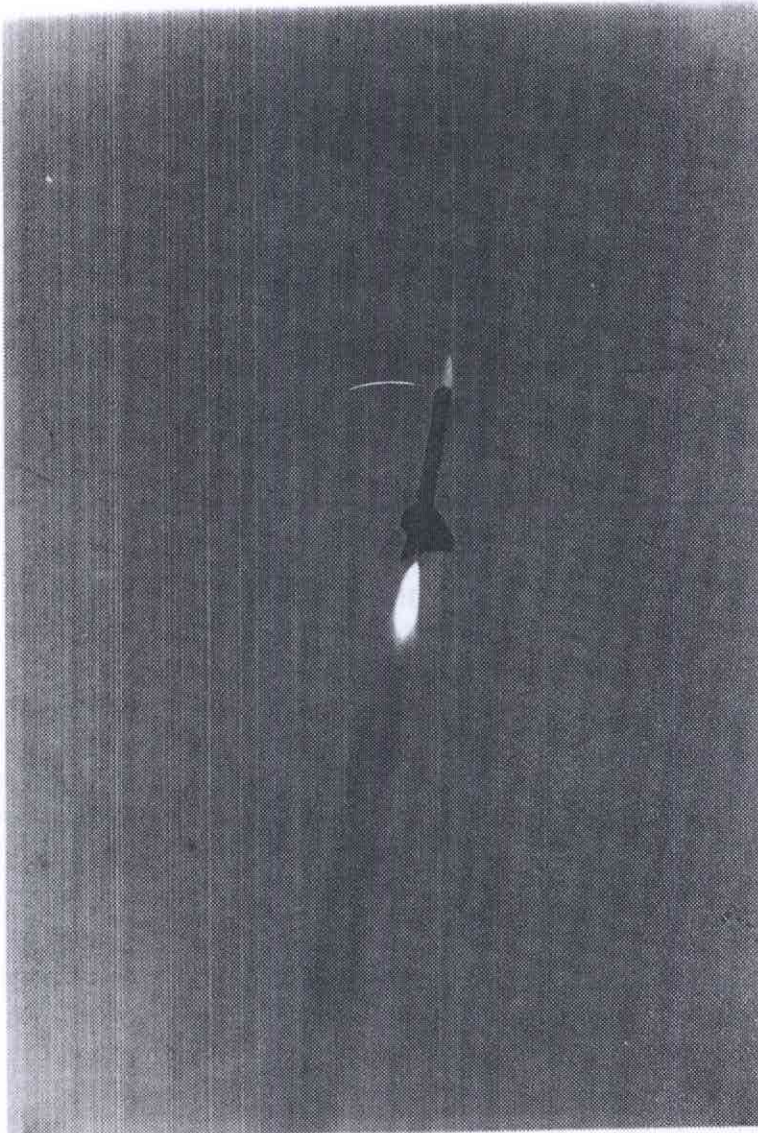


COUNTDOWN

OFFICIAL NEWSLETTER OF
THE SOUTHERN PENNSYLVANIA AREA ASSOCIATION OF ROCKETRY

Volume 5, Issue 4

July/August 1992



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High Power: Culpeper Report

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Altitude

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*News

The Countdown

Volume 5, Issue 4

July/August 1992

The Countdown is the newsletter of SPAAR, the Southern Pennsylvania Area Association Of Rocketry, NAR Section #503, PO Box 127, Reamstown, PA 17567. Non-member subscription rate, \$6 per year, six issues. Please make all submissions to address above. Material may be used with proper credit.

Cover Logo: **Bob Stott** Jacket Design: **Bruce Canino** Editor: **George Beever**

Contributors: Roger Dwyer, Ed Miller, Glenn Feveryear. (Thanks!)

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SCHEDULE

August

- Sun 16 - Sport Launch, 3-7PM ** Multi-Stage Day**
- Mon 17 - Section Meeting, Lanc. Co. Library, 7-9PM
- Sun 30 - SPAARSEC-VII, 9-5PM. Sport Scale, D Helicopter, B Eggloft Altitude, 1/4A Parachute (M)

September

- Sun 13 - Sport Launch 3-7PM **Scale Day**
Altitude Tracking Available
- Mon 21 - Section Meeting, Lanc. Co. Library, 7-9PM

October

- Sun 11 - Sport launch, 1-5PM **Plastic Model Day**
- Mon 19 - Section Meeting, Lanc. Co. Library, 7-9PM

IN THE NEXT ISSUE: Ed Miller takes a look at the FSI Intrepid; Bill Rhoat reviews the Estes Little Joe II; SPAARSEC-VII results, & more!

FROM YER EDITOR

First of all, you may notice that this issue of the **COUNTDOWN** looks a little different. As some of you may know, and as most of you have figured out, most of the work on this newsletter has been done on my typewriter at my office. Within the past few months, my employer has stepped into the computer age. The typewriter has given way to a little gizmo called WordPerfect. Those of you who are computer literate probably know what that is. Maybe some day, you can explain it to me. In any event, it has basically replaced my trusty old electric typewriter. At this point, I am still trying to grasp these new innovations; in short, please bear with me while I go through a trial-and-error mode.

While the look may be different, the requirements are still the same: I need input. There seems to be a steady stream of material being submitted by a precious few, and for that I am very thankful. Please keep it coming. And for those who have yet tried their hand at submitting to this newsletter, **please** give it some thought. Even though there is a terminal screen starring me back in the face instead of a typewriter, there are no restrictions on the form that submissions take. I'll take anything!

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As we get into the good flying weather months, don't forget that we have all sorts of

interesting things going on. In July we have Manned Launch Vehicle Day. Future theme launches include Multi-stage Day, Scale Day, and Plastic Model Conversion Day (Heads Up!). SPAARSEC-VII is coming up on August 30, and SPAARSPAM-IV will be in early November. Check your club schedule for the dates and times.

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Looking ahead to the future, we will soon be putting together our schedule for next year, believe it or not. To that end, we need a volunteer to put together our annual Family Dinner, which is held in January. Dick Rhoat did a great job this year, and maybe he can be coaxed into it again (hint hint). We also need some ideas for the Winter Workshop Program. Ed Miller has volunteered to do one on his "UFO" rockets. Anyone else have an idea or request? If you do, see Art Babiarez, Education Committee Chairman.

=====
As mentioned, I hope that you enjoy the new look of your newsletter. As always, I am open to constructive criticism. If you have any new ideas, I want to hear them. If anyone wants to use this space to express an opinion, concern, or idea, it's all yours!



SECTION MEETINGS

DATE: June 15, 1992.

PRESENT: Glenn, Rita, Renee, Daniel, and Gary Feveryear, Roger, Jill, & Lee Dwyer, D. Greene, B. Rhoat, E. Miller, P. Boyle, G. Beaver.

TREASURER: Ed Miller reported that the balance at the end of the last meeting was \$234.26. Income: \$24 in Open Meet fees, \$25 in dues. Expense: \$25 donation to the NAR Internats fund. Current balance: \$258.26.

NEWSLETTER: G. Beaver reported that 56 copies of the April/May issue of the Countdown were printed and distributed.

COMPETITION: Glenn Feveryear passed out the results from SPAARSEC-VI. Also:
 * Discussed WUBBA-15;
 * Passed around a copy of the current US Model Rocket Performance Records;
 * Announced the events for SPAARSEC-VII.
 * Let it be known that anyone wishing to may volunteer as CD for SPAARSEC-VII.

