken *on an emergency basis*, usurping the normal Rule Change Proposal process.

It makes sense to permit *any* NAR-certified engine to be used in events that are not flown in impulse categories, such as Scale, PMC, or even Predicted Duration. But to allow them in Altitude, SD, or Eggloft would, in one act, destroy the significance of impulse-classified events. *I urge all MARS members to oppose this action!* >

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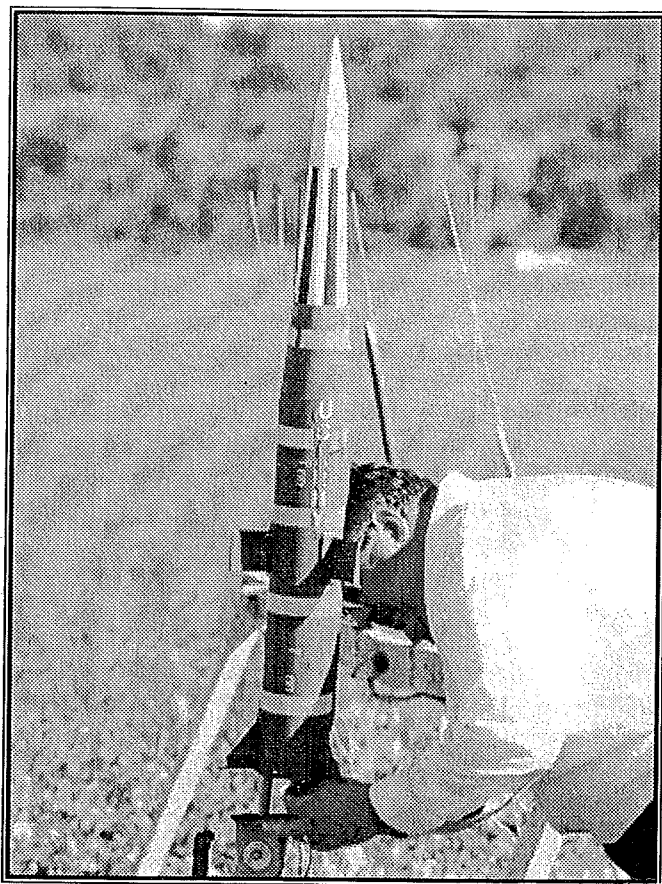
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Submissions: Submissions are welcome from any source. We prefer material in electronic form (flat ASCII text), though please submit a hard copy as well. Currently, we accept color and black and white prints, slides, and Photo CD.

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Vice President: John Viggiano
Secretary-Treasurer: Ferenc Gy. Róka
Immediate Past President: Daniel Wolf



CLASSIC FLYER: Merrell Lane readies his classic Estes Maxi Brute Pershing for its maiden flight on a D12-3. ➤

Ferenc Roka next flew a small rocket, a Pulsar, on an Apogee 1/4 A. Ferenc had the idea of flying "one of everything," from 1/4 A on up to G, in succession. The hot ejection charge in the Gnat-class engine, together with the low altitude, allowed us to see a small fireball at ejection. It really demonstrated the importance of good wadding.

At the other end of the spectrum, Dan Wolf flew his NCR Thunderbolt on an F25-9. After a beautiful boost the wind, from the north, carried the Thunderbolt across Big Tree Lane. From the launch pad area, Dan expressed some concern that it may have landed in the trees at the edge of the field across the street. Of course, things are sometimes further than they seem, and the trees were no exception. After retrieving his rocket, Dan commented, "It landed only about halfway to the trees." It's a big advantage to not only fly from a big field, but from one that has a big field across the street, too!

Dan followed up with his Blue and Gold Eos, flown on an Aerotech E6-4. Gee, Dan, doesn't that engine cost as much as the kit? Six seconds of thrust are pulse-quickenning, and the Eos delivered a nice flight, with recovery on a crepe-paper streamer.

The Templars, Brett, Cory, and Jessica, came by with their Alpha drag racers. All three were beautifully finished, one in Red, another in White, and the third in Blue. They held a Drag Race using B6-4 engines. It was great seeing

these three beautifully finished rockets take to the air almost simultaneously.

Ferenc made his second flight of the day with a 1/2 A in his Blue and Orange "Fips-22". Again, a nice flight, and Ferenc had gotten another impulse category flown.

One of our guests who had seen the poster in Edmund's Hobby Shop, Gary Burkett, brought an interesting array of medium-to-large models. He first flew "Der V-3" on a D12-3. LCO John Viggiano gave an authentic sounding announcement and countdown in German, only to watch the rocket misfire. Gary replaced the bad igniter, and after a regular English countdown, "Der Fow-Drei" launched nicely. Gary followed up with an impressive 65mm diameter V-2 done up in a camouflage paint scheme on a D12-5, for another nice flight. Gary also flew his black Initiator, dubbed the "Black Beauty", on an Aerotech E15-4.

Wayne Foster again brought his son, Christian, and his brother, Kevin. Kevin had a yellow Commanche-3, which wisely flew as a two-stager on a C6-0 / C6-7 combination. Like most two-stagers, it weathercocked severely, and the upper stage appeared to be flying directly into the wind at burnout. Otherwise, the model performed beautifully, and both stages were recovered.

