

# COUNTDOWN

Official Newsletter of SPAAR  
THE SOUTHERN PENNSYLVANIA AREA ASSOCIATION OF ROCKETRY



- *SPAAR at 10: A Look Back, Part 2*
- *April & May Sport Launches*
- *SPAAR on the Road*



**COUNTDOWN**

Volume 11, Issue 3  
May/June 1998

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*Vice President*

John Yost

*Secretary-Treasurer*

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**COUNTDOWN** is the newsletter of SPAAR, the Southern Pennsylvania Area Association of Rocketry, NAR Section #503. **COUNTDOWN** is published 6 times a year for the benefit of SPAAR club members. Any information contained in **COUNTDOWN** may be used as long as proper credit is given. Please address all correspondence to:

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*Visit the SPAAR website at:*

<http://www.cyberia.com/pages/feveryear/index.htm>

*and the Countdown website at:*

<http://members.aol.com/rcbrustee/index.html>

**The Editor's Corner**

This month, thanks go out to George Beever, Guy DeStefano, Dave Grumbine, Rick Hackman, Mark Kamide, and Ed Miller for contributing to this issue of the Countdown. *Thanks guys!*

You will notice a new feature on page 3 of this issue, *Letters to the Editor*. This section was created because... well... I got a letter to the editor. I think it's a good idea anyway to give SPAAR club members a spot to air their views on things. If you'd like to voice an opinion on something club or rocket related, feel free to send me a note at the following address:

Countdown  
c/o Randy Brust  
6205 Domarray Street  
Coopersburg, PA 18036

Please keep language suitable for a family newsletter and remember, the opinions expressed are not necessarily those of the editor or SPAAR. Also, all letters must have a name with them. No anonymous letters will be published.

Hope to see a lot of SPAAR members at RAMTEC-6 at Allentown College. Come on out for some competition or great sport flying!

*Randy*

**The President's Corner**

These past several monthly club meetings have been filled with a lot of activity. We voted on and approved the club's annual dues to be increased. The dues increase became effective on April 17<sup>th</sup>. If you are a renewing member, please check the plan and rates before sending in that check or if you pay by cash, please use unmarked U.S. currency and meet the treasurer in the dark alley at 9PM.

We have also been working on the web auction (Read Tony Rossi has been very busy creating & maintaining it). The list of items is too long to publish here so log onto the web at <http://tony.rollercoaster.com/spaarauction/> to check it all out. If you are planning on donating items of value contact me or Tony Rossi, you still have time to get

it in. As we all know, the money generated from the auction will help us purchase club equipment and pay some bills.

**Kill the keystone:** Our club logo is being replaced by a newer, faster, stronger version. We are still taking artwork submission for the new logo. The deadline for getting them in is June 31<sup>st</sup>. Bring them to a club meeting or email them to me (bmp, jpeg, file formats). The logos submitted to date are colorful and imaginative. We need more though, so pick up that pencil or mouse and create a logo that represents our great club.

The May 22<sup>nd</sup> meeting ran long, so we did not get the chance to build the Roto-Rock Helicopter kits as planned. The launch for these is planned for June 28<sup>th</sup>. This is plenty of time for the CA (glue) to dry. If you have not built yours, get busy. If you

**In this Issue**

Editor's Corner .....	Page 2
President's Corner .....	Page 2
Letters to the Editor .....	Page 3
Section News Notes .....	Page 4
Section Meeting Minutes .....	Page 5
Sport Launch, April 5 <sup>th</sup> .....	Page 6
Sport Launch, April 12 <sup>th</sup> .....	Page 8
Sport Launch, May 31 <sup>st</sup> .....	Page 9
SPAAR at 10: A Look Back, Part 2 .....	Page 11
SPAAR on the Road .....	Page 12

**On the Cover**

Brian Royer's Skyraider blasts off the pad on an Aerotech K1100T at Battlepark '98 in Culpeper, Virginia. (Miller)

would still like one of these fine flying kits, make it known to George Beever. George will be placing an order for another couple of kits real soon. Do not miss out on this. Get yours while time still permits.

Ramtec is scheduled for June 20<sup>th</sup> & 21<sup>st</sup>. This great launch is to be held at Allentown College in Center Valley. It is slated to be a competition event, however sport flying is okay too. Saturday flight times are Saturday 9AM to 6PM and Sunday 9AM to 2PM. So bring your favorite competition rocket and your sun screen and join this great event. For more information contact Glenn Feaveryear at feaveryear@cyberia.com

As we all know the Kirkwood launches for this spring have come and gone. The scheduled launch dates have fallen on Holi-

days (Easter), and special occasions (Mothers Day), making them difficult to attend (well if a person still wants to stay happily married anyway, me for example). Along with the one other date Mother Nature played a role in canceling. It has been difficult to expend the higher impulse motors lately. But as it seems now, it is all in the past, except for one thing. Ed Miller, Tripoli Prefect and head of the Tripoli Susquehanna club, has decided to remove himself and the membership out from under SPAAR's wing or fin as it may be. Ed has turned in his letter of resignation of SPAAR's Chairman of the High Power Committee. According to Ed, he will now focus on his High Power interests and spend more time with the Tripoli Susquehanna club flying the bigger rockets. Anyone who

has ever talked with Ed knows, G motors are sometimes discussed as being small. I would like to wish Ed good luck with pursuing his interest and thank him publicly for helping out with the club. Thank you Ed. All the launches scheduled for the fall at Kirkwood will now be moved to our Cocalico Launch site.

The last bit of news is real big. A committee has been formed to look into and report back on locating a larger, better, flying field. As general search criteria need to be formulated and discussed, I will cut this discussion short for now.