HIGH POWER: Ed Miller reported on the HPR launch held June 13/14 in Culpeper, VA.

SECTION ADVISOR: G. Beaver updated the information on the proposed demo for HobbyWorld R/C. Also:
 * Brought up the idea of holding Regional Meets at Allentown College to fill the void left by the demise of WUBBA.

*

OLD BUSINESS

* Discussed progress with the new launch system being built by Art Babiarz.

NEW BUSINESS

* Roger Dwyer stated that he was very impressed with the safety precautions taken at the Culpeper HPR launch.

* The members present were advised that as of 1 January 1993, we will need a new place for our meetings.

The meeting adjourned at 8:50PM.

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SECTION NEWS NOTES

MEETING PLACE NEEDED: As mentioned above, we will not be able to use the Lancaster County Library for our monthly meetings after this year. According to library officials, it is unusual for them to allow any group to use any library facility as long as we have used them. We thank them for all of the help and cooperation that they have extended to us since we first met there in August, 1988.

The task ahead of us now is to find a suitable place to hold our monthly meetings. If you have any suggestions, call either Section Prez Glenn Feveryear at (717) 456-5570 or Section Advisor George Beaver at (717) 733-4170.

SPAARSEC-VII: Our next Section Meet will be held on Sunday, August 30 at Cocalico High School from 9AM to 5PM. The events will be:

Sport Scale, D Helicopter Duration, B Eggloft Altitude, and 1/4A Parachute Duration, Multi-round.

Anyone who wishes to serve as Contest Director, please contact Glenn Feveryear. In addition, NOVAAR's Ken Brown has put together a very informative booklet for those who want to try their hand at being a CD. Copies are available from Glenn or George Beever.

AEROTECH ORDER: Once again, our local Independent Aerotech Dealer, Ed Miller, will be placing an order. Ed recently sent out a mailing concerning this. If you have not received one, contact Ed at (717) 865-6829. Ed plans to place the order by August 1.

VOTE VOTE VOTE!!! The May/June and July/August issues of American Spacemodeling contain a rundown of issues confronting the NAR that are to be decided by mail-in ballot. The May/June issue spells out proposed changes to the Pink Book as well as NAR By-Laws changes. Take the time to vote!

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NEWS FROM AROUND THE WORLD OF ROCKETRY

A NEW CATALOG FROM THOY: Tiffany Hobbies of Ypsilanti, THOY, has introduced a new, full color catalog for 1992-93.

THOY produces a line of kits for the model rocketry market, generally in the D thru G power range, with a few exceptions. The catalog introduces 5 new kits: Ruff, Jaeger, Hornet, Accentor, and Condor. All feature standard THOY heavy-duty components and construction techniques. Also available is a selection of parts, which are of LOC/Precision origin. THOY also makes available, for the first time, the Aerotech RMS line, both casings and reloads. For your copy of this new catalog, send \$2.00 to: Tiffany Hobbies of Ypsilanti, PO Box 467, Ypsilanti, MI 48197.

THE MRN FROM ESTES: Estes Industries has revamped the venerable Model Rocket News.

Mike Hellmund is the new editor of this quarterly publication. If looks are any indication of what is to come, it appears that Estes has made a good decision here. If Estes has had a probelm lately with the "two steps forward, one step back" syndrome, this can be counted as one step forward.

HEY, WE KNOW THOSE GUYS!!!: If those fellows in the photo on page 8 of the July/August American Spacemodeling look familiar, they should. That's our own Roger Dwyer and his son Lee. Now that they are big stars, we hope they still will fly with us!

SPORT LAUNCH, JUNE 21

On June 21, SPAAR held it's best-attended sport launch of the year, with 15 flyers making over 70 flights. The "theme" of the launch was "Patriot & SCUD Day", and the Patriots were out in full force. Karl Fehrenbach provided a real surprise, too, when he brought along a huge, 8', 25lb SS-1C SCUD with him, to use as a spot landing target. Karl even provided an Estes **Black Brant II** kit as a prize for the person who landed closest to the big SCUD. Art Babiarz Jr. took the honors with an Estes Talos, flown with an A8-3.

As for the Patriots, there were all sorts and sizes in evidence. A number of people flew the standard Estes BT-60 based kit; there were a couple of mini-Patriots from LARS and Estes, too. But the one that stole the show was Roger Dwyer's 1/4-scale North Coast model. This was the rocket that earned Roger his Tripoli confirmation the previous weekend in Culpeper, VA. On this day, he flew it on an Aerotech G80-7T, for a beautiful flight. John Balmer was even reportedly seen flying an Estes Patriot. He was also seen around the range, helping out some of the younger flyers. Thanks, John, and we're glad that you could make it!

Surprisingly, the stiff breeze did not really keep the number of flights down. However, the cool temperatures certainly did

not feel like the first day of summer; more like the first day of fall.

The person who appeared to have the most fun was Roger's son Roger, Jr., otherwise known as Lee. Lee made 18 flights, a tie with Aaron Newman for the most flights by a member on any given day. Patrick Boyle got in 6, while old friend Bill Rhoat made 4. Dave Bender flew two models, and helped in on recovering many more. It was Dave, along with Rita Feveryear, who went off in search of Glenn's Arreaux, which had taken off to the soybean field of no return on an F25-6WL. That was an impressive flight.

Ed Miller got the crowd going early with an F100 powered flight on his Super Big Bertha Plus. Lots of "Ooohs" & "Aahs". Always a crowd pleaser. The same can be said for the UFOs that Ed flew on reloadables. The noise that those things make....

The big news was the unveiling of the new launch system that Art Babiarz Sr. was working on all winter. It worked like a charm, but Art wanted to make a few adjustments. Art did get the honor of making the first flight off of it, too. Well done, Art, and thanks!

Another big thanks goes to Rita, who manned the check-in table, when things got hectic. Great job, Rita!