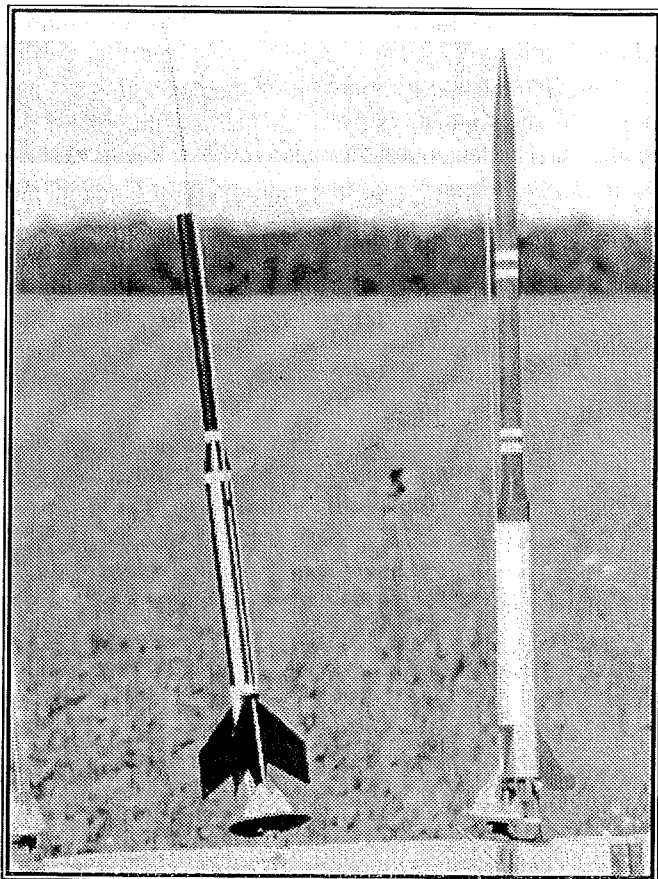
Kevin made a second flight attempt on the Commanche, again in the "Commanche-2" mode. This time, instead of a clean separation at staging, the booster engine kicked after igniting the upper stage. The dreaded "Krushnic Effect" reared its head, so the rocket didn't gain much momentum from the upper stage.

There were quite a few staged rockets, with people taking advantage of the large field. Bud Piscini had a Hercules, which he flew on a B6-0 and a B4-6, Gary Burkett had a Super Nova (which kicked the booster engine during separation; the booster tumbled down very slowly), and Jack Moak, another guest, flew a 16 year old Omega D, the carrier rocket for the old Estes Cineroc. Unfortunately, the upper stage didn't ignite. Jack had better luck with his beautiful Greyhawk single stager, while Allen Moak flew a Patriot.

Christian Foster's Cloak and Dagger, a Dagger finished in flat black, had been retrieved from the Videk roof after the DX-Local meet by Dan Wolf. Christian was delighted to get it back, and flew it on a B4-4. The flat black finish does give it a "dark" appearance, so the name fits. There were no recovery problems with it this time!

Most spectacular recovery of the day: Merrell Lane's 1/100 scale Little Joe II took off from Pad 4, flew nicely into the wind, popped its chute, drifted back towards the pad area, and landed on the launch rack! We would have given Merrell a perfect score, but he launched from Pad 4 and recovered on Pad 3. It took Merrell and Bud Piscini a while to untangle the model from the rack.

Merrell did a stand-up catch on another of his birds. No running, not even any walking; he just stood in one spot and grabbed the rocket as it flew to him. All this scribe has to say is, "Merrell, you sure know how to train them."



TWO FROM O'BRIEN: Mike O'Brien's creativity is evident yet again in these two nifty original designs. ➤

Another scale rocket of Merrell's was baptized at the launch: an ancient Estes Pershing Maxi-Brute. This huge four-inch diameter rocket lumbered off the pad on a D12-3. It didn't go very high, but made for a spectacular flight nonetheless. Other scale flights of the day included Gary Burkett's Nike-Apache, Mike O'Brien's Estes Black Brant II, and an FSI Black Brant II flown on an F100.

Next, it was on to an A engine for Ferenc. He flew an Estes A8-3 in his FSI Micro. So far, Ferenc was three for three as he "flew the cycle" of all model rocket impulse classes.

Winner of the Persistence Award: New member Ralph Fagnoli flew his Estes Skywinder and ARV Condor each at least four times during the day. When it was in a good mood (every other flight) the Skywinder rewarded us with nice rotating recoveries. For the other flights it was the usual Skywinder problems of no rotation, busted pieces, etc. Ralph just put the pieces back and flew it again. . . and again! His flights with the ARV Condor were all beautiful. The gorgeous twin gull-wing gliders are quite a sight to see as they spiral down.

There was some heartbreak, but it was the result of some faulty Ground Support Equipment. Bud Piscini's brand-new NCR 17.5 : 1 Juno I was damaged as the pad fell over while Bud was trying to adjust the rod angle. The launch lugs popped off, and the joint between the transition section,

which is made of foam, and the second/third stage tub, was broken. Truly a shame, but we know Bud will have it repaired as good as new for next time.

To make up for this, Bud flew his Estes 35 : 1 Juno I several times during the day on C6-5s. Bud had recorded the actual countdown of the original Juno I from a television program, and played it over the PA before one of the launches.

We saw a couple of beautiful Estes Star Probes, with their impressive ring stabilizers, flown by Merrell and Sean O'Brien. Sean also flew a Photon Probe on a B8-5. It seems there were more than the usual ration of "probes" out that day.

Kerrie O'Brien treated us to flights on her Karate Kids I and II. Kerrie bashed the I from an Estes Ninja kit (hence the name); the other was a more original design (not surprising, considering she's an O'Brien). The O'Briens also had some quite interesting sounding-rocket-like sport models, one of which leaped off the pad on an E25.

John Viggiano flew his hardened Firehawk-MP on a D12-7. It sure worked better with the longer shock cord. Immediately after this, John made the maiden flight on his boattailed (of course!) Pennsylvania Crude BT with a D12-3. The flight was nice, if a little wobbly and not particularly high.