Remember to bring your sunscreen and a hat to the summer launches. There is nothing worse than a sweating rocket.

*Mark*

## Letters to the Editor

Dear Sir,

From a recent thread on the Internet, it has come to my attention that a motor was flown at a recent SPAAR Sport Launch that is not NAR or TRA certified, specifically an Aerotech F52 reload. As a club member and officer, I do consider this an unfortunate lapse on our part. I am confident that the individual who flew the motor was not aware of its status, however this is not to offer an excuse. As a chartered NAR and Tripoli club, we must remember that motors that are not certified by either organization cannot and must not be flown at club sponsored launches. To do so would jeopardize our liability insurance, as well as our excellent safety record. Our members should be aware that non-certified motors are sold commercially, displayed right next to certified motors on retail shelves. I am satisfied that SPAAR has historically taken steps to ensure compliance. We regularly publish a list of certified motors in our newsletter, and this same list is available at the range. Again, we must be vigilant to ensure that this does not recur.

However, I did find it curious that this was brought to light by a former member of SPAAR, as well as the method used. He took obvious delight in pointing out someone else's mistake. I suppose that when you don't have much else to do, trying to make someone else look foolish fills the void. Regarding our use of Cocalico High School,

the former member writes, "...that club is already on shaky ground for a rocket going astray and hitting a house...". He is referring, of course, to the incident last year, which is well documented. We are not on shaky ground at all regarding our use of the field. As we have in the past, SPAAR uses this field with the full knowledge and permission of the school district. We would not be using it otherwise. And by the way, the rocket didn't hit anything; it landed in the backyard. The incident was serious enough, let's not embellish it. While reading his comments about SPAAR's arrangement at Cocalico, I did find it amusing to recall that this same former member insisted that Cocalico was fine for Tripoli-style high power launches. When he was rebuffed by those members who knew better, he went so far as to take a buddy out and measure the dimensions of the field in an attempt to prove everyone else wrong. The point of contention was the High School building itself. Safety regulations make reference to distances from "occupied structures". How do you ignore something as big as a high school? Yet we were urged to do just that. There won't be anyone in there on a weekend, therefore it's not "occupied". Right. Funny, but this was the same guy who had to be "volunteered" to do much of anything resembling range duty. Anyway, when I was discussing the rocket-in-the-back yard incident with residents of the development where it landed, I reminded them that SPAAR cannot be responsible for rocket flying activities at Cocalico that are not club

launches. They understood and agreed with this concept. However one man, who I've known for many years, did tell me of "some guys who come out and fly big loud ones, sometimes early in the morning. Bigger than what you guys fly." When asked to describe some of the vehicles in the parking lot at those times, he very accurately described a particular Ford pick-up. Curious.

The former member took to flying at Cocalico with a group who published a newsletter called "The Underground Rocketeer". Their motto, as stated, was something like "We don't care what you do, as long as it's not stupid." Just who was to be the judge of what was stupid and what wasn't was never made clear. This newsletter was written by someone who claimed that SPAAR "did things in secret", such as the annual elections. You know, in that process that's specified in the club bylaws. The ones that the writer of "The Underground Rocketeer" helped to develop and approved when the club was founded in 1988. With a title like "The Underground Rocketeer" one has to wonder, just who is doing things in secret?

In all honesty, I must thank our former member for bringing the issue of the use of non-certified motors to light. If a mistake is made, we must be responsible for it, and take steps to ensure that it does not happen again. He has finally contributed something of a positive nature to the club. It sure didn't happen much when he was around.

George Beever



## Section News Notes

**Uncertified Aerotech Motors:** All SPAAR members please take note. The following list of Aerotech reloadable motors are NOT certified by either the NAR or TRA and will NOT be allowed to fly at SPAAR launches. Unfortunately, many of these motors are readily available from dealers so please be careful when making your purchases.

18mm Reloads:  
B6-2T, B6-4T, B6-6T  
C4-3W, C4-5W  
C6-5W

24mm Reloads:  
D9-4W, D9-7W  
E11-5J  
F12-5J  
F24-10W

29mm Reloads:  
E23-5T, E23-8T, E23-11T  
F22-7J  
F52-5T, F52-8T, F52-11T

If anyone knows of any motors which should be added or deleted from this list, please contact the editor.

**September/October Launches Set:** With the loss of Kirkwood Farms as a flying sight, the September and October launches

will be held at Cocalico High School. The launches will be on September 13<sup>th</sup> and October 18<sup>th</sup> from 1PM to 5PM. Please update your calendar accordingly.

**RAMTEC-6:** RAMTEC is coming up fast! SPAAR's annual NAR sanctioned regional meet will be held June 20<sup>th</sup>-21<sup>st</sup> in Center Valley, PA. Range hours will be 9AM-6PM on Saturday and 9AM-2PM on Sunday. Come to fly, compete, help out, and pig out at the hotdog stand. See <http://www.cyberia.com/pages/feveryear/ramtec6.htm> for details.

**NARAM-40:** Don't forget! SPAAR is the host club for NARAM-40, August 8<sup>th</sup>-14<sup>th</sup> at the AMA flying field in Muncie, Indiana. This is the NAR's annual meet and contest championship. Sport flying is welcome all week. SPAAR is listed as the host club, but Glenn Feveryear and family are doing the bulk of the work (read that almost *all* of the work!). If at all possible, show your support for your club and help out when and where you can. Glenn will find something for you to do. Contact him at 717-456-5570, or at <http://www.cyberia.com/pages/feveryear/naram40.htm>.