FLIGHT LOG

June 21, 1992

<u>FL#</u>	<u>NAME</u>	<u>MODEL</u>	<u>MANUF.</u>	<u>MOTOR(S)</u>	<u>RESULTS</u>
1	B. Deibler	Alpha	Estes	E B6-4	Good Flight
2	D. Feveryear	Athena	Estes	E A8-3	Good Flight
3	L. Dwyer	Black Hawk	Estes	E B8-5	Good Flight
4	L. Dwyer	Delta Clipper	Estes	E D12-3	Good Flight
5	L. Dwyer	Bandit	Estes	E C6-7	Good Flight
6	L. Dwyer	Pink Thing	Sc Bu	E A10-3	Good Flight
7	L. Dwyer	Pink Thing	Sc Bu	E A10-3	No Glide
8	L. Dwyer	Pink Thing	Sc Bu	E 1/2A3-4	Rocket Lock
9	L. Dwyer	Pink Thing	Sc Bu	E A10-3	Unstable
10	L. Dwyer	Hawkeye	Estes	E 1/2A3-4	Good Flight
11	L. Dwyer	Mean Machine	Estes	E D12-5	Good Flight
12	L. Dwyer	True Blue	Sc Bu	E D12-5	Good Flight
13	L. Dwyer	Super Neon	Estes	E C6-7	Good Flight
14	L. Dwyer	Warp II	Estes	E C6-0/C6-5	Good Flight
15	L. Dwyer	Firehawk	Estes	E C6-7	Prang!
16	L. Dwyer	Photon Probe	Estes	E B6-6	Good Flight
17	L. Dwyer	Ramjet	Estes	E C5-3	Good Flight
18	L. Dwyer	Meteor	Estes	E B8-5	Good Flight
19	L. Dwyer	Menace	Estes	E B4-6	Good Flight
20	L. Dwyer	Blackhawk	Estes	E C5-3	Good Flight
21	K. Rowley	Flying Saucer	Estes	E C6-0	Good Flight
22	K. Rowley	Flying Saucer	Estes	E C6-0	Good Flight
23	K. Rowley	Silver Streak	Estes	E B8-5	Good Flight
24	K. Rowley	Tracer	Quest	E 1/2A6-2	No Chute
25	K. Rowley	Tracer	Quest	E B8-5	Good Flight
26	D. Bender	Tornado	Estes	E 1/2A6-2	Good Flight
27	D. Bender	A-20 Demon	Estes	E D12-5	Good Flight
28	P. Boyle	Magnum	Estes	E B6-4	Spit Motor
29	P. Boyle	Delta Clipper	Estes	E D12-7	SEP
30	P. Boyle	Delta Clipper	Estes	E D12-7	Good Flight
31	P. Boyle	Wizard	Estes	E B6-4	Good Flight
32	P. Boyle	Wizard	Estes	E C6-5	Unstable
33	P. Boyle	Wizard	Estes	E C6-7	Unstable
34	W. Rhoat	Sentinel	Estes	E C6-5	Good Flight
35	W. Rhoat	Nova Payloader	Estes	E B4-4	Good Flight
36	W. Rhoat	S.C.R.A.M	Estes	E A10-3	Good Flight
37	W. Rhoat	S.C.R.A.M	Estes	E A10-3	Good Flight
38	J. Balmer	Patriot	Estes	E B4-2	Good Flight
39	K. Frnbch	Patriot	Estes	E C6-5	Good Flight
40	K. Frnbch	Honest John	Estes	E C6-5	Good Flight
41	K. Frnbch	Sidewinder	MRC	E C6-3	Good Flight
42	K. Frnbch	Robin	THOY	AT E30-7T	Good Flight
43	A. Bbrz	Talos	Estes	E A8-3	Good Flight
44	A. Bbrz	Talos	Estes	E A8-3	Good Flight

45	A. Bbrz	Honest John	Estes	E A8-3	Good Flight
46	A. bbrz	Merc-Redstone	Estes	E B6-2	GF;old model
47	D. Greene	Big Brute	NCR	AT F50-6T	Good Flight
48	R. Dwyer	IRIS	Estes	E B8-5	NARTREK
49	R. Dwyer	Astrocam 110	Estes	E C5-3	CHEESE!
50	R. Dwyer	Patriot	NCR	AT G80-7T	Good Flight
51	R. Dwyer	Thermal Hawk	MRC	E B4-2	19.8s GF
52	R. Dwyer	USS Enterprise	Estes	E B6-2	Good Flight
53	R. Dwyer	Super Nova	Estes	E B6-0/B4-6	Good Flight
54	R. Dwyer	Mini-Patriot	Estes	E A3-4	Good Flight
55	E. Miller	UFO-18	Sc Bu	AT D13-4RMs	Good Flight
56	E. Miller	Sup Big Bertha	Estes	FSI F100-6	Good Flight
57	E. Miller	Patriot	Estes	E C6-5	Good Flight
58	E. Miller	Mustang	Aerotech	AT E15-4WL	Good Flight
59	E. Miller	Eliminator	NCR	AT F40-4RMS	Good Flight
60	E. Miller	UFO-24	Sc Bu	AT E18-4RMS	Good Flight
61	Glenn F.	Rose-A-Roc	Sc Bu	E A8-3	Good Flight
62	Glenn F.	Rot-A-Roc	Sc Bu	E A10-3	No Flip
63	Glenn F.	Rot-A-Roc	Sc Bu	E A10-3	No Dep.
64	Glenn F.	Rot-A-Roc	Sc Bu	E A3-2	No Dep.
65	Glenn F.	Mustang	Aerotech	AT E15-7WL	Good Flight
66	Glenn F.	Arreux	Aerotech	AR F25-6WL	Good Flight
67	G. Beever	Mini Patriot	LARS	E 1/2A3-4	Good Flight
68	G. Beever	Patriot	Estes	E C6-7	Good Flight
69	G. Beever	PA Crude	AAA	AT E15-7WL	Good Flight
70	G. Beever	Primero	Microbrk	AT F25-6WL	Good Flight
71	G. Beever	ARCAS	Aerotech	AT F40-4RMS	Good Flight

Codes: AT = Aerotech E = Estes NCR = North Coast Rocketry
 LARS = Los Angeles Rocket Society FSI = Flight Systems, Inc.
 Sc Bu = Scratch Built Model AAA = AAA Model Aviation Fuels

Number of kits flown = 55 Scratchbuilt models flown = 5
 Estes = 39 Aerotech = 4 THOY = 1
 North Coast Rocketry = 3 Quest = 1
 MRC = 2 LARS = 1

Total Number Of Motors Flown: 73
 Total Number Of Black Powder Motors Flown: 61
 (60 Estes, 1 FSI)
 Total Number Of Composite Motors Flown: 12
 All were Aerotech; 8 Single Use, 4 RMS

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MY FIRST HIGH POWER ROCKET LAUNCH

by

Roger Dwyer
NAR 54772
TRA 1784

[Editor's Note: Over the weekend of June 13-14, SPAAR's Roger Dwyer traveled to Culpeper, VA, his hometown, for an HPR launch sponsored by Central VA. Tripoli #25. Here is his report.]

It all started at a rest area on the PA Turnpike, where I met my friend and fellow SPAAR member Ed Miller for the long drive to Culpeper, VA. The launch was about 6 miles out of town in a huge field which looked like it had plenty of room for recovery. Ed, my wife Jill, and I got to Culpeper at about 10:45PM on Friday evening.

Ed, my son Roger Jr. (also a SPAAR member) and I got to the launch site at about 9:00AM. There were a bunch of people already there, and almost all set up. We were a little late. We had a flyer's briefing at 9:50AM, and the first launch was at 10:00AM sharp.

Ed laid all his rockets out to get ready for launch, and I did the same. The weather was perfect; a clear sky with a 10,000ft waiver. I put up a canopy to protect us from the sun because my parents and wife would be coming to the launch site later on. The temperature in the afternoon was in the high 80's.

The first rockets launched went real high. I think those guys were trying to reach the

10,000ft ceiling. I wanted to fly my NCR Patriot to get my confirmation card signed, so Ed took me over to Magnum, one of the rocket dealers there. I bought an Aerotech H70-10 disposable motor, and then went back to my car to prep the rocket. I had to take it back to Ross Dunton from Magnum to inspect it and be my witness to the flight. From there I went to the RSO table to have the rocket inspected again and check in. Then I waited in the long line for a pad, about 45 minutes. Finally it was my turn, and the LCO put me on pad #2. I went out to the pad and put my rocket on a 1/4" rod, but it would not fit. The launch lugs were too small or the rod had too much exhaust on it so I had to go to a 3/16" rod which was too small. I had a bad feeling about this launch. When the range was clear, it was time.

