

THE UPSTATE ROCKETEER

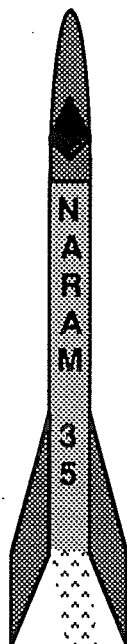
The Official Newsletter of MARS
NAR Section #136



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SPECIAL PRE-NARAM ISSUE

NARAM 35
PREDICTIONS
&
SCORE CARD

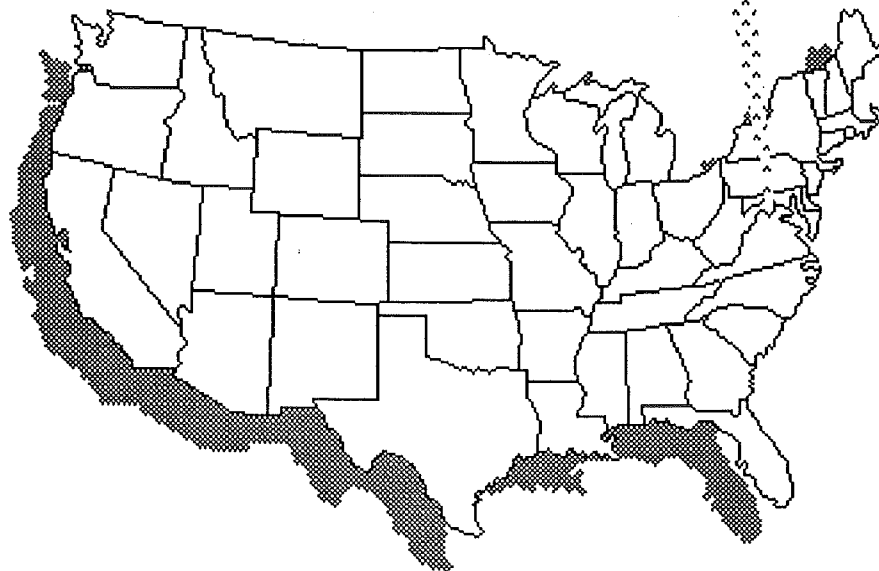
TOP
COMPETITORS
LIST

ECRM-20 PART DEUX

NARAM INFO

CLUB NEWS

MEETING NIGHT BALLOT



The Upstate Rocketeer

Volume 6, Number 4
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The *Upstate Rocketeer* is published six times a year by the Monroe Astronautical Rocket Society as a service to its members and NAR members in Western and Central New York. Subscriptions are \$3.00/year. The *Upstate Rocketeer* is edited by Dan Wolf. Send all comments, complaints, letters, plans, subscriptions, etc. to him at the following address:

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

Contributors this issue: None, because I knew you'd all be too busy getting ready for NARAM!

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MARS Membership - July 1993

President - Jay King
Vice President - John Viggiano
Sec./Treas. - Ferenc Roka
Mike O'Brien John DeMar
Wayne Foster Richard Kerr
Merrell Lane Bud Piscini
Roy Metz Jeff Ryan
Jessica Ryan Dan Wolf
Mary Wolf Sarah Wolf

Blowin' In the Wind (Editorial)

Greetings everybody. Welcome to our special pre-NARAM issue of the *Upstate Rocketeer*. Although the next issue of *UR* should be the August issue, I decided to put out an extra issue just prior to NARAM to bring everyone up to date on the club's activities at the end of the contest year and to take a look at what might be in store for NARAM. Those of you who are not going to NARAM and/or are not interested in the competition scene probably won't get much out of this issue but with 5 of our 12 adult members going to NARAM this year, it seemed appropriate to wrap things up. That is, set the stage for NARAM.

Included in this issue is the latest top competitors list that we could get a hold of, reports on the last two contests we flew (DX Local Meet and ECRM-20), and a look at the NARAM events and what I think it will take to win or place in them. Also included in this issue, on the "Club News" page, you will find information on Finger Lakes Fall Classic III, our first meet of the 93-94 contest year. One last thing on the club news page is a ballot for you to vote on whether to keep our club meetings on Friday nights or move them to Tuesday. We would like all club members to vote so that we can make a decision on the meeting night by September.

In closing, I want to say I am really looking forward to this year's NARAM because of the number of MARS members who will be attending. When I moved back to Rochester in 1980, I was discouraged that I couldn't persuade other area NAR members to attend the relatively close NARAM 22 and NARAM 23 meets (Lansing, MI and Allentown, PA respectively). By NARAM 26 I had given up and I flew three more NARAMs "solo." Since the "revival" of MARS in the late 80s, I have seen interest grow steadily by our members and this has been very satisfying to me.

Looking back on the 92-93 contest year, MARSCON and NYSPACE were both disappointments from a competition standpoint. However the number of flyers participating in the "away" meets (NYSEACE and ECRM) was higher than I expected and our strong showing at ECRM was a pleasant surprise. Perhaps we're peaking at the right time. Whatever the outcome, I know NARAM 35 will be a successful one for MARS because we have a group of flyers going that enjoy participating in competition but who don't take it too seriously. We seem to have fun whenever we fly, no matter what the outcome. With this type of attitude, coupled with a week of contest and sport flying, auctions, manufacturers demos, the range store, and all the other activities that NARHAMS has planned, it should truly be a week of "Rocket Heaven". Relax, have fun, and enjoy the experience. I know I will.