**Kill the Keystone:** Don't forget about the *Kill the Keystone* contest being held to replace the current SPAAR logo. All entries should be roughly the same size (4") so

that the logo can be made into a standard size patch. Club T-shirts can also be made available. Submissions should be made to Mark Kamide by June 30<sup>th</sup>, and voting will take place at the July meeting. The winning entrant will receive a prize.

### Upcoming Events:

*Saturday, June 20<sup>th</sup> - Sunday, June 21<sup>st</sup>, 1998 - RAMTEC-6, Saturday 9AM to 6PM and Sunday 9AM to 2PM, Allentown College, Center Valley, PA. Contact Glenn Feveryear at 717-456-5570.*

*Friday, June 26<sup>th</sup>, 1998 - SPAAR Monthly Meeting, 7PM to 9PM, APRIA Community Room, Lancaster, PA.*

*Sunday, June 28<sup>th</sup>, 1998 - SPAAR Sport Launch (Best Staged Rocket), 3PM to 7PM, Cocalico High School, Denver, PA.*

*Sunday, July 12<sup>th</sup>, 1998 - SPAAR Sport Launch (Ugliest Rocket), 3PM to 7PM, Cocalico High School, Denver, PA.*

*Friday, July 17<sup>th</sup>, 1998 - SPAAR Monthly Meeting, 7PM to 9PM, APRIA Community Room, Lancaster, PA.*

*Sunday, August 2<sup>nd</sup>, 1998 - SPAAR Sport Launch, 3PM to 7PM, Cocalico High School, Denver, PA.*

## The National Association of Rocketry

For more information on the NAR, write to:

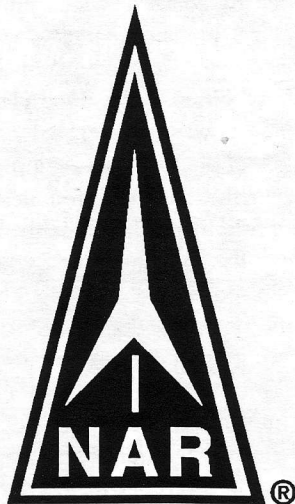
National Association of Rocketry  
P.O. Box 177  
Altoona, WI 54720

or call:

800-262-4872

or check out the NAR website at:

<http://www.nar.org>





## Section Meeting Minutes

by George Beever

April 17<sup>th</sup>, 1998

Meeting called to order at 7:10PM by vice-president John Yost.

**Present:** G. Beever, R. Dwyer, D. Feveryear, G. Feveryear, Rene Feveryear, Rita Feveryear, D. Greene, C. Myers, M. Myers, T. Rossi, J. Yost.

### Committee Reports:

**Treasurer:** George Beever reported a balance brought forward of \$133.53. Income during the period of \$217.50 in dues and advance payments for helicopter kits. Current balance, \$351.03.

**Section Advisor:** Glenn Feveryear reported that the new edition of the NAR "Pink Book" is out. This contains the rules for contest events. Also, the R/C Boosted Glider Safety Code has been approved by the NAR and is also available. Both can be downloaded from the NAR website.

**HPR:** Roger Dwyer, for Ed Miller. Reported on upcoming HPR events. Warned members against using pliers or other tools to tighten the closures on RMS cases. This is unnecessary and damages the closures.

**Competition:** Glenn reported that the East Coast Regional Meet (ECRM) will be hosted by NARHAMS in Middletown, MD. over the weekend of May 16<sup>th</sup>-17<sup>th</sup>. Also, on June 6<sup>th</sup>, NOVAAR will host the VACUUM Open Meet in Manassas, VA.

RAMTEC-6 will be held over the weekend of June 20<sup>th</sup>-21<sup>st</sup> at Allentown College in Center Valley, PA, hosted by SPAAR. The events are: 1/4A Parachute Duration, A Boost/Glide Duration, B Streamer Duration, Multi-round; 1/2A SuperRoc Duration, and D Dual Eggloft Altitude.

**Old Business:** After having been properly advertised, the motion to raise the club's dues schedule was put to a vote. Result, in favor, 7; opposed, 0. Motion carried, to take effect immediately.

**New Business:** The issue of where to hold the May 31<sup>st</sup> Sport Launch was discussed. It was originally scheduled for Cocalico, how-

ever in the mean time a waiver has been procured for the Chester County site for file same date. Question: move the May 31<sup>st</sup> Sport Launch to Kirkwood Farms or keep it as originally scheduled at Cocalico? Vote, in favor of original scheduling, 7; opposed, 0. The May 31<sup>st</sup> launch will be at Cocalico

Helicopter Workshop: it was decided to hold the workshop to construct the QCR Rotaroc kits at the May 22<sup>nd</sup> meeting.

There being no further business, the meeting adjourned at 8:30PM.

May 22<sup>nd</sup>, 1998

The president, Mark Kamide, called the meeting to order at 7:15PM.

**Present:** G. Beever, R. Brust, D. Dinger, T. Dinger, D. Grumbine, M. Kamide, T. Rossi, J. Yost.

Mark welcomed Tim and Doug Dinger, who were attending their first meeting. He thanked John Yost for conducting last month's meeting in his absence.

The president read a letter from Ed Miller, announcing his resignation as Chairman of the SPAAR High Power Committee, in order to devote his full attention to his duties as Prefect of Tripoli Susquehanna. In addition, Tripoli Susquehanna now considers itself a separate organization from SPAAR. As such, they will have their own schedule, launch equipment, etc. Cross-membership is encouraged.

The September and October SPAAR Sport Launches were discussed. The original SPAAR schedule had them at Kirkwood, but since that is no longer available, they will be moved to Cocalico. The dates will be Sunday, September 13<sup>th</sup>, and Sunday, October 18<sup>th</sup>, both from 1PM to 5PM.