The wind was whipping the rocket back and forth on the rod. When the rocket took off, it went off to the side, but then it started to reach altitude. On the way down, I didn't think the 'chute would open, but it did about 20ft above the trees. It landed

about 1/2 mile away. I started after it. I was hoping the rocket was still in one piece. When I reached it, the shock cord was through the side of the body tube down to the payload coupler, but the rocket could be repaired.

I took it back to Ross Dunton of Magnum and asked if this was a confirmed flight, and he said it was because the rocket was still together, so he signed my card. It was an awesome flight, and I was really happy!

I flew one other high power model rocket, the Sparrow Hawk by THOY, on a 29mm F50-4. It was a great flight, too. Also, I flew an Astrocum 110 and my Astron Payloader with a raw

hen's egg. These were good flights also.

The rest of the weekend I took pictures and checked out the rest of the dealers that were there. There was Rocket R&D, Magnum, Countdown Hobbies, and some others that I don't remember,

I can say that this was the best rocket launch that I have ever attended. I want to do it again, and I plan on building smaller rockets for SPAAR Sport Launches. This was a great weekend for Ed, my family, and me. There were some crashes, but there were over 200 good flights made by a lot of people with some big rockets!

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Speaking of the Patriot, we present.....

KIT REVIEW: THE 1/4 SCALE PATRIOT

North Coast Rocketry
13011 Branscomb Rd.,
Huntsville, AL 35803

by
Ed Miller

Since the Gulf War, the Patriot has become one of the most seen scale models on model and high power launch fields. The little Estes Patriot is nice, but it can't compare with the NCR version. The NCR version makes a nice addition to your fleet. It is 54.5" long and 4" in diameter. The model is typical of most high power kits: heavy wall tube, plywood fins, elastic shock cord, nylon

chute. It can be flown with F and G composite motors. This model goes together quickly with 5-minute epoxy. Three decal sheets come with the kit. The decals include the roll pattern, the sensor stripes, all maintenance markings, and the bolt details. Two balsa strips are included to make the conduit covers.

There is one thing unusual

about this kit. The directions tell you the location of the center of pressure and center of gravity. This is a feature that all rocket kits should have.

On the negative side, there are two things that could be better. This kit does not have thru-the-wall fins. I made new fins for my Patriot kit.

Second, the diameter of the nose cone does not match that of the tube. The nose cone overhangs the tube about 1/32" all the way around.

Overall, the NCR Patriot is a quality kit. It also has a reasonable price, \$49.95. The low price makes it one of the best deals in the high power market.

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And, still on the subject of High Power.....

THE STRANGE CASE OF THE FLOATING FALCON

-or-

I Now A High Power Rocket Person

by

George Beever
NAR 44391
TRA 606

This past April 11, Ed Miller and myself traveled to Culpeper, VA, for a Tripoli Rocketry Association sanctioned High Power Launch. This was Ed's second trip down to Culpeper, having flown there in June, 1991. This was my first trip, one that I had been looking forward to since Ed came back with his eyes bulging, his wallet empty, and muttering something about K motors. One of my goals for 1992 was to finally obtain my Tripoli High Power Consumer confirmation. This launch, coupled with the fact that we had built the THOY Falcon kits in our workshop series this past winter, provided the

perfect opportunity.

Prior to our trip, I phoned Mike Showalter of the host club, Central VA./Tripoli #25, who is also owner of Blue Ridge Rocketry, a LOC/Precision and Vulcan dealer. I asked Mike if he would have any Vulcan Systems H100-7 Smokey Sam motors on hand for me to purchase. These relatively inexpensive H motors (about \$18) would be what I would use to make my confirmation flight with my Falcon. No problem, Mike said. So much for well laid plans.....

Ed and I met up with John Balmer on the PA Turnpike, on our way to pick up US Rt. 15 for the trip south. Oh, OK, so we made one small error in navigation which allowed us to take a nice tour of all of the social hot spots of York County (if you've never been through the booming metropolis of York Springs, don't bother), but we got to the flying field at about 10AM, when the launch was supposed to start.

The flying field was impressive, being a corn field that was not yet plowed or planted. The only problem was, the wind was blowing from the west, which threatened to blow the rockets back over the range-head area, and across a road. The same property owner had the parcel of land directly across the road from the range site, so that would not pose a problem. **HOWEVER**, a different fellow (to say the least) owned the next parcel of land just north of this one. This gentleman operated a general store/horse farm combo, which is a natural combination, I suppose.

Well, anyway, I was itching to make my H-motor flight. The weather was not altogether to my liking in the morning, but we had come all this way, and I wasn't going home without flying this thing. I sought out Mike, in order to purchase my H100-7SS. Alas, we found out the meeting of the NFPA Committee the weekend before had screwed things up, and Mike's Vulcan order was still somewhere in Colorado. Vulcan had suspended the shipment of

all motors. But, Mike said, he did have some H100-10SS motors on hand, and the extra 3 seconds of delay wouldn't make a difference. OK, sounds good to me. Like I said, we'd come all this way..... So, with the help of Ed and John, I prepped the Falcon. I found that I was actually a bit nervous about the whole thing. I had obviously never flown anything this big, heavy and powerful before, and after all, there were a lot of people there. In short, I didn't want to screw up.

I checked in at the range head, and headed for Pad #2, which had a 1/2" rod. Ed and I put the Falcon on the pad, hooked the clips up to my homemade Thermolite ignitor, and retreated behind the safety barrier. I signaled Mike that we were ready.

Cameras started to click, the videocam started to whirr. Mike intro'd the flight. "On pad 2, we have a confirmation flight by George Beever" ("Oh geez, I wish he wouldn't do that") "5...4...3...2...1...LAUNCH!!! ...uh launch....launch?" Nothing. Ugghhh, this is embarrassing. Ed and I checked the ignitor and the clips. Try again. Once again, the countdown began. At the launch command, again, nothing happened. At first. The camera came away from my eye... "another dud" I thought. But wait...here she goes!! For some reason, most likely my lousy ignitor making, the motor did not ignite until about 7 seconds after the launch command was given. The Falcon

came off of the pad, and instead of weathercocking into the wind, came back over our heads. It reached a surprisingly high altitude (for me anyway), nosed over, and popped it's chute. Confirmed! Nice flight, if I do say so myself. At this point, Ed and I started in the direction that the Falcon was heading, to the northeast. The 36" chute kept the Falcon in the air longer than I expected, and we saw it drift onto the property to the north. Remember that general store/horse farm? Well, when Ed and I found the model, it was floating very nicely in a rather sizable pond, which was surrounded by a barbed wire fence. As far as rockets go, I thought that this thing weighed a ton, considering all of the "hardware" that went into it; but there it was, floating as steady as a battleship in a bathtub. Since I had forgotten to bring my flippers and snorkel, I figured that I'd seen the last of the Falcon. At that point, however, we were hailed by a young fellow, about 18 or 19 years old and polite as the dickens. He said that he would retrieve the rocket, and would meet us up at the general store. Sounds good to me. So, Ed and I hoofed it up to the general store, about 1/4 mile away. The young guy got there shortly after we did. He explained that the rocket was too far out in the middle of the pond, but that the breeze would blow it closer to the bank. When that happened, he said, he'll get it and bring it to the store. I gave the kid a couple of bucks for his troubles, and we left.

About 1/2 hour later, John's

Scott and I went back up to the store. As we pulled into the lot, the kid came out and grabbed the rocket, which had been leaning against the front of the building, and went inside with it. HMMMMM.... I have a bad feeling about this...