Until next time,


Dan

MARS Club News

Dumb Xtra Local Meet

A local meet was held on June 20th to make up the point we lost when UPSTATE IV was downgraded from a regional to an open meet. The weather was good for most of the day's flying, but rain caused an end to things late in the afternoon. The contestant list included Wayne Foster, Jay King, Dave Pringle, Jeff Ryan, John Viggiano, and Dan Wolf.

The events for the meet were chosen so that even the non competition flyer could come out and have a good time. Three events that anyone had a shot at winning were Random Duration, Open Spot Landing and Drag Race. Other events flown were A R/G multi-round, A Payload, and Sport Scale.

The target time for Random Duration was 50 seconds and John V. just edged out Jeff for first with a time 5 seconds off the target versus 6 seconds for Jeff. John also took Drag Race when his scratch-built mini-engine powered flying saucer edged out Dan's Centuri kit version in the final heat. Dave Pringle took third place.

In the "real" events, John V. took first in Sport Scale with his nicely built Quest Nike Smoke. Second was Wayne with his AeroTech Tomahawk kit. Third and fourth went to Dan and Jay, both flying Estes Patriots. In A R/G multi-round, Dan took first with a single 60+ second flight with a Status-4. Jay King flew a QCR R/G kit for second place. A Payload was flown last (we always seem to push the altitude events to the end). Some tracking procedure difficulties caused a flight or two not to close, and then once the problems were solved, the rain came up to end the meet. Dave took first in the event.

Overall it was a nice easy going meet although the heat and humidity were a little much at times. Thanks to John DeMar for doing the thankless job of judging Sport Scale. Also thanks to everyone else for participating.

Waiver Sport Launch planned for September

A waived sport launch has been planned for September 19th. Plans are to hold the launch at Geneseo. It is expected that the waiver will be at least the same as the one we had for UPSTATE IV (and possibly higher if we can). That is, 5000 feet, 3.3 lbs. More details to follow as we firm things up.

Fall Contest Scheduled for October

A contest is also being planned for this fall. We plan to hold the meet at Videk, so events were chosen accordingly. The date of the meet is October 16th and 17th, with the 23rd and 24th as the rain date weekend. The contest events scheduled are: 1/2A Boost/Glide, 1/2A SuperRoc Altitude, B Eggloft Altitude, A Helicopter, Sport Scale. This will be an Open Meet, and the event list works out to be such that the meet can be flown in one day if the weather doesn't cooperate.

New Club Meeting Night?

A proposal to change the club meeting night from the second Friday of the month to the second Tuesday of the month was made at the July club meeting. Rather than have only those present vote on the proposal, it was decided that the entire membership would be given an opportunity to voice their input on the meeting night. Below you will find a ballot to vote on this issue. The options are to either keep the meetings on Friday night or change them to Tuesday night. Please return this ballot as soon as possible. Depending upon how the vote goes, we may change the meeting night as early as the September meeting.

More Events Planned

Other events have been mapped out for the 93-94 year. More details to follow in the next issue of UR.

MARS MEETING NIGHT BALLOT

A proposal to change the monthly meeting night was presented at the July meeting. The proposal is to change the meeting night from the second Friday of the month to the second Tuesday of the month. All club members are requested to vote for one of the following two options:

- ☐ A. I vote to change the MARS monthly meetings from the second Friday to the second Tuesday of the month.
- ☐ B. I vote to have the MARS monthly meetings continue to be on the second Friday of the month.

Name: _____ (bring to the next mtg. or return by mail to Dan)

"ECRM-20, Part Deux"

On Saturday June 26th, MARS members John DeMar, Jeff Ryan, and Dan Wolf headed to Middletown, MD to fly in the ECRM 20 regional meet. This was the second trip down. Originally scheduled for June 5-6, the second day of flying was winded out and had to be flown on the "rain date/wind date" weekend. On June 5th, MARS got off to a good start in the altitude events with Jeff and John taking first and second respectively in A Payload and Dan and John Viggiano taking first and second in 1/2A Cluster Altitude. Also that weekend the static judging in Sport Scale had Dan in second place with his Little Joe II, John D. in 4th with his X-17 and John V. in 5th with his Nike Smoke.

On tap for the return trip were the duration events and the sport scale flying. ECRM was a practice session for NARAM for the host NARHAMS section. As such, events were scheduled for different time slots during the day. The flying started shortly after 10:00, with C Super-Roc Duration and B Helicopter being flown. MARS picked up where it had left off, by taking first place in both of these events. Dan managed to hang on to first in B HD by posting a second flight time of 55 seconds to go along with the 144 second flight he had made on June 5th, just before (and during) the time the wind picked up. Dan lost that first model, so needing a return, he angled this one upwind. The angle was perhaps a bit too much as the model lost quite a bit of altitude before the ejection charge fired but the strategy seemed to pay off. Both models that Dan flew were more or less "standard" Rose-A-Roc designs. John D. and Jeff both had problems getting rotors to deploy on at least one flight and finished out of the running.