Theme launches - The president asked members to submit ideas for special theme launches for next year's schedule, which will be made up in October of this year.

Kill the Keystone - Mark discussed the campaign to devise a new club logo, and passed out the submissions that he has received thus far. The deadline for submissions will be June 30<sup>th</sup>. Send them to Mark.

B Helicopter - Is still scheduled for the June 28<sup>th</sup> Sport Launch at Cocalico from 3PM to 7PM. If anyone needs a copy of the rules, see George Beever.

On-line Auction - Between Mark and

Tony Rossi, the members present were updated on the on-line auction, designed to raise funds for the club. Tony passed around a current list of the items offered.

Mercury-Redstone project - We'd like to have all of those who built the Mercury-Redstone Workshop kits bring them to a future launch for a group photo. The date will be published in the Countdown.

Food & Drink Department - Randy Brust volunteered to be "King Weenie" at the next launch, and Mark Kamide will be the "Soda Tycoon". In other words, soda and hot dogs will be sold as a fundraiser.

RAMTEC-6 - Mark reminded everyone that SPAAR's Regional Meet will be held over the weekend of June 20<sup>th</sup>-21<sup>st</sup> at Allentown College. Call Glenn Feveryear at 717-456-5570 for details.

### Committee Reports:

**Treasurer:** George Beever reported that the balance brought forward was \$133.53. Income: \$292.50, in dues and Rotaroc purchases. Expenditures: \$96.00 to QCR for the Rotaroc kits, \$158.13 to Randy Brust for newsletter expenses for Volume 11, Issues 1 and 2. Current balance, \$171.90

**HPR:** With the resignation of Ed Miller as chairman of this committee, a replacement is needed. The president called for a volunteer. Those interested should call Mark.

**New Business:** George Beever passed out a proposal to form a committee to find a new launch field. After discussion, the president established the committee, to consist of five members. George will chair the committee. Randy Brust and John Yost volunteered to serve. Two more members are needed. The committee will report back to the club by the October meeting with a recommendation.

George also passed out some ideas for a range rules information sheet that can be made available at launches. John Yost proposed the creation of a notebook to be kept at the range head that would contain information such as range rules, motor certification listings, membership roster, etc. Mark asked John to take care of this.

There being no further business, the meeting adjourned at 8:50PM. Dave Grumbine presented the video of his last three video rocket flights (Great stuff!). **CD**



## SPAAR Sport Launch

April 5<sup>th</sup>, 1998  
by George Beever

After bad weather had canceled the March sport launch, we were ready to fly on April 5<sup>th</sup>. One problem, though. Wind, gusting at times over 20 m.p.h.. Oh well, you can't have everything!

A number of our newer, younger members didn't appear to be affected by the weather. Douglas and Melanie Dinger flew their Estes and Quest sport models, while dad Tim got in some nice flights on his Quest Tomahawk Air-Launched-Cruise-Missile. He also flew an Estes Mean Machine on an Aerotech E30 for a nice flight. Sean Eisenhauer flew an Estes Scrambler twice with eggs on board with no problems. Welcome to the wonderful world of egglofting Sean!

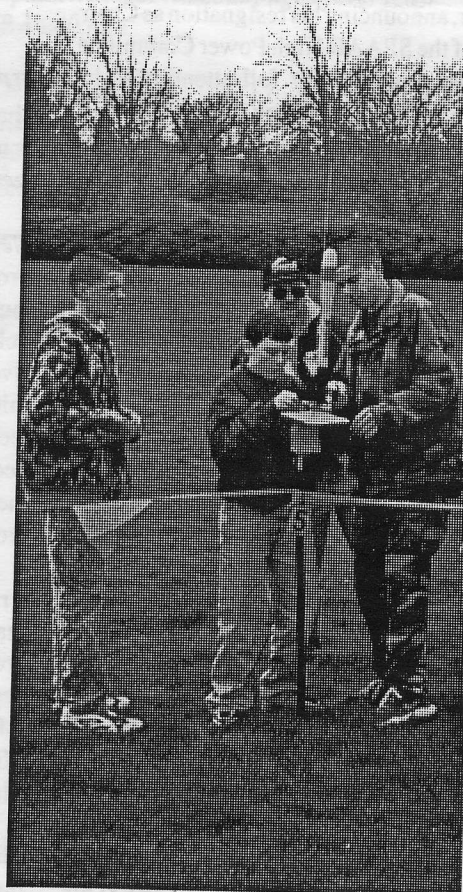
Estes Phoenix models were flown by Ryan Scheis and Ben Weaver. Ben also qualified for consideration for the 1998



**Violence at the April 5<sup>th</sup> launch! (left) President Mark Kamide smiles bravely as John Yost carefully removes his Estes Neon which lawn-darted into Mark's right ear. (right) Mark retaliated by shoving John's left index finger into his Neon, where it remained for several days. (Beever)**



**Tony Rossi's Estes ARV Condor is off on a B6-4. (Hackman)**



**Dale Greene and the Weavers help a youngster with his Scrambler. (Beever)**



**A Strong ARM and a Phoenix ready for liftoff. (Beever)**



SPAAR RocketLok Award when his Sidewinder didn't quite make it off the pad. Hey, it happens. Frank Sombers had a bit of bad luck with his scratchbuilt *Charger*. He's flown it on a number of occasions with no problems, but it went unstable on an E15. Hope it can be repaired to fly another day, Frank. Rick Hackman flew what was probably the oldest model there, an Estes Rogue from the 70's. Well, they say the 70's are making a comeback. Those of us who lived through them are wondering why.