Ferenc continued his unbroken string of flights using engines of increasing impulse. Apparently, Ferenc wanted as many manufacturers to play a role in his mission as possible. His B8-5 flight was with a Mark I from QED, a Canadian outfit. Next, he flew his FSI Sprint on a Quest C6-5. Both flights were picture-perfect.

Youngest flyer of the day was Ben Matthews, four years old, who lives just around the corner in Retsof. Ben, and his dad, Dave, flew a Gnome several times on A10-3s, getting a nice flight each time. Other young flyers included Steven Castiechini, who flew a Nova on a C6-7, and David Insel, who flew a Bandit with a B4-4.

Also among our guests for the day was the Gravino family. Tom had a series of very nicely finished rockets, including a Big Bertha which he flew on a C6-7, a Bull Pup on a B8-5, and a Little Joe II on another of those neat A10-3Ts. The chute was reefed quite a bit on this last flight, but the Little Joe came through quite nicely. Brad flew a Phaser on a C6-5, and Brandon flew a Rampage on a B8-5.

John DeMar came with a collection of large rockets, including a Microbrick Primero, which actually belongs to his young son, Steve. So, I guess the young flyers were quite well represented at this event. John and Steve flew the Primero on an Aerotech F25-6. John's Iraqi "Parade Dress" Scud prompted a few cries of "It's an Al-Hussein, damn it!" as well as a flight on a Patriot from Allen Moak. This would have been a great match-up for MARS Purple Book event "Military Systems", in which the landing spot is the launch pad of the other rocket.

By then it was time for Ferenc's next flight, this time on a D engine.

His Estes V-3 was recovered with a J&M X-style chute, which is purported to reduce drift. This was followed up with a flight Ferenc's FSI Orbit, using the "Junior" steam engine, the FSI E5, with a four-second burn. These "new" FSI engines are really proving quite reliable.

One of our guests (I don't know who; we ran out of flight cards!) had a spectacular cato on an Aerotech G80-7 that seemed more like a G80-0.5. The beautiful boattailed LOC Forté suffered a broken fin. "Fly and Die with Aerotech" would seem to be the new battle cry, though it doesn't rhyme! Dan Wolf showed guts when he flew his giant Pencil rocket with an Aerotech F50-6. Dan and daughter Sarah flew Chris Wolf's Falcon, while Chris videotaped.

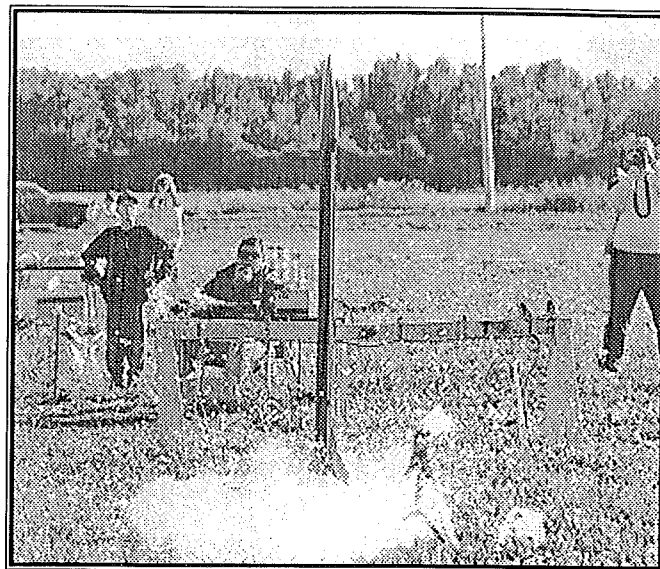
With less wind later in the day, larger rockets made their appearance. Dan flew his 3-pound "X-tra Special" on a 3-second burn H70-6. We felt the ground shake and the air move as the Special lifted off under White Lightning power. The delay was perfect for the big rocket, with the three foot blue nylon chute popping out just at apogee. John Viggiano followed up with his 7 foot tall Thunderbore, a lengthened LOC IV named after one of the giants of that Jack chap in the fairy tale. The liftoff on an H180 (John's first flight with a reloadable) was no fairy tale, though! Again, a 6-second delay worked nicely in the hardened and lengthened rocket.

Ferenc made his F-powered flight with his Aerotech Cheetah with a funky red and white spray paint job. After LCO Bud Piscini pushed the launch button, there was a delay of a couple of seconds as the Aerotech F14 engine did what we now know as the "Black Jack Tango," building up chamber pressure quite slowly, in pulses. Those of us who saw the video of Randall Redd's dragon doing the same thing at NARAM-34 are familiar with the phenomenon, and didn't think it was going to chuff. When enough chamber pressure had built up, the rocket took off, and flew quite nicely.

On the next pad was Ferenc's Loc Onyx with a G40-7 inside. There was no problem igniting this one, and the three-inch diameter rocket flew majestically. Ferenc had flown "the circuit" with a flight in each impulse category, all in turn, and all in a single day!

John DeMar, in his inimitable style, strode up to the pads as the announcement that the range was closing was being made. John was carrying his "Four Inch (diameter) Pink Thing", prepped with another H180. Shorter and lighter than John V's rocket, the Pink Thing used a longer (10 second) delay. Being relatively light, it took off quite quickly, coasted to peak, and ejected its chute right at apogee, like the others. But this was not to be the last flight of the event.