In Super-Roc, John D. got back on track by thermaling away his max length Blackshaft model with a 6 minute time. The fact that this rocket even flew was amazing. John broke this model on two different occasions during the two weekends. The second time after it had been completely prepped and was ready to fly. By the time John did fly it, very little of the original "Blackshaft" tubing was left. John needed a returned second flight but he had no backup model. Fortunately, Jeff had some Blackshaft tubing and John took the Alpha style fins off of his no deploy HD model and built a shorter back up bird. John forgot to take into account that this second model was shorter than the first one as it flew quite high and was almost lost as well. Fortunately someone else found it in the corn field and returned it. The two flight total gave John first in the event. The corn field it landed in was familiar territory to all the contestants as a breeze from the south pushed several models into it. Fortunately the corn was only around knee high so few, if any, models were lost in it. In August recovering models in that field will be more difficult. Dan and Jeff both had problems in Super-Roc with both DQing one flight. Dan successfully proxy flew John V.'s Super-Roc twice however although both times the chute got tangled up in the shock cord, hurting his times.

Sport Scale was flown next. Ken Brown took first with

a Nike Tomahawk with lots of detail. Dan hung onto second place despite a mediocre D12-3 powered flight of his LJII. John DeMar managed to move up to 3rd place with an impressive F25 powered flight of his X-17. John had to work at recovering it however as the lower section landed in a tree and the top section went further down wind into another farm field. Dan helped John get the lower section out of the tree while Jeff recovered the top half. All in all, a spectacular flight. John V. slipped from fifth to sixth place with his Quest Nike Smoke.

Sport Scale turned out to be a really nice event. There were a variety of prototypes modeled including the Little Joe I, Mercury Atlas, Little Joe II, Saturn 1B and Saturn V rockets from the manned space program. Also modeled were versions of the Pegasus and Bomarc. Both were to feature "glide recovery" but the Bomarc did a power loop prang. The Pegasus flew not once, but twice, as the contestant made a second flight to hope for a better glide. On this flight the Pegasus made a last minute turn and then landed on the Little League "warning track" as if it were a runway.

D Dual Eggloft Duration was flown last. At first, it looked like contestants were taking a relaxed approach to the event, with most of the models flown early being large D12 powered models. Then suddenly several Apogee Streamliner and Streamliner "look-a-likes" appeared, powered by D21s. These models were flying quite high. Many of them had separations however and it was often not easy to see the capsule free falling on its own. It was definitely heads up on the range as capsules came pranging in at various times. The Streamliner models that did stay together did well. This combination, a beefed up Streamliner with a reinforced plastic or cloth chute and powered by a D21 seemed to be the right combination. John D. used this strategy to take second in the event on the last flight of the meet. Although Dan and John V. both managed to qualify, their D12 powered models did not seem to be up to the task. However both Dan and John's models experienced Drag separation and Dan feels his D12 powered model with the 45" chute can be competitive due to the larger chute than most of the Streamliner models had.

In the end, MARS did quite well. MARS members took first place in four of the six events and second place in four as well! Dan managed to take the top honors in C division with 741 points with John DeMar second with 660. Of course that didn't prevent NARHAMS and NOVAAR from kicking our butts in the total points derby as they both had A and B division flyers and MARS didn't. NARHAMS finished with 5331 points, NOVAAR with 3084. Due to the way MARS flew meets this year, we actually had to fly the meet as independents. A cruel twist of fate as the 1869 point total would have been the most MARS had at any meet this year. Oh well, it was fun and gave us all a chance to get some flying in at this year's NARAM field. Hats off to Tom Lyon and the rest of the NARHAMS crew for the effort they put forth in running this meet. A summary of the results can be found on the following pages.

E CAN-OL

June 5-6 1993 (PART ONE)

June 26 1993 (PART 2)

PRINTED IN U.S.A.