Tony Rossi made his first flight using an Aerotech RMS, a D9-4 in an Estes Broadsword. For an encore, he loaded up an E18-4 in the same model for another great flight. Tony's dad was there too, to share some experiences of flying rockets in the late 50's and early 60's. Neat stories Mr. Rossi! Maybe we can get him to relate some more at a future meeting. **CD**



Melanie Dinger proudly displays her Estes Bandit. (Beever)

#	Flyer	Model	Motors	Result
1	George Beever	Scratch Rotaroc-B	Estes B4-2	Good Flight
2	George Beever	Aerotech Strong ARM	Aerotech F20-4	Good Flight
3	George Beever	Thoy Wren	Aerotech RMS D15-4T	Prang
4	Douglas Dinger	Estes Alpha III	Estes C6-5	Good Flight
5	Douglas Dinger	Quest Cyclone	Estes C6-5	Good Flight
6	Douglas Dinger	Quest Cyclone	Estes C6-5	Good Flight
7	Melanie Dinger	Estes Bandit	Estes C6-5	Good Flight
8	Melanie Dinger	Estes Bandit	Estes C6-5	Good Flight
9	Tim Dinger	Estes Mean Machine	Aerotech E30-4T	Good Flight
10	Tim Dinger	Quest Tomahawk ALCM	Estes C6-5	Good Flight
11	Tim Dinger	Quest Tomahawk ALCM	Estes C6-5	Good Flight
12	Sean Eisenhauer	Estes Corkscrew	Estes C6-5	Good Flight
13	Sean Eisenhauer	Estes Scrambler	Estes C6-3	Good Flight
14	Sean Eisenhauer	Estes Scrambler	Estes C6-3	Good Flight
15	Dale Greene	Estes Big Bertha	Estes C6-5	Good Flight
16	Dale Greene	Quest DC-Y	Aerotech D21-4T	CATO
17	Dale Greene	Estes Magnum	Estes C6-7	Good Flight
18	Dale Greene	Quest Nike Smoke	Estes C6-5	Good Flight
19	Dave Grumbine	Scratch Red Eye	Aerotech RMS E18-4W	Good Flight
20	Rick Hackman	Estes Rogue	Estes A3-4	Good Flight
21	Bryce Hutchinson	Estes Airwalker	Estes C6-5	Good Flight
22	Emily Rohrbach	Estes Fat Boy	Estes B6-4	Good Flight
23	Tony Rossi	Estes ARV Condor	Estes B6-4	Good Flight
24	Tony Rossi	Estes Broadsword	Aerotech RMS D9-4W	Good Flight
25	Tony Rossi	Estes Broadsword	Aerotech RMS E18-4W	Good Flight
26	Tony Rossi	Estes Fat Boy	Estes B6-4	Good Flight
27	Tony Rossi	Custom Razor	Estes 1/2A6-2	Good Flight
28	Tony Rossi	Estes Sidewinder	Estes C6-5	Good Flight

#	Flyer	Model	Motors	Result
29	Brian Royer	Scr. Blue Plate Special	Aerotech RMS F40-4W	Good Flight
30	Brian Royer	Scratch Crash & Back	Estes C6-3(3)	Separation
31	Brian Royer	Scratch Houston Giant	Estes B6-6	Good Flight
32	Brian Royer	Scratch Nice Machine	Estes D12-5	Good Flight
33	Brian Royer	Estes Ninja	Estes A10-3	Good Flight
34	Brian Royer	Estes Turbo Copter	Estes C6-5	Unstable
35	Ryan Scheis	Estes Big Bertha	Estes C5-3	Good Flight
36	Ryan Scheis	Estes Phoenix	Estes D12-5	Good Flight
37	Frank Sombers	Scratch The Charger	Aerotech E15-7W	Unstable
38	Joshua Stell	Scratch Little Blue	Estes B6-4	Good Flight
39	Joshua Stell	Estes Longshot	Estes D12-5	Good Flight
40	Joshua Stell	Estes X-Ray	Estes A3-4	Good Flight
41	Todd Stell	Estes Corkscrew	Estes B6-4	Good Flight
42	Todd Stell	Scratch Paper Tiger	Estes C6-3	Good Flight
43	Ben Weaver	Estes Big Bertha	Estes B6-4	Good Flight
44	Ben Weaver	Estes Comanche-3	Estes A8-3	Good Flight
45	Ben Weaver	Estes Comanche-3	Estes C6-0/A8-3	Good Flight
46	Ben Weaver	Estes Phoenix	Estes D12-5	Good Flight
47	Ben Weaver	Estes Phoenix	Estes D12-3	Good Flight
48	Ben Weaver	Estes Sidewinder	Estes C6-3	Good Flight
49	Ben Weaver	Estes Sidewinder	Estes C6-3	Rocket Lock
50	Ben Weaver	Estes Skywinder	Estes C6-5	Good Flight
51	Matt Weaver	Estes Skywinder	Estes C6-5	Good Flight
52	Matt Weaver	Estes Skywinder	Estes C6-3	Good Flight
53	Matt Weaver	Estes Skywinder	Estes C6-5	Prang
54	Matt Weaver	Estes SR-71	Estes C6-3	Good Flight
55	John Yost	Estes Neon	Estes C6-7	Good Flight