This distinction fell to event director John Viggiano, who flew his stretched Initiator with one of the newly-certified F50-5 Silver Streak engines. Because this engine is longer than an Aerotech G, the portion hanging out the back was taped in place, as is the custom. With a shower of sparks,



NOW YOU'RE COOKIN': John Viggiano's Stretch Initiator lifts off with power and sparks provided by the Rocketflite Silverstreak F50-5. "Standby for retrofire!" ➤

the rocket took off, leaving behind a considerable amount of smoke. Amazingly, it actually turned ass-over-teakettle during the weightless portion of the flight. Now pointing backwards, the ejection charge both opened the chute compartment and ejected the engine, providing a dramatic demonstration of "retro-fire." Upon recovering the kicked casing, it was determined that the adhesive on the tape was softened by the heat, so the "retro-fire" action can be avoided with a couple of wraps of string on top of the tape.

NYPower-'93 was a tremendous success, with dozens of flyers flying more than one hundred rockets of all shapes and sizes. Ferenc's idea of flying the circuit was quite imaginative; hats off to him for succeeding. Our sincere thanks also go to the National Warplane Museum, who provided the great site, and, of course, to the folks who helped out at the Safety Check and LCO stations. The faithful and dedicated recovery crew was a big help; they managed to recover a couple of birds all but given up for lost by their owners. Great job!

Watch for announcements for NYPower-'94 in an upcoming issue. It promises to be an event even better than this year's! ➤

ERRATUM: In the last issue I attempted to describe the NARAM Sport Scale situation. I have since received correspondence from Tom Lyon indicating that he did not seek approval from the absent Contest Board Director Matt Steele, he simply wanted to keep Matt informed of what was happening. "I left a message on Matt's answering machine, and said, 'If you have a problem with this, call me,'" Tom writes. I stand corrected.

— John Viggiano ➤

MARS Club News

December Meeting

We have no meeting reports from the October and November meetings. No report was provided to the editor for the October meeting and the November meeting could not be held when only two members showed up (we need three for a quorum). That means lots of business that needs to be dealt with is starting to back up on us and we need a good turn out at the December meeting so that we can move forward. In past years, we have made the December meeting more of a MARS Christmas party style meeting but with the lack of action on several open issues, we need to conduct a regular busy meeting in December. The meeting will be on Tuesday, December 14th at 7:00 PM. Please plan on attending. We will try to get through it as quick as we can.

Flying Field

We have had our last launch at the Videk field. I know, I know, I hear some of you cheering in the distance, but the fact of the matter is, that means we no longer have a regular club field.

For historical perspective, we first started flying at the Videk field in the spring of 1988 when the Monroe County Parks regulations were changed so that flying of model rockets in Monroe County Parks was prohibited. At that time I proposed that we use Videk as an interim field while we located a new club field. Here it is, five years later and we are (or were) still flying at Videk.

At the current time, we have two potential leads but nothing solid for a new field. This means that both the January 1st launch and the MARSCON launch are in jeop-

ardy unless we either locate a new field or contact the Warplane Museum about flying there.

Many people have complained about the size of the Videk field and I would be one of the first to admit it has been barely adequate. Yet at the same time, in that five year period, no one has come up with an alternative. Fellow MARS members, the time is now. We currently have three choices. We can either: 1) locate a new field or 2) contact the Warplane Museum about holding all of our launches there or 3) limit our club launches to two a year at Geneseo.

Editors Opinion: The Geneseo field is a good one but I feel we need to find another field to use for our monthly launches for two reasons. First, it's a long drive to Geneseo for a club launch and second, I don't want to "wear out" our welcome at the Museum. The museum field is such an excellent field, I don't want to risk losing it (ie. don't kill the goose that lays the golden egg). I realize that some of you may not share my opinion. That's why our club operates as a democracy with the majority vote determining our next plan of action. Please plan on attending the December meeting to voice your opinion and voting it too.

Other Outstanding Business

The end of the year is near which means its time for us to renew our charter and our insurance. This is especially important so that we have insurance for the January 1st launch. It means club elections are coming up too. Other items needing our attention are planning for MARSCON and NYSPACE. Mark Johnson, contest editor for Sport Rocketry has requested that we provide him with the list of events for these two activities as soon as we can. It would be nice if we could do this at the December meeting. >

As The Rocketry World Turns...

Manufacturers News... There's always a lot of news from the manufacturers this time of year. The Chicago hobby show is held in early November and most of the manufacturers announce new products then.

Estes was there this year and among their new releases for '94 are "E" engine mount versions of the Saturn V and the Phoenix. Other new E engine kits include the Broadsword and Shadow, said to be redesigned versions of the Super Big Bertha and the Optima respectively. Other new kits include the E2X Manta, an A/B engine kit with a parasite glider, the Turbo Copter, a variation of the Helicopter and the Mongoose, an 18mm engine two stager. Estes also announced a set of three plastic tools that assist in marking body tubes, aid in attaching fins, etc.

Quest was also present and announced several new kits, virtually tripling their product line. The new items included the NASP X-30 that was shown at NARAM, the HL-20 lifting body which is a modified version of the old Centuri X-24 bug, and a boost/glider similar to the old MPC Flat Cat but with one only one rudder.

THOY was there with some 18mm motor mount models per requests from distributors. Custom Rockets had some new kits as well. North Coast was there with their new packaging and they hope to have DOT approval for their much anticipated composite motors by January. In plastic models, DML Models announced plans to release a 1/35th scale V-2 in January.

In other manufacturers news, Apogee has received certification for their new C4 and D3 motors. Contest certification is set for December 1st and Ed expects to be shipping them by then. Pratt Hobbies is now selling a very heavy Kevlar cord as a safety cord to prevent separations. The idea is to attach a sufficient length of this line (longer than the fully extended shock cord) to your HP rockets such that if the shock cord fails, the safety line will keep everything together.