A Division	NAR #	SEC	A DMLA 40		42 A 24		B HD		C SR D		D DML 40		SPURT	MEET
			1	2	1	2	1	2	1	2	1	2		
CHASTY ALSTON	47534	139	DEAD	58	54	DEAD	54	37	36	73	409	409	433	279
MIKE FILLER	57690	139	65	47	65	NC	NC	BT	BT	556	576	1152	304	370
TOMMY LYON	35857	139	—	—	—	—	—	—	—	—	—	—	—	0
ALLISON MARTIS	57430	139	FL	—	FL	NC	TL	—	—	—	—	—	—	18
KEVIN MATHIS	57431	139	SEP	TL	NC	—	—	BT	37	37	—	—	—	0
KARLEEN MC GY	57102	139	65	77	77	112	—	—	—	—	—	—	567	873
ARMONIO SEMARANO	57102	139	75	—	—	—	—	—	—	—	—	—	—	792
UNIVERSITY SEMARANO	57434	205	—	—	—	—	—	—	—	—	—	—	—	126
KRISTY SMITH	46440	205	TL	68	113	93	113	7	7	327	327	1107	501	201
SHAWN SMITH	46440	205	TL	68	113	93	113	86	60	146	574	533	568	1104
B Division														
BOBBY GOBLEY	40847	205	TL	DA	TL	SEP	UN5	55	48	103	574	—	579	12
KEVIN GOLLEY	57477	205	60	59	59	NC	—	100	—	—	—	—	419	741
JENNIFER LYON	35858	139	—	—	—	—	—	—	—	—	—	—	301	144
ANDREW MILLER	51477	139	65	65	65	178	—	63	107	170	593	—	593	1590
C Division														
BOB ALSTON	47533	139	49	—	49	—	—	—	—	—	—	—	486	51
KEVIN ALSTON	29334	205	ET	39	39	147	—	59	56	115	550	546	1096	78
JOHN DEAN	52094	—	88	95	95	TL	—	34	DEAD	34	976	562	1338	112
JIM FILLER	27862	139	84	TL	84	133	DEAD	133	42	99	644	517	1166	126
MIKE HOWIE	53983	139	—	—	—	106	—	27	ET	—	—	—	477	69
TOM LYON	16058	139	—	—	—	—	—	—	—	—	—	—	—	0
JOHN MC GY	15731	139	UN5	—	UN5	—	—	31	44	75	—	—	521	60
PAUL MILLER	51475	139	62	TL	62	TL	142	128	53	181	604	610	1214	155
KEVIN ALSTON	30417	205	88	—	88	152	—	59	—	59	560	585	1145	—
LEE - FILLER TEAM	T-241	205	72	67	72	136	ET	44	DEAD	44	624	407	1107	49
CHUCK PHILLIPS	16907	205	56	58	58	—	—	DEAD	71	71	DEAD	519	519	38
JEFF PATTY	46148	99	—	99	SEP	TL	—	—	—	—	—	—	—	—
WILL SETHRAD	28834	139	TL	—	TL	—	—	—	—	—	—	—	—	248
UNCE SEMARANO	53437	139	73	—	73	—	—	57	602	1173	148	—	468	21
BOB SMITH	53433	205	TL	NC	TL	NC	UN5	47	DEAD	47	—	—	—	69
JOHN UGGLAND	25615	—	48	—	48	156	—	—	—	—	553	565	1122	32
RUSSELL WILLIAMS	48399	139	54	72	54	144	138	54	49	103	—	—	559	219
ALAN WILLIAMS	14167	139	—	—	—	—	—	—	—	—	—	—	539	69
DAV WOLF	24516	—	77	ET	77	161	—	146	53	199	—	—	603	30
MARZ MARTIS	58752	139	—	—	—	—	—	—	—	—	—	—	—	741

UN5 = UNSTABLE
ET = ENCLAVE EFFECT
DEAD = NO DETECTION
SEP = SEPARATION
TL = TRACK LOSS
NC = NO CLOSURE
NR = NO FLIGHT
NR = NO RETURN
UN5 = UNOFFICIAL
ROT = NO DETECTION
PLATE = AT THE PLATE OF DESIGN
UNDE POWER (REAL GOOD)

ECRM-20 FLIGHT POINTS

	DIV.	SEC	A	1/2 A	B	C	D	DUAL EL D	SP. SC	TOTAL			
CHRISTY AUSTIN	A	139	21	36	180	42	—	—	—	279			
MIKE FILLER	A	139	42	18	—	210	—	—	—	270			
ALLISON MATTHS	A	139	—	18	—	—	—	—	—	18			
KATHLEEN MCCOY	A	139	21	72	120	—	—	—	300	513			
ANTONIO SEMPRONIO	A	139	210	108	—	84	390	—	—	792			
VINCENZO SEMPRONIO	A	139	126	—	—	—	—	—	—	126			
ANDREW MILLER	B	139	210	180	300	210	390	300	—	1590			
BOB AUSTIN	C	139	21	—	—	—	—	—	30	51			
JIM FILLER	C	139	42	18	120	42	234	30	—	486			
MIKE HOWIE	C	139	—	18	—	21	—	—	30	69			
JOHN MCCOY	C	139	—	—	30	—	—	—	30	60			
PAUL MILLER	C	139	21	18	180	126	—	—	60	405			
VINCE SEMPRONIO	C	139	21	18	30	84	390	30	—	573			
RUSTY WHITMAN	C	139	21	18	30	—	—	—	—	69			
ALAN WILLIAMS	C	139	—	—	—	—	—	—	30	30			
LEE PURCELL TEAM	C	203	21	18	30	21	39	30	—	159			
KRISTY SMITH	A	205	—	—	60	21	—	—	120	201			
SHAUN SMITH	A	205	84	180	300	126	234	180	—	1104			
BOBBY GORULEY	B	205	21	—	180	126	234	180	—	741			
KEVIN GORULEY	B	205	126	18	—	—	—	—	—	144			
KEN BROWN	C	205	21	36	60	21	78	300	—	516			
KEN MIZOI	C	205	84	72	30	21	—	—	30	237			
CRAIG PHILLIPS	C	205	21	—	30	21	—	—	—	72			
RON SMITH	C	205	21	18	30	—	—	—	—	69			
JOHN DEMAR	C	IND*	126	18	30	210	156	120	—	660			
JEFF RYAN	C	IND*	210	18	—	21	—	—	—	249			
JOHN VIGGIANO	C	IND*	21	108	—	21	39	30	—	219			
DAN WOLF	C	IND*	21	180	300	21	39	180	—	741			
WILL SAFFORD	C	IND	21	—	—	—	—	—	—	21			
# 203 VIKINGS	159												
# 139 NARHAMS	5331												
# 205 WOUAAR	3084												
IND*(MARS)	1869												
IND	21												