Launch Statistics - April 5<sup>th</sup>, 1998

Number of Flyers: 19 Weather: Cool, Very Breezy

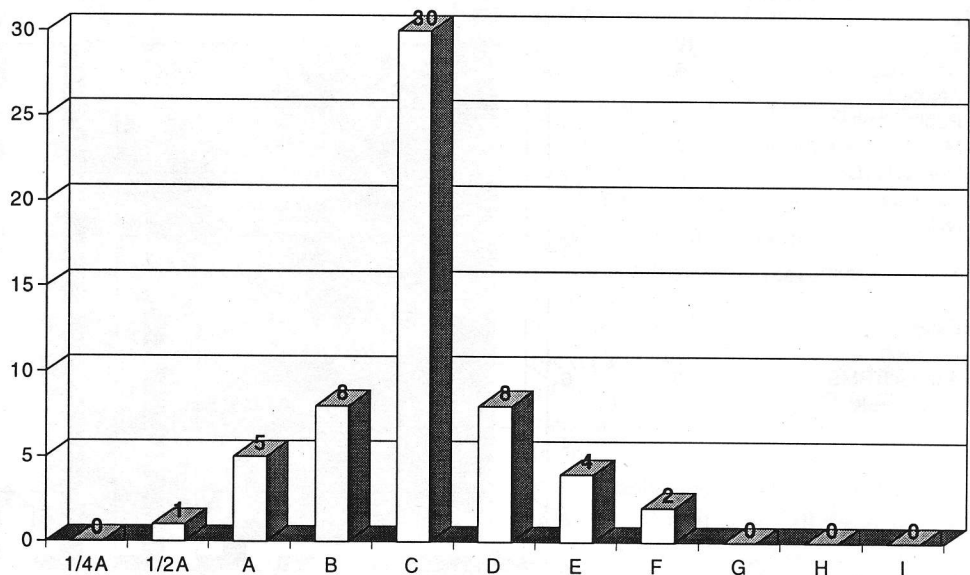
Models Flown:

Estes	29
Scratchbuilt	9
Quest	4
Aerotech	1
Custom	1
Thoy	1

Motor Usage:

Estes	49
Aerotech	4
Aerotech RMS	5

Impulse Distribution:



# SPAAR Sport Launch

April 12<sup>th</sup>, 1998  
by Ed Miller

After the cancellation of the April 5<sup>th</sup> launch at Kirkwood Farms, we were primed and ready to fire for the April 12<sup>th</sup> launch. Yes, I know that a lot of people could not make it on Easter Sunday, but please remember, this was a rain date. When the April 5<sup>th</sup> launch was cancelled due to a horse race, we all felt bad, but the weather turned out windy any way. On the 12<sup>th</sup>, the weather was still not perfect. What was wrong with it? Well, we had to endure the occasional 5 m.p.h. wind gusts and it got so hot that we had to take our jackets off. With only 11 flyers present, this was the lowest attendance of any High Power launch so far. Ken "Performance Hobbies" Allen also showed up to sell us what we needed.

Matt Weaver had a good flight with his Mountainside V-2 with a G64 motor. Ben Weaver flew his Commanche on two stages but the second stage didn't ignite. Tony Rossi flew his Broadsword twice, once with a D9 and then an E18 for a very loud and high flight. Robert Bohner flew an Explorer with an H242 for his certification attempt. Rich Canfield had some spectacular flights. He flew his Mountainside V-2 with a G80 and again with a G125 for a screaming liftoff. He also flew his PML Ariel with an H123, and his PML Sudden Rush with an H242 and dual deployment for a good flight. Roger Dwyer flew his Robin with a D12-7 and his Wasp with a G75 for two good flights.

Ed Miller flew his Tarsis with an H180, his Tekyon with an H238, a UFO with an H123, and his NCR Katanna with an I357 for four hot flights. Ed also flew his Mini

Katanna with an F55 and six D21's for a successful lawn dart into the field. Bob Utley flew his Sandhawk twice with H123's and Adept dual deployment. The second try was perfect and gave him his NAR Level 1 Cert. Kathy Gilliland flew her Estes Impulse twice with D12-7's for two good flights. She also flew her Aerotech Initiator twice. First with an F25, and then with an H120 for an *outta here* flight to 4000 feet and NAR Cert Level 1. Nelson Wallace made the most flights with 8. He flew his Initiator with a G35, his Barracuda with a F20, a Magnum with a D12, a SR-71 with a D12, a Jayhawk with a D12, an Astrobee with a G35, a modified Mean Machine with an F20 for a screamin' flight, and his MIG SPY with three C6-0's staged to three C6-7's and a camera payload.