Note: The above information on the Chicago Hobby show provided via messages from Mark Bundick and Kevin Nolan on Compuserve's Modelnet Forum.

NAR News... Most of you know by now that the magazine has undergone a name change from *American*

Spacemodeling to Sport Rocketry. The main reason for the change is to make the magazine easier to sell on news stands, book stores, etc. In other NAR news, NAR S&T has now certified three AeroTech reloads. Besides the G12 reload for the Phoenix glider that made it earlier, the NAR has now certified the D13 (18mm) and the F40 (29 mm) reloads. These have also been certified for contest use and the contest board is working on making the necessary changes to the Pink Book to allow them to be used in competition.

Last but not least, on October 22nd, the NAR gave the official word to the NASA/Houston club that they have accepted their bid to host NARAM-36. It will be held at the Johnson Space Center from July 23rd to the 28th to coincide with National Space week and the 25th anniversary of the Apollo 11 moon landing. On the 23rd there will be a combined National Sport Launch and Spaceweek Demonstration launch. Competition flying will be from 7/24 to 7/28. The preliminary list of events are: 1/4A PD, F SD, A HD, C RG, E Dual EL Altitude, D Altitude, R&D and Scale.

Tripoli News... The big news in Tripoli is that the motor testing program has begun certifying motors again. New motors are appearing on the Tripoli certification list every month. New motors certified include the ever popular Rocketflite motors (F50, F50SS, G160SS, H220, H220SS), several AeroTech single use (G110, H65, H145, I95, I220) and others. See Dan for the complete NAR/TRA combined listing.

Also in Tripoli news, John Cato, new head of the motor testing committee attended the NFPA meeting in October on Long Island. The big outcome of that meeting was that the Committee on Pyrotechnics had "made it through" NFPA-1127 - Code for High Power Rocketry and has recommended that the NFPA vote to put it out for public comment. While "up north", John also visited with Jack Kane, head of S&T for the NAR (its nice to see these guys talking) and he also visited with officials from the Bureau of Explosives, the DOT, and the FAA. No word on the outcome of these meetings but it sure sounds like John has been one busy guy!

Finally, there is coverage of LDRS in the December issue of *Discover* magazine, now on the stands. ➤

Finger Lakes Fall Classic III

Contest Report

MARS held its first contest of the 93-94 contest year on the weekend of October 23-24 and on November 7th. The second date was a makeup day for October 24th as it was too windy that day to fly. Of course this was after the meet had been postponed from the originally scheduled October 16-17 weekend. All of this switching around probably hurt the attendance somewhat as we were just able to meet the minimum number (5) required for an open meet. The contestants list included John DeMar, Jay King, Bud Piscini, Ferenc Roka, and John Viggiano. Dan elected not to fly this one, but instead kept busy setting up and running the tracking. Dan also judged the Sport Scale. Most of the competitors flew on October 23rd. It was a little chilly but the winds were light so recovery was not a problem. This was another balanced meet for MARS with two duration events (A HD and 1/2A B/G), two altitude events (1/2 A Super-Roc and B Eggloft) and 1 craftsmanship event (Sport Scale).

In A Helicopter, Jay had a nice first flight with a Rotoroc for a 45 second flight. Jay flew a different model for the second flight. The second Rotoroc did not rotate as nice or as fast as his first one did and the time was also much less. Still the two flight total was more than enough to take first place. John D. took second with a single flight of his Rose-A-Roc style model. Ferenc was the only other flyer in the event and he took third with two qualified flights of his Tazmanian Devil.

In 1/2A Boost/Glide, John D. took top honors flying his "Baby Beakers", the same model that turned in the 10 minute flight at Parashoot I last fall. This time the flight was only 51 seconds but it was still good enough to put John in first place with a single flight. Jay took second place with a

49 second total. Ferenc took third place with a QCR kit glider. Unfortunately, on the first flight, the pod tore part of the wing off on ejection and although the flight was qualified, it spiraled in for a mediocre time. Ferenc repaired the wing before the makeup weekend and the second flight was much better. Fourth place went to John V. who after his first flight was DQed because of no glide (the glider did a death dive) flew his MPC Lunar Patrol with a 1/2A6-2 for a low altitude but qualified flight.

For most of the meet, 1/2A Super-Roc was a very tight contest with Jay, John D., and Ferenc all having flights between 86 and 90 meters with maximum length models. Then on the last altitude flight of the meet, John V. blew everyone away with a 97 meter flight to take top honors. The reasons for the higher altitude were three fold. First, John's model used PT-6 for nearly 3/4 of its length versus 50% or less for most of the other entries. Second, John used an augmenter (a no moving parts piston) for that little extra push (John D. did use a piston launcher on his flight). Third, it was very calm when John's model was flown, resulting in a perfectly straight flight.

In B eggloft, the altitudes were disappointing, compared to the altitudes we achieved in the event two years ago. Even so, John D. took first with a 68 meter flight using one of his smallish Easter Egg capsuled models.

Sport Scale was a highlight of the meet as all five contestants entered. John D. took top honors with a nicely built Terrier Sandhawk built from the Estes kit. Bud just edged John V. out for second with his Estes Juno I. John V's third place model was the venerable Nike Smoke. John has got a lot of mileage out of that one, having entered it in 4 different contests since the beginning of June. Ferenc took fourth with a BT-5 sized D Region Tomahawk.

When the points were totaled, John D. continued where he had left off at NARAM, easily taking the meet

honors with 3 firsts, 1 second and 1 third place for a total of 1472 points.