NARAM 35 Predictions

by
Dan Wolf

This year's NARAM events are certainly a unique collection. When was the last time Boost/Glide wasn't flown at a NARAM? Or Spot Landing for that matter. Also, is this the first time two provisional events (D DEL Duration and 1/2 CA) have been flown at a NARAM? While this year's list of events is unappealing to many, it does shape up to be an interesting collection, and one that makes it difficult to predict the outcome. Nevertheless, here are my prognostications on what it will take to win or place at NARAM. On the following page is a score sheet so you can keep track of the events as the week goes along.

1/2A Streamer Duration (Multi-round)

Since multi-round events were introduced, it is a rare occasion that a flyoffs is required, even at NARAM. Several MARS members managed to achieve maxes in this event at UPSTATE and NYSPACE. Results from these meets and others flown this year seem to indicate that to win and perhaps even place at NARAM, one will need to max all three rounds. Wind direction will also be a key factor. Winds from the south will make recovery difficult as there is a corn field just north of the range.

1/2A Parachute Duration (Multi-round)

This is one NARAM event that wasn't flown at any of the meets MARS flew this year but it would appear to be another event where three maxes will be needed to take a top place in C division.

B Rocket/Glide

When flown at NARAM 30, the times in this event were mediocre. Still, flights at UPSTATE and at NYSPACE seem to indicate that a total time of over 3 minutes will be needed to place. There is also the possibility of some one successfully using B7s. B7 powered swing wing or sliding flop wing models could raise the anti.

B Helicopter

A total time of over 3 minutes will probably be needed to place here. Ken Mizoi's winning total at REMTEC was 344 seconds. Dan had 199 seconds at ECRM with a mediocre second flight. If the winds are strong, the possibility of two lost flights by some competitors may let others sneak in with lower times. It is easy to loose a well built B Rose-A-Roc. The B7 motor could also be a factor in this event.

D Dual Eggloft Duration

Assuming recovery is not a problem, then a minimum of two minutes will probably be needed to place. There appears to be no problem achieving that time with a D21 powered model, if there is no separation. Since this is a single best

returned flight event, the winning time could be quite high if the model can be recovered.

1/2A Cluster Altitude

Just as when helicopter duration and other new events were introduced, expect to see a lot of different designs and strategies in this new event. Winning flights will likely be in the 200 meter range. The top ECRM flights were in the 150-170 meter range, but no one was able to make successful use of air starting. What is needed here is a 1/2A3-6T motor. It's a shame the rules don't allow for the contestant to fly with an A3-6T and two 1/4A3-4Ts. Same total impulse, but the six second delay is needed. If this event becomes a permanent addition to the Pink Book, perhaps the rules can be changed to allow this.

A Payload

The top flights in A Payload will probably be over 110 meters. The event was at NARAM 33 so many contestants have flight experience with the event. The highest flight at NARAM 33 was made by the "Imploding White Mice" team of Jeff Vincent and Chuck Weiss of ASTRE. Jeff's piston/tower launched model went 130 meters and is the current C division record holder.

C Super-Roc Altitude

The top flights (with max length models) will likely be over 220 meters. It will be interesting to see if anyone tries the Apogee C10 motors in this event and if so, how successful they will be.

New Records

Of all the above, the events most likely to see new records are C Super-Roc Altitude (no current record in any of the age divisions), B Helicopter (Dan Domina's old record of 157 seconds was broken twice by Ken Mizoi at REMTEC), and possibly 1/2A SD. The two provisional events of course have no records.

Summary

Well that's it. A look at the NARAM events and what it will take to win them. Do you agree with my predictions? On the following page is a score card for you to record the results and to see how well my predictions did.

NARAM 35 Scorecard

1/2A Parachute Duration (MR)

A Division

1. _____
2. _____
3. _____
4. _____

B Division

1. _____
2. _____
3. _____
4. _____

C Division

1. _____
2. _____
3. _____
4. _____

Teams

1. _____
2. _____
3. _____
4. _____

B Helicopter Duration

A Division

1. _____
2. _____
3. _____
4. _____

B Division

1. _____
2. _____
3. _____
4. _____

C Division

1. _____
2. _____
3. _____
4. _____

Teams

1. _____
2. _____
3. _____
4. _____

1/2A Streamer Duration (MR)