That's one down and two to go. Let's go flying down on the farm. **CD**

#	Flyer	Model	Motors	Result	#	Flyer	Model	Motors	Result
1	Robert Bohner	Public Missles Explorer	Aerotech RMS H242T	Early Deployment	18	Ed Miller	Scratch Tarsis	Aerotech RMS H180W	Good Flight
2	Rich Canfield	Mountainside V-2	Aerotech G80-4T	Good Flight	19	Tony Rossi	Estes Broadsword	Aerotech RMS E18-4W	Good Flight
3	Rich Canfield	Mountainside V-2	Aerotech G125-5	Good Flight	20	Tony Rossi	Estes Broadsword	Aerotech RMS D9-4W	Good Flight
4	Rich Canfield	Public Missles Ariel	Aerotech RMS H123W	Good Flight	21	Tony Rossi	Estes Sidewinder	Estes C6-5	Good Flight
5	Rich Canfield	PML Sudden Rush	Aerotech RMS H242T	Good Flight	22	Bob Utley	Ken Allen Sandhawk	Aerotech RMS H123W	Good Flight
6	Roger Dwyer	Rocket R&D Robin	Estes D12-7	Good Flight	23	Bob Utley	Ken Allen Sandhawk	Aerotech RMS H123W	CATO
7	Roger Dwyer	Rocket R&D Wasp	Aerotech RMS G75J	Good Flight	24	Nelson Wallace	Aerotech Initiator	Aerotech G35-7W	Saparation
8	Kathy Gilliland	Aerotech Initiator	US Rockets H120-8	Good Flight	25	Nelson Wallace	Aerotech Baracuda	Aerotech F20-7W	Good Flight
9	Kathy Gilliland	Aerotech Initiator	Aerotech F25-4W	Good Flight	26	Nelson Wallace	Estes Magnum	Estes D12-3	Good Flight
10	Kathy Gilliland	Estes Impulse	Estes D12-7(2)	Good Flight	27	Nelson Wallace	Estes SR-71	Estes D12-3	Good Flight
11	Kathy Gilliland	Estes Impulse	Estes D12-7(2)	Good Flight	28	Nelson Wallace	Estes Jayhawk	Estes D12-3	Good Flight
12	Kathy Gilliland	Estes Maniac	Aerotech E15-7W	CATO	29	Nelson Wallace	Scratch Astrobee Trans	Aerotech G35-4W	Good Flight
13	Sam Lilly	Estes Cyclone	Estes B6-4	Good Flight	30	Nelson Wallace	Estes Mean Machine	Aerotech F20-7W	Good Flight
14	Ed Miller	Scratch Mini Katanna	AT F55-12/D21-7T(6)	CATO	31	Nelson Wallace	Scratch MIG Spy	Estes C6-0(3)/C6-7(3)	Good Flight
15	Ed Miller	NCR Katanna	Aerotech RMS I357T	Good Flight	32	Ben Weaver	Estes Commanche	Estes D12-0/C6-5	No 2nd Stage
16	Ed Miller	Scratch UFO-38	Aerotech RMS H123W	Good Flight	33	Matt Weaver	Mountainside V-2	Aerotech RMS G64-7W	Good Flight
17	Ed Miller	Scratch Tekyon	Aerotech RMS H238T	Good Flight					

## Launch Statistics - April 12<sup>th</sup>, 1998

Number of Flyers: 11 Weather: Warm, Nice

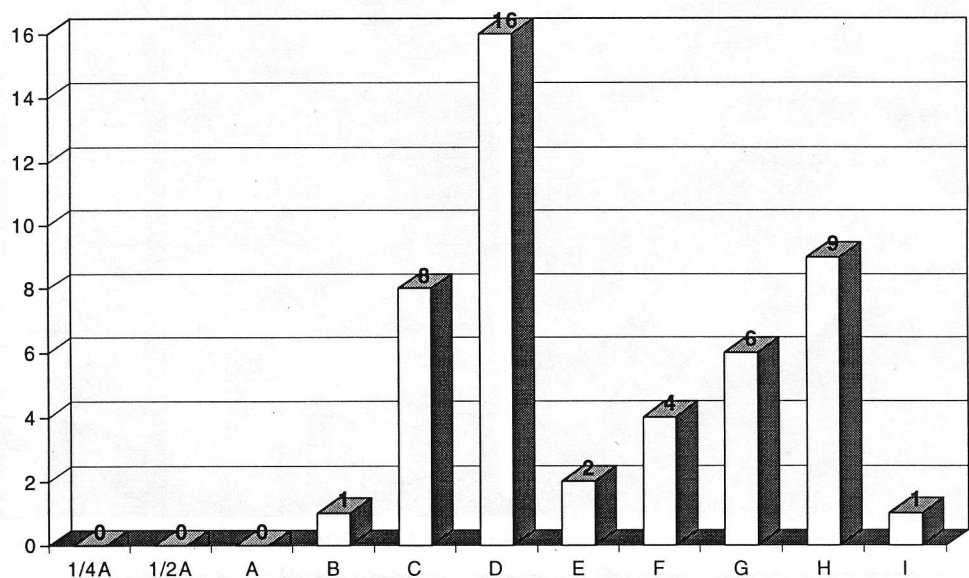
### Models Flown:

Estes	10
Scratchbuilt	6
Aerotech	3
Public Missles	3
Mountainside Hobbies	2
Rocket R&D	2
Ken Allen	1
NCR	1

### Motor Usage:

Estes	18
Aerotech	15
Aerotech RMS	13
US Rockets	1

### Impulse Distribution:



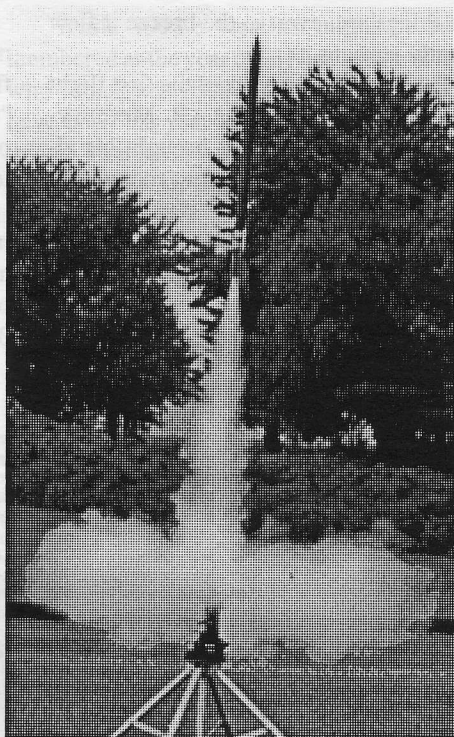


## SPAAR Sport Launch

May 31<sup>st</sup>, 1998

by Dave Grumbine

Comparing the weather of today's launch with that of January 4th, I'll take January. It was probably only 10 degrees warmer but a LOT windier. It seems that SPAAR launches are starting to have a habit of being held the day AFTER a period of dead calm. No matter. Point the launch rods away from the crowd and make sure the wind is below 20 MPH and launch away! Amazingly enough there were very few prangs and only a short list of rockets landing on the school roof, even though that was the direction in which the wind was blowing.