We went inside, and the kid sheepishly directed me to **The Man. The Man**, otherwise known as the owner, was obviously less than friendly, to say the least. He was muttering something about crazy people scaring his horses with these confounded, infernal things, and this has got to stop, and no, you can't have this thing back. Being a cop has taught me that in many cases it's a good idea to let someone vent, blow off the steam, and then proceed about your business. Unfortunately, that strategy didn't work. "No problem", I said, "you'll just pay me for what I have invested in it". I figured that he really wanted the darned thing this badly, I'd just sell it to him. That didn't work either. This old boy was a tough nut to crack. We then beat a strategic retreat back to the flying site. I found Mike and explained my "little problem" to him. Did he know that he had a nut running the local general store? One who confiscates private property just for fun? No, he said, but we'll just go and see what his problem is! Round 2.....

Well, Mike tried to talk to the old boy, much the same way as I had, with no better luck. At this point, allow me to digress a bit. Having come from a somewhat Southern heritage myself, and having a number of

friends and family who are Southerners, I think I have a little insight into the Southern character. Generally speaking, they are warm, friendly, and generous. There is a lot of truth behind the term "Southern hospitality". That is, until you get them mad. Then stand back. Returning you now to this little general store in Culpeper, VA., you now have to Sons of the South who are definitely not happy.

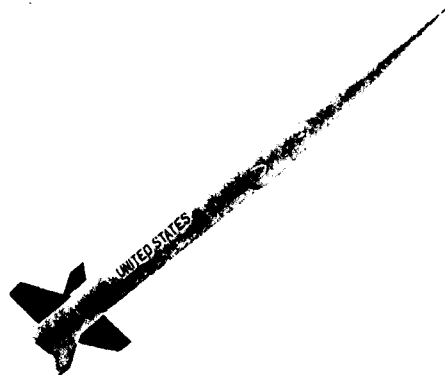
Well, things started to get a little heated between Mike and the old boy. Whoa, Mike, this isn't worth it, pal. Forget about it. I don't want to cause problems for the other flyers. After all, I'm just a guest, ya know? "The heck with that @\$%!", he says, "we'll just call the County Sheriff Department. I know all those boys! Hey, ya got a quarter for the phone?" I did, and Mike placed a call to the Culpeper County Sheriff Department, who sent a car down to the field to meet us. When the car pulled in, Mike, as advertised, knew the deputy. "Hey Rocky! We have a little problem here". Rocky? A police officer named Rocky? I'm starting to feel much better about this! After explaining our plight, Rocky and his partner went up to the general store, calmed the old boy's feathers, and retrieved the Floating Falcon for me.

By the time we got it back, the Falcon had dried out nicely. The only evidence of it's dunking was a bit of mud here and there, nothing major. A real tribute to Ed Miller's refinements to the original Falcon design. This thing can take a hit!

I cannot say enough about the great way that Ed and I were treated by the guys of Central VA./Tripoli #25. They made us feel more than welcome. And as for my problem with the Floating Falcon, Mike could have taken the easy way out and said, "...gee, sorry about your rocket, but those are the breaks." Instead, he really did do everything that he could to help resolve the issue. In these pages, you have already read a lot of positive things about this group and how they run a launch. They are typical of many "rocket people" around the country: just plain good folks. I had a blast, and I hope to make it down to Culpeper for a launch in the near future.

A postscript: In late June, I was speaking by phone with Mike Platt of Microbrick Technologies. He mentioned that he had attended a Tripoli launch in Culpeper over the weekend of June 13/14. I asked him if he'd heard any stories about the rocket that landed in a pond. He said "Oh yea! I heard something about that. Something about some old guy snatching one up, and he wouldn't give it back! Geez, what a mess!"

I've got news for ya, Mike.....
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THE LAST WUBBA

For the last 15 years or so, heading to Allentown College in Center Valley during June or July has become a tradition. If you attended one contest at all during the course of the year, it was WUBBA. Individuals planned vacations around it; clubs planned their schedules to accommodate it. This year was no different. Sadly, however, WUBBA-15, held over the weekend of June 13-14, will be the last WUBBA.

What was the attraction of this meet? Why did it have such a large and loyal following? The answer is simple: the people. Oh, the flying site is very nice; the accommodations are great; the competition top notch. But it was the people associated with WUBBA that made it so much fun. Going to WUBBA was a time to renew old friendships with other rocket people that you hadn't seen for a year; it was a place to see those that you had read about in national publications go about the task of flying competition. It was a place to "learn how to do it".

Your editor here was flying rockets for over 20 years before I flew in a contest for the first time. That was in March 1989, and I attended my first WUBBA that June. I had read about these things for years, first in **Model Rocketry** magazine, then in **The Model Rocketeer**, and then in **American Spacemodeling**. I had always wanted to attend a big meet.

For a whole weekend that June, I had the chance to do nothing but fly rockets, talk rockets, repair rockets, and after I ran into Ken Brown, buy rockets. I still get grief about a certain E60-powered helicopter model that shed parts all over the sky. (Hey, it qualified!) But best of all, that weekend made me want to come back....

I am confident that I speak for all those who attended WUBBAS through the years that even though Art Rose was the official Contest Director, it was Janet Rose who really made WUBBA what it was. Janet ran Safety Check-In; she computed results, handed out awards, and performed a zillion and one other tasks that made the whole thing work. Janet has the uncanny knack of remembering faces and names; she knew who you were when you walked up to check-in for your first flight of the meet. She asked how you were doing and meant it. She asked how the family was, or rather where they were. It was those little personal touches that made WUBBA such a special thing. It made you want to come back.....

Thanks, Art and Janet. We had a blast. As the name WUBBA suggests, sometimes it was Weird and Unusual, but it was always fun. And even if we do come up with a Regional in June, it will never replace WUBBA!

WUBBA 15 JUNE 13-14, 1992

CONTESTANT	1/4 APD MR	1/2 A Flex MR	1/2 AR/G MR	FAI S6A	B HELI MR	ESR.D	
						Length	Dur
MUSARRA, JOHN (A)	14/-/-	DQ/DQ/-	DQ/-/-	DQ/16/13	DQ/DQ/DQ	274/ 350	64/27
WHYMARK, ERIN	DQ/-/-	DQ/-/-		3/-/-	DQ/-/-	219/-	DQ/-
WHYMARK, JASON	15/0/21	DQ/-/-	DQ/27/36	DQ/15/DQ	21/20/26	320/ 350	48/47
WHYMARK, MATTHEW	8/8/10	DQ/DQ/DQ	DQ/DQ/DQ	26/DQ/27	DQ/DQ/19	350/-	44/-
SCOTTY-CHEKOV TEAM (B)	41/7/41	DQ/DQ/60	22/30/16	85/58/59	47/66/-	241/ 184	308/ 55
BEEVER, GEORGE (C)	60/47/56		24/30/23		31/31/-	294/ 295	DQ/ DQ
BROWN, KEN		90/77/76	66/37/5	33/50/DQ	38/88/51	350/ 350	41/29
DWTNBFA TEAM	43/34/60	90/86/-	34/40/10	92/142/78	97/116/82	350/ 350	44/59
FEVERYEAR, C. GLENN	47/60/60		27/6/24	51/58/44	48/82/67	223/ 223	DQ/ DQ
GRAVAGNA, FRED	60/39/56		90/DQ/-	120/80/83			
IDIART, GEORGE	33/-/-		16/12/-				
JPK + 1	60/50/15	90/DQ/79		DQ/52/54		350/ 300	28/ 21
MIZOI, KEN	60/46/-	90/62/90	9/57/76	120/157/-	148/DQ/64	350/ 345	15/ 16
SAFFORD, WILLIAM	60/60/-			-/65/80	DQ/22/21	223/ 350	96/ 46
SISCO, WARREN				62/99/5	62/99/56	246/ 250	101/ 84
WHYMARK, TOM	25/35/38	21/DQ/-	57/20/33		22/22/25	350/ 350	30/ 28
YOST, JOHN	6/31/DQ	25/44/-	DQ/12/-	10/DQ/-	DQ/69/72		
WININGS, DANIEL		90/65/DQ		120/54/-			