A Division

1. _____
2. _____
3. _____
4. _____

B Division

1. _____
2. _____
3. _____
4. _____

C Division

1. _____
2. _____
3. _____
4. _____

Teams

1. _____
2. _____
3. _____
4. _____

B Rocket/Glide Duration

A Division

1. _____
2. _____
3. _____
4. _____

B Division

1. _____
2. _____
3. _____
4. _____

C Division

1. _____
2. _____
3. _____
4. _____

Teams

1. _____
2. _____
3. _____
4. _____

D Dual Egglift Duration

A Division

1. _____
2. _____
3. _____
4. _____

B Division

1. _____
2. _____
3. _____
4. _____

C Division

1. _____
2. _____
3. _____
4. _____

Teams

1. _____
2. _____
3. _____
4. _____

NARAM 35 Scorecard

1/2A Cluster Altitude

A Division

- 1. _____
- 2. _____
- 3. _____
- 4. _____

B Division

- 1. _____
- 2. _____
- 3. _____
- 4. _____

C Division

- 1. _____
- 2. _____
- 3. _____
- 4. _____

Teams

- 1. _____
- 2. _____
- 3. _____
- 4. _____

A Division

- 1. _____
- 2. _____
- 3. _____
- 4. _____

B Division

- 1. _____
- 2. _____
- 3. _____
- 4. _____

C Division

- 1. _____
- 2. _____
- 3. _____
- 4. _____

Teams

- 1. _____
- 2. _____
- 3. _____
- 4. _____

C Super Roc Altitude

A Division

- 1. _____
- 2. _____
- 3. _____
- 4. _____

B Division

- 1. _____
- 2. _____
- 3. _____
- 4. _____

C Division

- 1. _____
- 2. _____
- 3. _____
- 4. _____

Teams

- 1. _____
- 2. _____
- 3. _____
- 4. _____

Sport Scale

A Division

- 1. _____
- 2. _____
- 3. _____
- 4. _____

B Division

- 1. _____
- 2. _____
- 3. _____
- 4. _____

C Division

- 1. _____
- 2. _____
- 3. _____
- 4. _____

Teams

- 1. _____
- 2. _____
- 3. _____
- 4. _____

Research & Development

A Division

- 1. _____
- 2. _____
- 3. _____
- 4. _____

B Division

- 1. _____
- 2. _____
- 3. _____
- 4. _____

C Division

- 1. _____
- 2. _____
- 3. _____
- 4. _____

Teams

- 1. _____
- 2. _____
- 3. _____
- 4. _____

As The Rocketry World Turns...

(News and rumors heard 'round the hobby)

NARAM News...NARAM contest director Tom Lyon has announced that 71 contests have signed up for NARAM 35. The 71 includes about 10 in A Division, 9 in B Division and 11 registered teams. Although some late registrations will still come in, attendance is still light for an "east coast" NARAM. NARAM 31 (Manassess, VA) for example had over 100 entries. Tom also provides the following information regarding the FAA waiver for NARAM.

"I have just received the revised amendment to the amended revision of the modified revised waiver for NARAM-35. Here's the details set for by Dulles Control Tower. We can fly anything UNDER 16 ounces (anything=rockets) all day, no altitude restrictions. Originally they wanted a 1200' limit because of controlled airspace."

"Rockets weighing more than 16 ounces but up to 3.3 lbs can be flown all day, BUT with a 1200' AGL ceiling. There will be a daily "window" from 12:30 PM to 2 PM for models weighing more than 16 ounces, exceeding 1200' to a max altitude of 6000 feet MSL. Provisions for this window include that the RSO must have contact with three observers to make sure the skies are clear of aircraft. The waiver certificate holder must establish telephone contact with Dulles Control Tower before every single flight or groups of flights for these affected models for clearance. To coordinate the flights for the window, We will start pre-safety checking the window affected models when the sport range opens every day, AND assigning pads. Modelers will then have the time to prep their models before the window. About 1/2 hour before the window, we will call the assigned models to be brought to the pads. At 12:30, I will get on the phone and we will flood the skies for as long as we have the safety and clearance. Pads will be in groups, so when a group of pads become clear, they can be reloaded with another batch of assigned models. With the 90 minute window, there shouldn't be a problem getting 90 to 100 models flown every day, I have 7 ready to go right now. All it takes is everyone's cooperation and being ready. Dulles Tower has been very stingy about their airspace since the FAA established the 'final approach' over Middletown last March. The commercial aircraft ceiling was lowered from 10,000 feet to 6,000 feet. A year ago, the familiar 4000 foot waiver we had been getting without questions, was granted and certificate in hand time was about a week. With all these new changes because of now dealing with Dulles instead of BWI, and lower aircraft ceilings, the future of NARHAMS club launches at Middletown is in jeopardy."

"The Manufacturer's Demo on Wed Aug. 4th will have a schedule change. It will still be the same date, but the time will be modified to include the entire waived 6000 foot window. The sport scale flights will also be coordinated on Friday Aug. 6th for those entries that weigh more than 16 oz. and are expected to fly over 1200 feet. The Manufacturers demo

models and the sport scale entries will be given first preference during their respective windows."

Tom also provides the following information regarding the NARAM range store. The store will be carrying Estes and Apogee items. Also, "Countdown Hobbies" will be providing some AeroTech merchandise. Tom also said that there is a hobby store within 100 yards of the NARAM hotel called "MJ Designs" that carries Estes. Tom suggested that they "stock up" on Estes prior to NARAM. For AeroTech supplies Tom said that "U.S. Hobbies" in Hagerstown (about 15-20 miles from Frederick on US 40) carries the AeroTech line.