Besides the contest flights, several sport flights were turned in. Ralph Fagnoli flew his ARV Condor several times but he flew it once too often as he lost one of the gliders on Saturday. Bud, who has really been getting into staging lately, flew his Estes Hercules two stager successfully three times and his MPC Microsonde III successfully two times. All in all some really impressive and fun to watch flights. Dan and Mary Wolf got in on the fun too. Mary made successful flights with her Athena on a B4-4, her America on a B6-4, and Leprachaun on a 1/2A3-4T. Dan flew his Initiator on an F40-7 Aerotech reload for a fun flight (this time it didn't even land on a power line).

Thanks go out to all the contestants for participating and helping out and thanks to Ralph for his assistance (and his ladder). A special thanks to Mary for serving as LCO during the altitude flying on Sunday. >

1/2A SuperRoc	1st	2nd	Best	Points
1. John Viggiano	440	494	494	280
2. Ferenc Róka	478		478	168
3. John DeMar	476		476	112
4. Jay King	466		466	56
5. Bud Piscini	391	349	391	28

1/2A Boost Glide	1st	2nd	Sum	Points
1. John DeMar	51		51	340
2. Jay King	21	28	49	204
3. Ferenc Róka	16	30	46	136
4. John Viggiano	D/Q	5	5	68

A HD	1st	2nd	Sum	Points
1. Jay King	45	28	73	400
2. John DeMar	31		31	240
3. Ferenc Róka	6	5	11	160

B EL	1st	2nd	Best	Points
1. John DeMar	66		66	380
2. John Viggiano	28	59	59	228
3. Jay King	30	43	43	152
4. Ferenc Róka	NC			38

Sport Scale	Prototype	Points
1. John DeMar	Terrier-Sandhawk	400
2. Bud Piscini	Juno 1	240
3. John Viggiano	Nike-Smoke	160
4. Ferenc Róka	IQSY Tomahawk	80
5. Jay King	Patriot	40

Meet Totals	Points
1. John DeMar	1472
2. Jay King	856
3. John Viggiano	736
4. Ferenc Róka	544
5. Bud Piscini	268

Who Am I Questionnaire

A new feature of the Upstate Rocketeer starting in '94 will be a column entitled "Who Am I." For this feature to work, we need all MARS members to fill out the questionnaire below and return it to Dan as soon as possible.

What was your first rocket?

In what year did you fly your first rocket?

What is your favorite rocket kit of all time?

What is your favorite currently available rocket kit?

What is your favorite scale model?

What is your favorite rocket engine of all time?

What is your favorite currently available rocket engine?

What is your favorite competition event?

What is your least favorite competition event?

What is your favorite rocketry related book?

What do you enjoy most about rocketry?

What is your proudest accomplishment in the hobby?

Your biggest pet peeve about the hobby is....

If you could change anything about the hobby what would it be?

Electronic Forums and Rocketry

If a survey were done, I would imagine that on a percentage basis more rocketeers own personal computers than does the public at large. Thus, it is probably of no surprise of the popularity of electronic forums dealing with the sport rocketry hobby. This article is a brief introduction to the different electronic forums that are available that deal with the rocketry hobby. Access to any of these networks assumes that you have a phone line, modem, a computer, and communications software and that you know how to hook up all of these and use them.

Networks - The Big Two

Apparently the two most popular rocketry forums today are CompuServe's Modelnet Section 8 (Sport Rocketry) and the Usenet's rec.models.rockets news group. MARS regularly participates in these two forums. Log in to Modelnet and you will see Jay King's name appear in the message base while John Viggiano is a regular participant of Usenet. Both forums are fairly popular with many messages posted daily on each.

Compuserve's Modelnet probably averages 300-500 messages a week in its Sport Rocketry forum. It is an excellent place to ask a question about construction, finishing, painting and other aspects of building rockets not to mention answers to questions about motor selection, contest strategies, recovery techniques, etc. Like all electronic forums, Modelnet is an ever changing place. A few years ago, it was viewed as primarily a place where NAR members hung out, particularly NAR trustees and those heavy into the competition scene. It was also viewed by some as being an anti high power forum. In recent months, Modelnet has changed quite a bit with much less visibility by NAR Trustees and much more visibility by Tripoli. High power rocketry discussions covering construction, flying and safety have been dominate themes in recent months although competition including the Internats flyoffs also has been discussed. Modelnet does have its dark side with the political discussions (rocket politics) sometimes dominating the message base but all in all its still a pretty good place to find out the answer to a rocketry question or to find out the latest from the manufacturers.

Usenet has picked up in popularity in the last year or so, partly because it is becoming more accessible to more people. Many of the NAR trustees that used to frequent Modelnet can now be found here. It offers similar information as Modelnet does. Indeed, the trend in recent months is the cross posting of messages between the two systems by those who frequent both. Still, the Usenet seems to be a "kinder and gentler" forum with perhaps more emphasis on the technical and theoretical.

Other Networks

Most of CompuServe's competitors also have a forum on rocketry including Genie, Prodigy, and America Online.

So far they have not been able to offer the depth and breath of information that Modelnet and Internet offer but each one has its own unique style and you may find one of these more to your liking. However, expect there to be fewer participants on these other networks.