THIS 'N THAT

Competition Plan: The plan on the following page is one of Glenn Feveryear's latest designs. This is timely, since B Eggloft Altitude is one of the events for SPAARSEC-VII, scheduled for August 30. Glenn flew the prototype during the July 19 Sport Launch, with good results.

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NOVAAR Contests: The Northern Virginia Area Association of Rocketry, NOVAAR, has announced two meets for this fall:

NICE-14 Open Meet - October 3 at Manassas, VA.

Spot Landing, 1/2A SDM, D RG, A FWM, C SDM, C SRD, Random Duration.

VACUUM-17 Open Meet - October 24 at Manassas, VA.

C ELA, D SRA, D HD, 1/2A RG, B B/G.

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Nice Going, Guys!: SPAAR members John Yost, Mark Snyder, and Ed Miller all smoked their last cigarettes during 1992. Great Job!

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Dave's Casing Cleaning: Ya say ya hate cleaning those dirty, yukky RMS casings? No Problem! Dave Bender will do it for you. No muss, no fuss. The cost? .50 per casing. Cheap!

=====
PARA-SHOOT 1 REGIONAL: The Philadelphia Area Rocketry Association will hold their first Regional Meet over the weekend of Oct. 10-11. Called "PARA-SHOOT 1", the events will be: C ELD, B HD, OSL, 1/4A PD, A SD, D SD, B SRD, 1/2A BG, A RG. Rain Date: Oct. 25. For more information, contact: Bob Stott, PO Box 206, Richboro, PA 18954-0206, phone# (215) 355-1119.

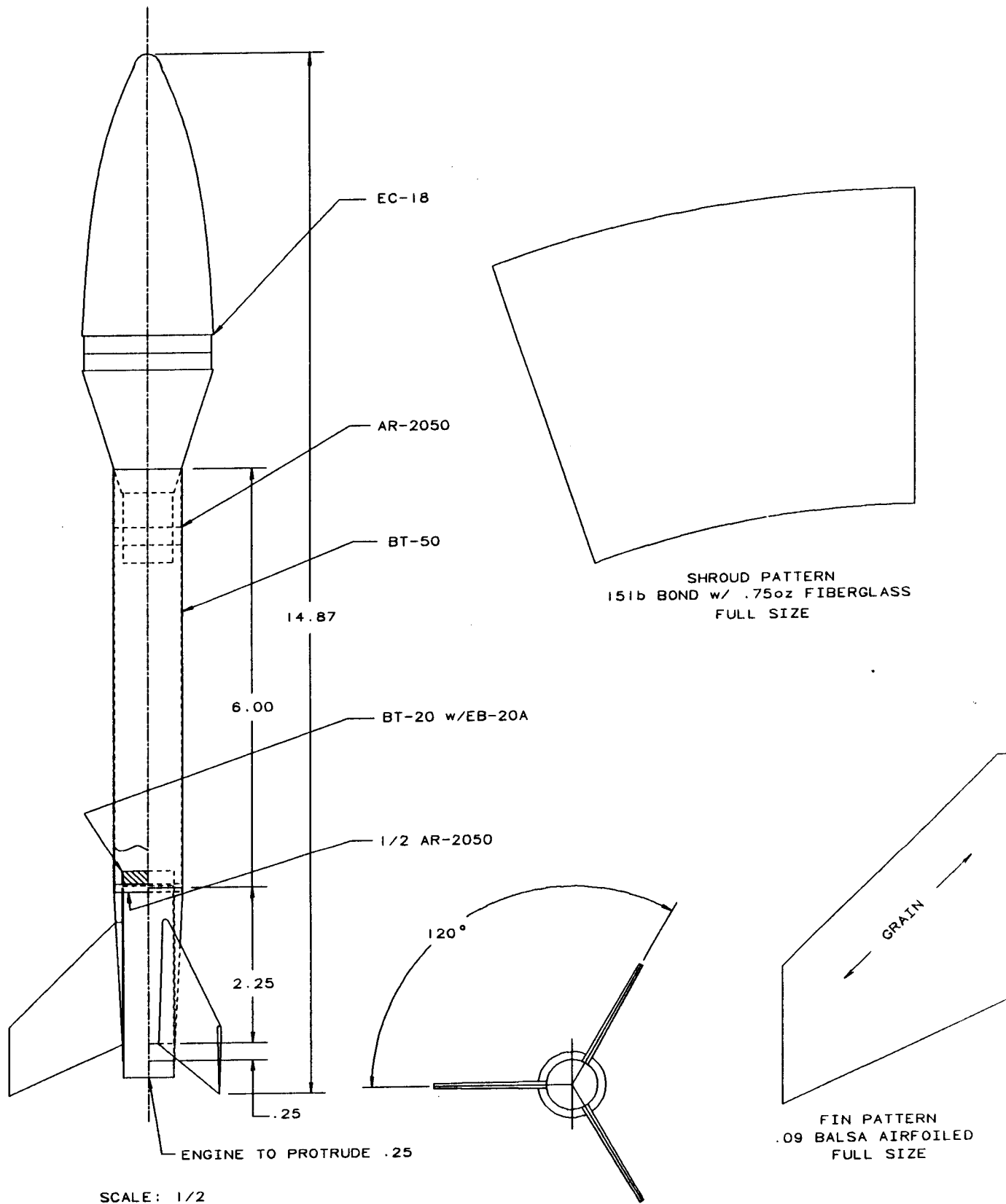
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GLENN'S TUBE CO.: Want to enter FAI parachute or streamer duration events, but don't want to invest in a mandrel to make 30mm tubes? See Glenn Feveryear, or call (717) 456-5570 for details.