Finally from Mr. Lyon comes the following information regarding the NARAM field. The corn north of the launch site is now about 6' tall (normally it would be higher but they are in a bit of a drought). The wheat to the east of the launch site has been cut. The soybeans to the east are less than knee high. The athletic field to the west has been mowed and all of the other grass (such as it is) in the park has been cut. Thank-you Tom for all of this up to minute info regarding NARAM.

Manufacturers News...Estes has a new R/C RG out called the Strato Blaster. Said to be both cheaper and better than the Astro Blaster. An ad for the Strato Blaster appears in the September issue of *Model Airplane News*. In other Estes news, AeroTech is suing Estes for multi millions stemming largely from the reload controversies. The suit deals with anti-trust allegations and the Vulcan video tape among other things.

In other manufacturers news, former MARS member Doug Pratt had announced a number of new products from "Pratt Hobbies". Besides the R/C parachute ejection system that he had announced earlier, Doug plans to market launch pad blankets made from Nomex to place on the ground underneath your launch pad to prevent fires (perfect for Silver Streaks!) and also Nomex parachutes. The chutes will be available in 18, 36 and 64 inch sizes, with 2000 lb. Kevlar shroud lines. The chutes are flame resistant and require no wadding to be used.

Clever tips department...Another item from Tom Lyon, NARAM 35 contest director. Yet another way to use Copperhead and Tiger Tail type igniters with conventional micro clips. Use the perforated strips that you tear off of fanfold computer paper to insulate the opposing sides of the igniter. Simply thread the tail of the igniter through a strip of it and hook up the clips accordingly.

NAR Top Competitors Before NARAM

A Division

Name	NAR #	Sec #	Points	WF
1) Shaun Smith	46440	205	5,002	12
2) Tom Spalding	55031	519	4,566	12
3) Matthew Whymark	46575	439	2,472	7
4) Kristi Smith	54234	205	1,613	12
5) James Hamilton	54254	511	1,398	6
6) Antonio Sempronio	57702	139	1,222	8
7) John Bush	56475	519	1,128	6
8) Kathleen McCoy	53731	139	1,085	7
9) Derrick Schaefer	56839	519	768	3
10) David Lanterman	42254	427	762	3
11) Mike Filler	57690	139	664	7
12) Troy Leveron	56973		660	6
13) Andrew Halucha	56299	439	618	3
14) Maureen Musarra	50392	439	588	6
15) Rachel Cleek	54913	308	570	3
16) Vicki Bernatchez	44543	0	546	3
17) Josh Hayes	Pend	515	504	3
18) Erin Whymark	50424	439	470	7
19) Stephanie Hunsicker	Pend	308	420	3
20) Christina Austin	47534	139	367	5
21) James Johnson	Pend	427	366	3
22) William Vaccaro	Pend		348	3
23) Brandon Grayson	56518		342	3
24) John Kestner	56441	506	342	3
25) Chelsey Tkinson	57262	0	306	3
26) Tommy Lyon	39257	139	256	4
27) Vincencio Sempronio	57703	139	254	8
28) Jeremiah Bailey	52495	282	234	3
29) Brian Kabinier	46370		168	2
30) Alex Wahl	Pend		138	3

B Division

Name	Nar #	Sec #	Points	WF
1) Chad Ring	50652	519	5,430	12
2) Andrew Miller	51617	139	4,636	12
3) Ryan Woebkenberg	49363	519	3,750	12
4) Bobby Gormley	40847	205	2,559	8
5) Jason Whymark	44382	439	2,382	7
6) Todd Schneider	42644	515	1,872	6
7) John Musarra	50393	439	1,744	7
8) Joe Randolph	51164	519	1,558	12
9) Jennifer Lyon	39258	139	464	4
10) Kevin J. Gormley	54797	205	360	5
11) Jim Mcconville	52919	308	162	3
12) Justin Flagg	58326	317	90	3
13) Matthew Lindy	54823	473	78	2
14) Brent Valdez	56818	430	61	6
15) Brian Rachielles	Pend	430	54	2

C Division

Name	Nar #	Sec #	Points	WF
1) Glenn Feveryear	24931	503	3,022	10
2) David Woebkenberg	52423	519	2,742	12
3) Mike Borman	33032	519	2,736	12
4) Ken Mizoi	30017		2,676	12
5) Larry Rice	33323	113	2,356	10
6) John Demar	52094	136	2,284	11
7) Dan Wolf	24516	136	2,251	12
8) Alan Berman	52607	430	2,020	12
9) Bruce Kilby	56865	481	1,988	8
10) Ken Brown	29354	205	1,625	12
11) Vince Sempronio	53137	139	1,616	12
12) Randy Guessetto	48170	481	1,584	9
13) Jules Distel	52977	439	1,556	10
14) Paul Miller	51615	139	1,463	12
15) John Wright	42323	317	1,339	10
16) James Filler	27862	139	1,334	9
17) Marc McCreynolds	11769	130	1,314	10
18) Fred Williams	14198	487	1,281	7
19) William Dauphin	51259	481	1,259	9
20) John Viggiano	25615	136	1,252	12
21) Tom Whymark	9220	439	1,166	6
22) Rick Boyette	31375	481	1,148	9