Bulletin Boards

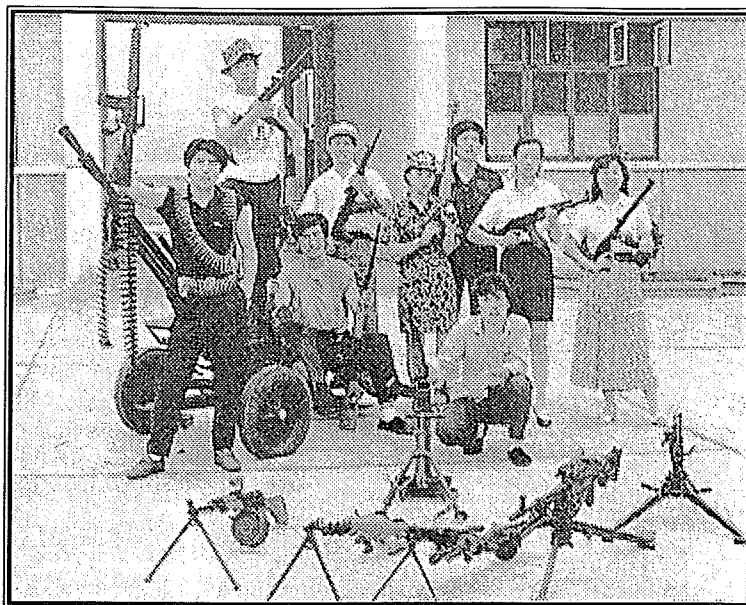
Many people don't like the idea of spending \$15 to \$25 a month or more on CompuServe but they don't have access to Internet. One alternative is local BBSs that are all over the country and can be accessed for the cost of the long distance telephone call. One of the best was the one that was operated by High Technology Flight and frequented by the members of HUVARS. This board, located in Michigan had a wealth of rocketry related files, including some nice rocketry related programs available for downloading. Unfortunately, this board has been offline for some time due to a lightning strike. We hope that it will make a comeback soon.

Another BBS with a rocketry section is Regnalds Realm in the Washington DC area. This board has a rocketry subboard that is operated by/for NARHAMS. This one was pretty good as well when it first appeared a couple of years ago but traffic on it in the last few months has slowed to a crawl. At NARAM 35, Tom Lyon told me that the reason for this is that some of the NARHAMS members who frequented the board have moved and the phone call is no longer free for them.

Last but not least, is Rochester's own RAIN. RAIN stands for the Rochester Astronomy Information Network. This BBS is operated by the Astronomy Section of the Rochester Academy of Science and they recently added a message section on rocketry (section 25). If you have a computer and a modem, this is an inexpensive way to go as there is no cost involved for people in the Rochester area. I have posted a series of messages about the hobby and MARS in this section. I encourage other club members to call up and feel free to add to what I have posted. Hopefully this will be another avenue for membership growth for the club. In addition to the rocketry message section, the board also has just recently began picking up several Internet news groups via a satellite link including rec.models.rockets mentioned above. This makes RAIN one of the cheapest and best ways to plug into the electronic forums of rocketry.

For more information on these forums contact:

CompuServe (Modelnet)	Voice Information (800) 848-8199
Internet Dialup Access (Usenet)	Voice Information (408) 554-8649 or (703) 620-6651
Regnald's Realm (NARHAMS)	MODEM LINE (301) 776-0087
RAIN	MODEM LINE (716) 224-0078



Some of the Sarge's friends in the People's Republic of China. Photo by Sergeant Robert L. Howdyshell. >

The Sarge in China

A more or less true account of a Sunday afternoon in July, by Jay King.

I was in Beijing on a business trip when I saw a familiar camouflage clad figure in the hotel lobby. I walked up and said "Hi Sarge, what are you doing in Beijing?"

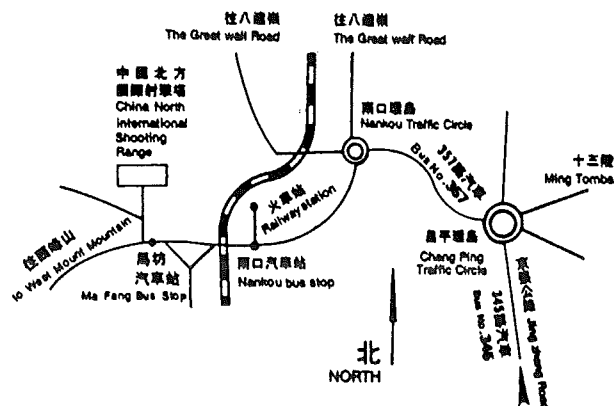
He was pleased to see me and responded "I'm here for the International, Invitational 'Splat Ball' Tournament, but I'm free today. Would you like to join me at 'The China North International Shooting Range' this afternoon?" A fellow doesn't get an offer like this every day so of course I accepted and we jumped in a taxi and headed out for the range.

The Sarge is almost as well known in China as he is here in the United States; the Chinese invented rockets and he has had a long association with them so I was not surprised when we received a warm reception from the General Manager upon arrival.

The range is primarily intended for tourists with a wide variety of weapons displayed. Many are available for firing on the range. I selected an AK-47 and three magazines of ammunition. I was set up on the range with a silhouette target at 300 meters. I'm disappointed to say that I didn't put a single hole in the target but rest assured, if it had been a real person, his head would have been down the entire time!

The Sarge scoffed, "You're wasting good black powder Jay, save it for rocket engines. I'm going to try out a real man's weapon." He disappeared behind the safety shed and returned carrying a "Verifire" launch system. He checked the range left, right and in the air. It was all clear and he yelled "Rock and Roll", checked continuity and pushed the launch button. I heard a roar from the front the club and realized that the "Long March" ballistic missile wasn't just a static display!