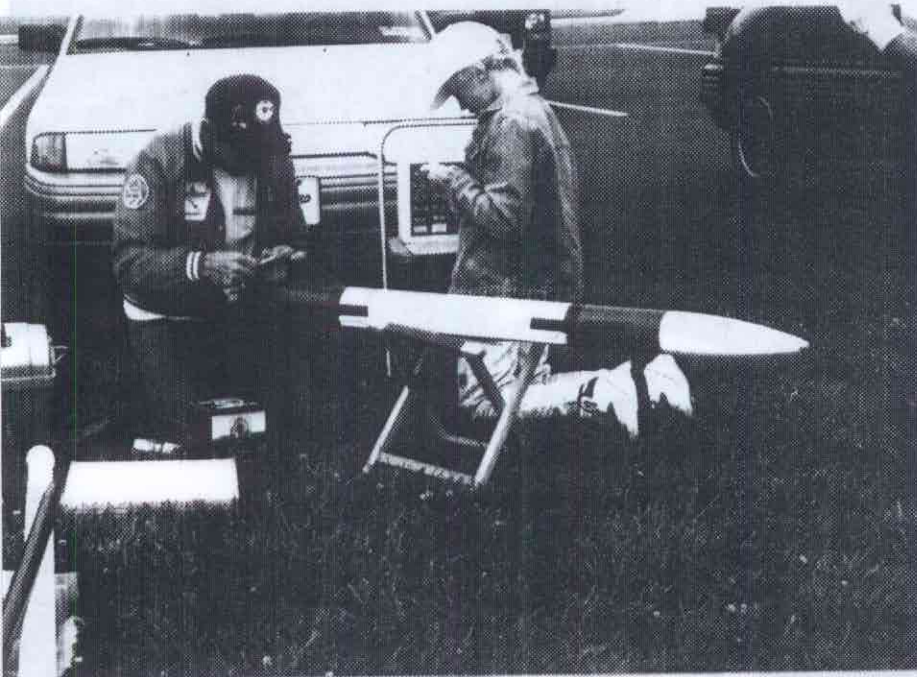
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CAPCON-92: Once again, NARHAMS will host a convention this October, called CAPCON-92. It will be held during the weekend of Oct. 17-18 in Greenbelt, MD., outside of Washington, DC. Saturday will feature seminars on various topics, and Sunday will see a sport launch at the Goddard Space Flight Center. More details soon.

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NEW MICROBRICK CATALOG: Microbrick has released a Spring, 1992 catalog, their first in the standard 8.5" X 5.5" size. The catalog features 6 kits, parts, ISP/Aerotech RMS, a Digital Quad Timer, a HD Launch Controller, and a Capacitive Discharge Relayer. Owner Mike Platt is really high on the electronic items. Future developments include a kit specifically designed for the RocketFlight "Silver Streak" motors, as well distribution rights for RocketFlight motors. For more info, write: **MICROBRICK TECHNOLOGIES, Inc. PO Box 701, Schenectady, NY 12301-0701 (518) 372-0828.**