23) Terry Bush	56476		1,026	6
24) Bruce Markielewski	38377	482	917	7
25) Tom Secrist	12463	113	884	9
26) Jeff Ryan	46148	136	881	9
27) Ferenc Roka	11077	136	844	8
28) Robert Zabriskie	36036	439	816	8
29) Bruce Cannino	39989	439	809	7
30) Randall Redd	6333	523	806	5
31) Don Winans	57582		800	6
32) Mark Hamilton	48641	511	738	6
33) Ron Shipley	43595	427	717	3
34) Jason Bloom	55476	481	709	7
35) David Nauer	48644	515	708	7
36) Will Safford	28524	439	675	6
37) Roger Porter	27601	113	653	9
38) Jeff Vincent	27910	471	651	6
39) Chuck Weiss	35775	471	606	3
40) Robert Hafner	32480	317	569	10
41) Ed Brown	29941		558	3
42) Andrew Jackson	14575	481	546	3
43) John E. Thompson	54313	317	545	10
44) Charles Kabinier	46369		532	2
45) Steve Lubliner	22152	430	526	9
46) William Etzel	50638	506	525	3
47) Kevin Kuczek	31593	482	500	5
48) Arnold Klein	39095	439	488	5
49) Ed O'Neill	57122	482	487	7
50) Jack Sprague	45689	308	486	3

Team Division

Name	Nar #	Sec #	Points	WF
1) Guns n' Rockets	T100	519	4,113	12
2) Hot & Cold Tm	T051	506	2,862	12
3) Ren & Stimpy Tm	T034	463	2,334	6
4) Lee-Purcell Team	T241	203	2,305	12
5) Permanently On Vacation Team	T108	308	1,164	3
6) Jankov/Pavlov Tm	T251	205	966	3
7) Flirtin' W/Disaster Team	T503	503	873	6
8) MRSquared Tm	T101	506	522	3
9) Kuster-Weaver Tm	T102	203	504	3
10) Sudden Impulse Tm	T042	517	492	6
11) Arrows II Team	T103	282	420	3
12) Scotty-Chekov Team	T107	205	412	2
13) Team NCR	T424	512	412	2
14) Little Rascals Team	T104	282	384	3
15) Southern Neutron Tm	T553	511	354	3

Sections

Name	Sec #	Points	WF
1) Launch Crue	519	25,869	12
2) NOVAAR	205	14,641	12
3) NARHAMS	139	14,474	12
4) Garden State	439	13,116	10
5) FI Spacemodelers	481	7,501	10
6) MARS	136	6,320	12
7) SSS	506	4,947	12
8) LARS	430	4,528	12
9) CSAR	113	4,439	10
10) SPAAR	503	4,336	11
11) CSROCS	515	3,519	10
12) DARS	308	3,486	6
13) HUVARS	463	3,188	7
14) KOSMO	427	3,051	3
15) Vikings	203	2,809	12
16) DART	317	2,663	11
17) Zia Spacemodelers	517	2,628	6
18) CRASH	482	2,276	7
19) UROC	523	2,215	5
20) SCAM	282	2,172	3
21) ASTRE	471	1,890	6
22) MIVARS	487	1,844	8
23) PARA	520	1,734	7
24) Pittsburgh Space Cmd	473	926	2
25) CMASS	464	354	3

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.

August 1-7, NARAM-35, National Association of Rocketry Annual Meet.

Location: Middletown, MD

Events: 1/2A PD(MR), 1/2A SD(MR), 1/2A Cluster Altitude, A Payload, B Helicopter, B Rocket/Glide, C Super-Roc Altitude, D Dual Eggloft Duration, Sport Scale, Research & Development. The "Big One" is almost here. If you haven't made plans by now, forget it.

August 13th, MARS Club Meeting, 7:30 PM.

Regularly scheduled MARS club meeting. Hear what happened at NARAM from the club members who attended.

Location: RIT Research Center.

Contact: Jay King 288-5945.

August 22nd, MARS Sport Launch, 2:00 PM

MARS monthly sport launch.

MARS Meetings - Usually the 2nd Friday of the month @ 7:30 PM @ RIT Research Corporation, 75 Highpower Road, Henrietta.

September 19th, NYPOWER I, Waivered Sport Launch

Sport launch for area rocket flyers. A waiver has been applied for (expected to be at least 5000 feet/3.3 lbs.).

Location: National War Plane Museum, Geneseo, NY

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

October 16-17, Finger Lakes Fall Classic III, Open Meet.

Location: Videk, Farmington, NY

Events: 1/2A Boost/Glide, 1/2A SuperRoc Altitude, B Eggloft Altitude, A Helicopter Duration, Sport Scale.

Contact: John Viggiano 359-3869

MARS Sport Launches - Usually the 3rd Sunday of the month @ 2:00 PM @ Videk. Located in Farmington, NY at Rt. 332 & Collett Rd, 1/4 mile south of Thruway exit 44.

THE UPSTATE ROCKETEER

c/o Dan Wolf

235 Kislingbury St.

Rochester, NY 14613