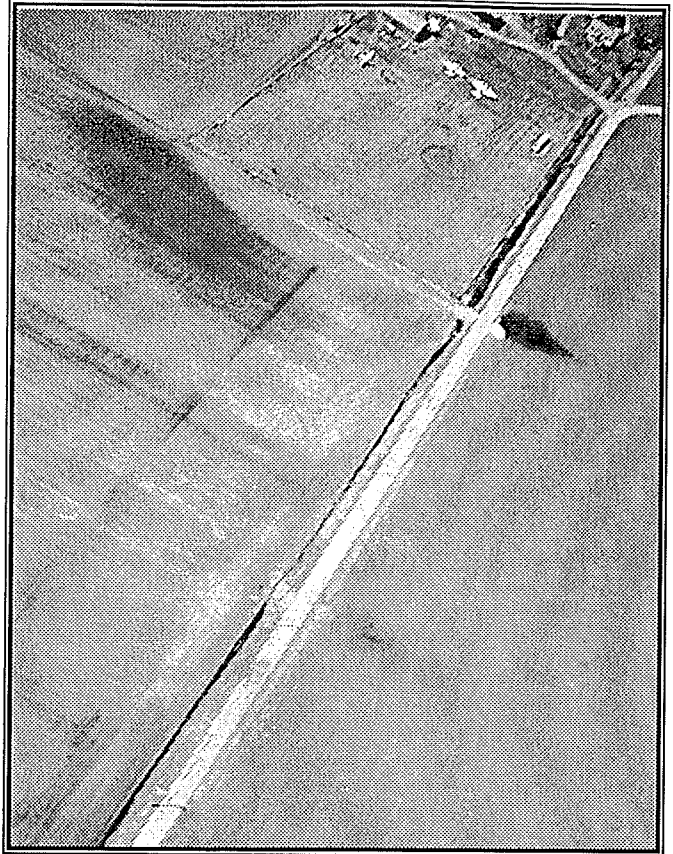
The Sarge's target was vaporized along with a fair bit of the local real estate. He was pleased with his marksmanship but not nearly so happy as the club General Manager as he tallied up the days shooting and applied it to the Sarge's gold card.



The range's sales brochure reads:

"A special exhibition room is built to display over ninety kinds of military and civil small arms designed and built in China. The shooting range is provided with over twenty kinds of arms, such as various pistols, rifles, machine guns and rockets designed and built by China to be fired by friends the world over."

Truer words were never spoken! >



MARS™ OBSERVER: Two views from Jim Cost's Camera Rocket launched from the Geneseo site. To the left, an oxbow lake and the Genesee River. To the right, the farm and airfield across Big Tree Lane from our launch site. Jim's rocket, a heavily-modified AeroTech Initiator, ended this flight in a large puddle of water, dubbed "Lake James" in Jim's honor. ➤

The National Warplane Museum, in Geneseo, has supported MARS by generously allowing us to use their excellent field on two occasions this past year. We would like them to continue this support, and it would be nice if we could support them, as well. We have included a membership application below. Each category of membership includes one (or more) passes to the annual airshow in August. If you have any questions, please contact the museum at (716) 243 - 0690. You can mail your application to the museum at the following address:

National Warplane Museum • P.O. Box 159 • Geneseo, NY 14454

Please show your support of the museum's support of MARS! ✈

SIGN ME UP- I want to join the **NATIONAL WARPLANE MUSEUM** and help preserve aviation history.

I have enclosed ☐ Cash ☐ Check ☐ Money Order ☐ Mastercard/Visa number

☐ STUDENT (\$20) ☐ SINGLE (\$35) ☐ TWIN (\$55)
☐ MULTI (\$75) ☐ HAWK (\$100) ☐ FALCON: ☐ PT-17 (\$250) ☐ C-45 (\$350) ☐ R4D (\$400)
☐ PB-17 (\$500) ☐ B-17 (\$500)

Have you ever been a member? _____

Credit Card Number _____ Exp. Date _____

Name(s) of those covered by membership _____

Address _____ City _____ State _____ Zip _____

Telephone _____ Occupation _____

Volunteers are appreciated. Can you help? ☐ Yes ☐ No Military Service _____

I would like to contribute to the **NATIONAL WARPLANE MUSEUM ENDOWMENT FUND** in the amount of \$ _____

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.

December 14th, MARS Club Meeting, 7:00 PM

Regular club meeting. Important club business; please attend.

Contact: Dan Wolf 458-3848 or John Viggiano 359-3869.

January 1, 1994: First Flights Sport Launch

Time and place TBA. (Come to the December Meeting and find out!)

Contact: Jay King 288-5945 or John Viggiano 359-3869

11 January, MARS Club Meeting, 7:00 PM

Regular club meeting. Election of Officers.

Contact: Dan Wolf 458-3848 or John Viggiano 359-3869.

11 - 13 March: MARSCON '94

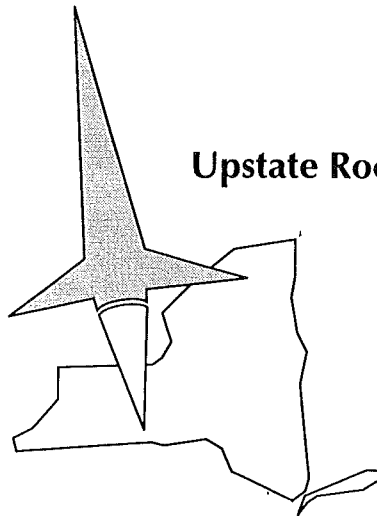
Mini Convention and Sport Launch. Place TBA.

Contact: Jay King 288-5945 or John Viggiano 359-3869

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

MARS Sport Launches are normally on the 3rd Sunday of the month at 2:00 PM, location pending.

Upstate Rocketeer
c/o Dan Wolf
235 Kislingbury Street
Rochester, NY 14613



Upstate Rocketeer