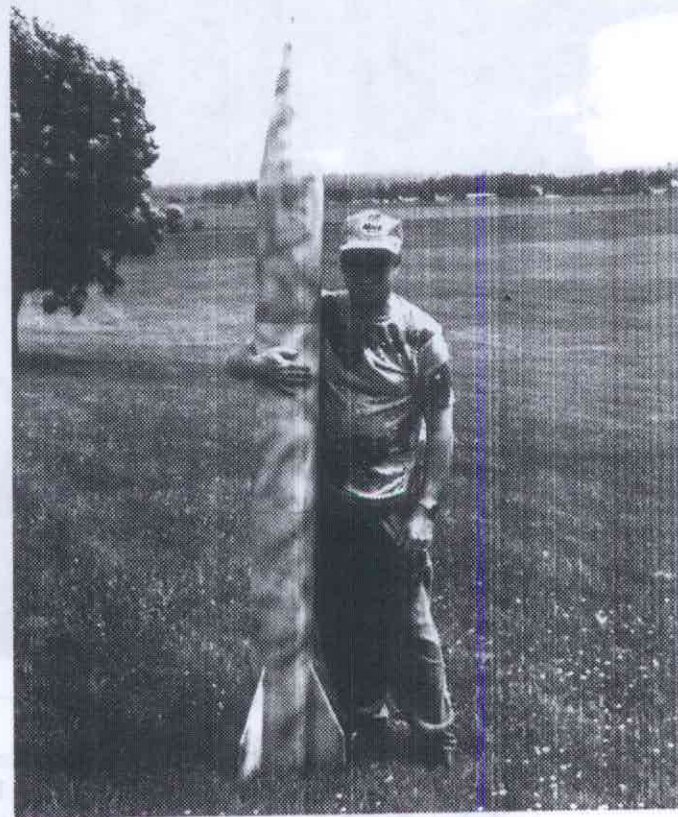
B & C EGGLOFT ALTITUDE

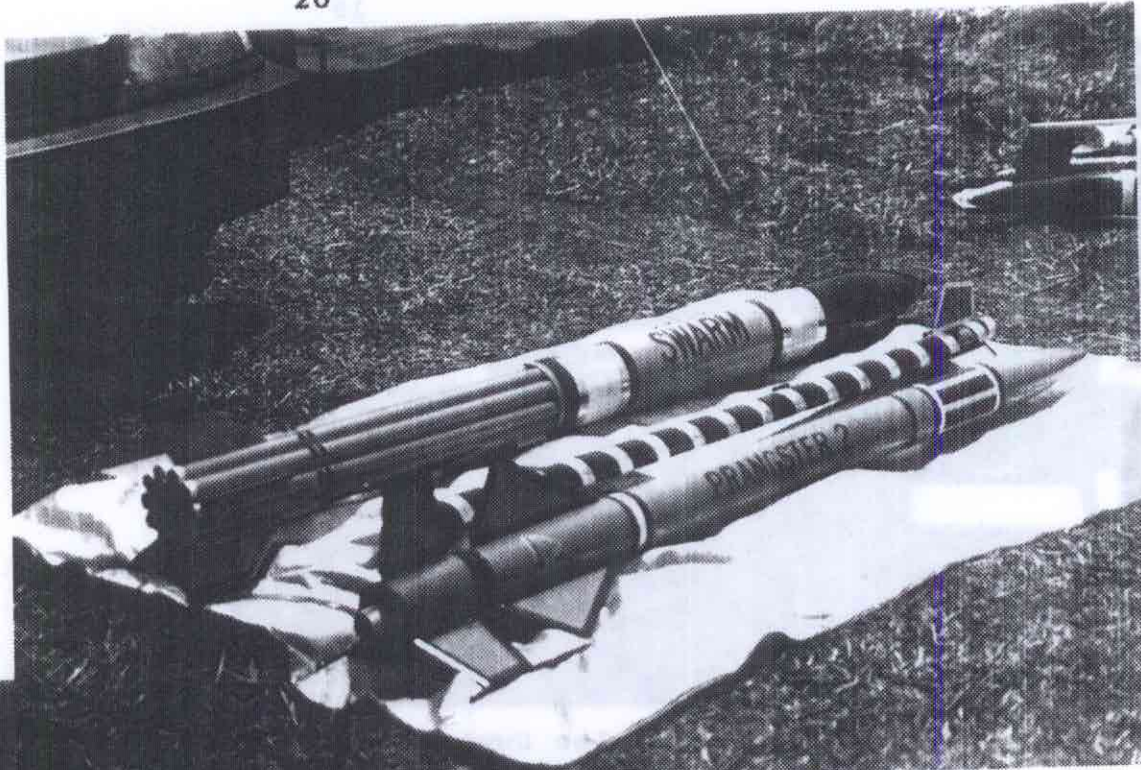
GLENN FEVEYEAR NAR 24931



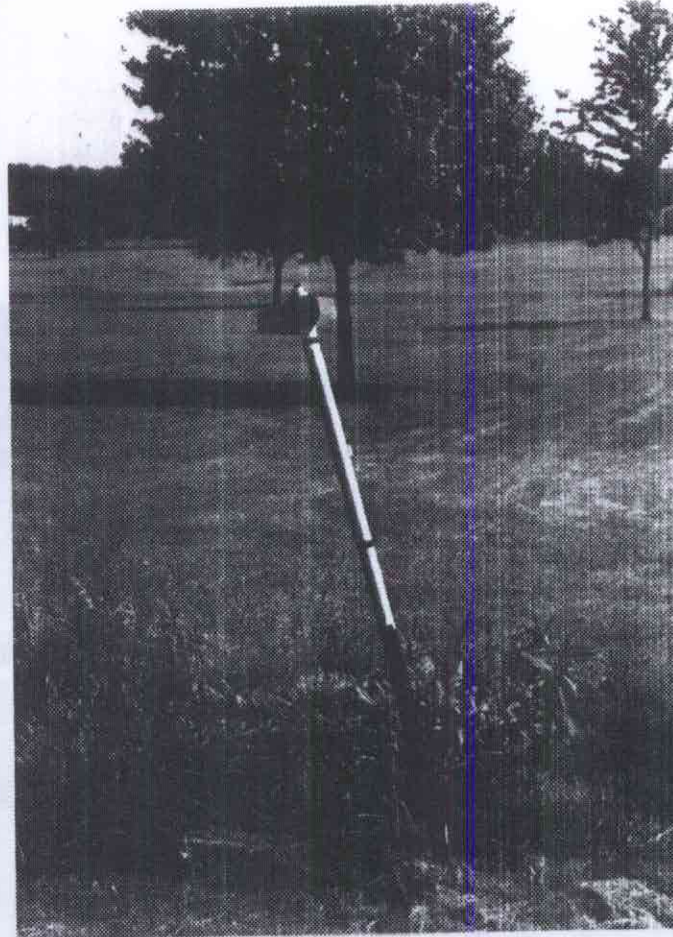


Clockwise: Roger & Lee Dwyer prep dad's Patriot; Karl Fehrenbach & his friend, "Mr. SCUD"; Mark Beever & dad's Pennsylvania Crude.





Clockwise: Two of the high-power rockets at Culpeper; Yer Editor'd E SRD comes to grief in the mud at WUBBA-15; John Yost checks-in with Janet Rose, also at WUBBA-15.



**SOUTHERN PENNSYLVANIA AREA
ASSOCIATION OF ROCKETRY
NATIONAL ASSOCIATION OF ROCKETRY, SECTION 503
PO BOX 127, REAMSTOWN, PENNSYLVANIA 17567**

_____ YES, I WANT TO JOIN SPAAR! HERE ARE MY DUES

_____ PLEASE CONTACT ME WITH MORE INFORMATION

NAME _____

STREET ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE: AREA CODE () _____ AGE _____

DATE OF BIRTH _____

_____ I HAVE NEVER FLOWN ROCKETS. _____ I HAVE BEEN FLYING
MODEL ROCKETS FOR _____ MONTHS/YEARS.

_____ I AM A MEMBER OF THE NAR. MY NAR NUMBER IS _____
_____ I AM NOT YET AN NAR MEMBER.

DUES: _____ 14 YEARS OF AGE OR YOUNGER, \$5.00
 _____ 15, 16 OR 17 YEARS OF AGE, \$7.00
 _____ 18 YEARS OF AGE OR OLDER, \$10.00
 _____ FAMILY PLAN: OLDER MEMBER JOINS AT THE FULL RATE
 THEN ALL YOUNGER MEMBERS JOIN AT HALF PRICE.
 (FAMILY PLAN PROVIDES ONLY ONE COPY OF THE
 NEWSLETTER PER FAMILY.)

DUES ARE PAYABLE FOR 12 MONTHS. RETURN THIS FORM TO:
 SPAAR, PO BOX 127, REAMSTOWN, PENNSYLVANIA 17567

Membership Application

NATIONAL ASSOCIATION OF ROCKETRY
 1311 EDGEWOOD DRIVE, DEPT M
 ALTOONA, WI 54720

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

DATE OF BIRTH: Month _____ Day _____ Year _____

I pledge to conduct all my model rocket activities in compliance with the NAR/HIA
 Safety Code. I will never fly model rockets at the same time or in the same vicinity
 as other types of rockets.

SIGNATURE: _____

DATE: _____

MEMBERSHIP CATEGORY (Check one only):

- JUNIOR MEMBERSHIP (Under 16 as of January 1) \$15.00
- LEADER MEMBERSHIP (Under 21 as of January 1) \$15.00
- SENIOR MEMBERSHIP (21 or over as of January 1) \$25.00

FOR OVERSEAS MEMBERS ONLY

- SURFACE POSTAGE (Required) \$ 6.75
- OPTIONAL AIRMAIL POSTAGE (Replaces surface) \$33.00

OPTIONAL MEMBERSHIP SERVICES

- FAI STAMP for US Team eligibility and world records \$10.00
- FIRST-CLASS POSTAGE (U.S. & Canada only) .. \$10.50

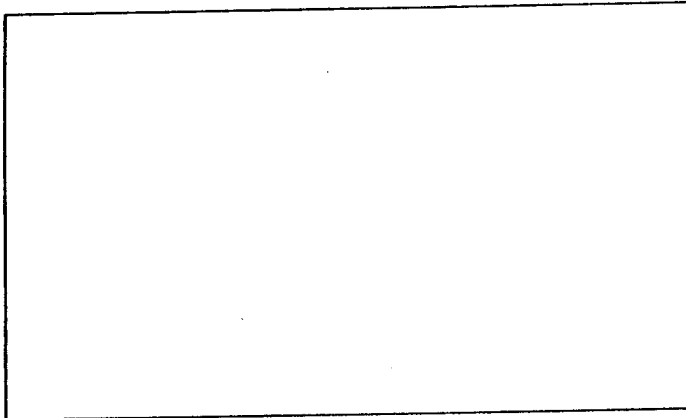
DISCOUNTS (Select one only)

- RENEWAL (NAR # _____ Section # _____); Deduct \$1. _____ \$ _____
- FAMILY PLAN (Details below); Deduct \$8 \$ _____

Amount Enclosed \$ _____

Family Plan: Full rate for one family member, others at \$8 discount — one American Spacemodeling per family.
 NAR Membership dues include \$8.88 for a subscription to American Spacemodeling.

Canadian Modelers: Write to the Canadian Association of Rocketry, P.O. Box 1031, Postal Station B, Mississauga, Ontario, Canada L4Y 3W3.
 Rights, privileges, and responsibilities of membership begin upon acceptance of this application by the NAR. All memberships are for twelve months
 from the date of acceptance. Rates and services subject to change without notice. Please allow 6-8 weeks for delivery of of American Spacemodeling



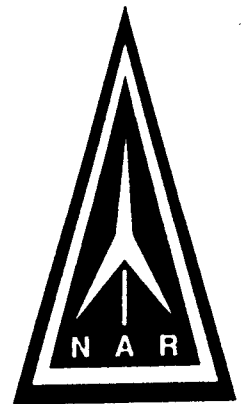
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SPAAR
P.O. Box 127
Reamstown, PA. 17567



**SOUTHERN PENNSYLVANIA
AREA ASSOCIATION
OF ROCKETRY**

PROMOTING SAFE MODEL ROCKETRY
IN SOUTHERN PENNSYLVANIA
AND NORTHERN MARYLAND



*The Southern Pennsylvania Area
Association of Rocketry*

COUNTDOWN

Volume 5 No.4

JULY/AUGUST 1992