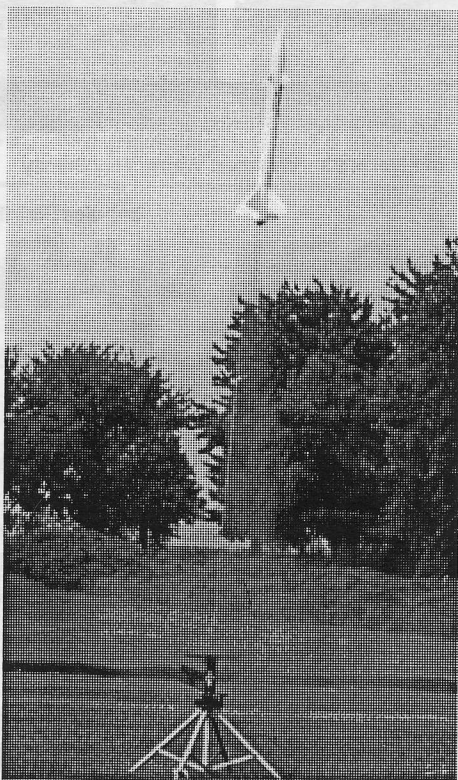
**James Darnell's Prowler-Big Bertha kitbash on three C6-5's. (Grumbine)**

One thing that should be mentioned here is that between flying, LCO'ing, hiking to retrieve rockets, and trying to read the flight cards, the Brust family did a really great job running the SPAAR weiner stand,



**Remember this one folks? Yep, it's an Estes Orbital Transport by Dave Grumbine. (Grumbine)**

And speaking of landing on the school roof, Randy Brust's Initiator made another nice flight on an NCR F62 and made its first landing on real, solid, ground! Katie Brust flew her Estes Alpha III three times before it finally succumbed to the Lure of the Roof. Add one to the list.



**Guy DeStefano's scratch built Bullpup on an F50-4T. (Grumbine)**

providing soda, hot dogs, chips, and other assorted munchies. This was a well appreciated service, especially on a day like it was, and any proceeds will go to benefit the club. Thanks to all of the Brusts!



**Katie Brust poses by her Alpha III before one of her three flights. (Brust)**

Two things stood out about this launch, besides the breeze. The first was cluster rockets. James Darnell had a long, blue rocket which was a kit-bash of an Estes Prowler and Big Bertha. He flew it with a BIC pen body for a launch lug and 3 C6-5 motors for power. A very nice flight. The Barnsley family was producing all sorts of interesting rockets and motor combinations, from Jeanie's scratch-built Stilt Fin with a forward mounted motor and a large, box-like fin arrangement flown on a D12, to Ivan's CHAD-staged Hummer with a D12/C6/C6-7 combination (all of which lit!) and the interesting dual-stage recovery system rocket which carried an AstroCam. A C6-3 ejected a streamer from the rear to slow the rocket and get it pointing downwards while a C6-7 provided the ejection to trigger the camera. Dave Grumbine also flew his rear-facing AstroCam conversion in a slightly less complicated single-motor configuration. I can't wait to see all these photos!

The second thing that really stood out was the number of Fatboy flights. The Dinger family produced quite a stable of

these cute little rockets in several color schemes, all flown on Estes C6 motors for very nice flights. Randy Brust added to the fun, flying his modified Fatboy on an Aero-tech F24. June Dinger also flew a Venus Probe. It appeared that the pilot decided to cut the delay a bit short and this made for a successful deployment and probe landing. Tim Dinger also produced a slightly shortened Mean Machine and flew it on an Estes D12. I am always amazed at how stable

these things are, even in the breeze it flew perfectly straight.

This launch also marked the first flight of a non-prototype SPAAR Mercury-Redstone kit. Tony Rossi brought his almost-complete Redstone and was convinced to fly it on an NCR F62 Darkstar. Tony did a very nice job finishing the rocket and it flew very well, even in the breeze. It suffered only a minor fin crack and a broken spike on landing. Great job, Tony!

An old-time Estes Orbital Transport made a brief appearance. Dave Grumbine flew it successfully on a B6-4. While not "way up there", the glider did deliver its passengers all the way across the parking lot to the field behind the school.

While the wind and threat of storms may have kept some people away, there was a pretty good turnout and over sixty flights before the range finally closed at around 3:30pm. **CD**

#	Flyer	Model	Motors	Result	#	Flyer	Model	Motors	Result
1	Ivan Barnsley	Scratch Box	Estes D12-5	Good Flight	34	June Dinger	Estes Venus Probe	Estes C6-3	Good Flight
2	Ivan Barnsley	Scratch Flapper	Estes D12-0/D12-5	Good Flight	35	Melanie Dinger	Estes Bandit	Estes C6-5	Good Flight
3	Ivan Barnsley	Scratch Get the Point	Estes C6-3/C6-5	Good Flight	36	Melanie Dinger	Estes Bandit	Estes B6-4	Good Flight
4	Ivan Barnsley	Scratch Get the Point Plus	Estes C6-3/C6-7(3)	Good Flight	37	Mike Dinger	Estes Fatboy	Estes C6-3	Good Flight
5	Ivan Barnsley	Scratch Hummer	Estes D12-0/C6-0/C6-7	Good Flight	38	Mike Dinger	Estes High Visibility	Estes D12-5	Good Flight
6	Ivan Barnsley	Scratch Leftovers N Ideas	Estes D12-0/D12-7	Good Flight	39	Mike Dinger	Estes High Visibility	Aerotech E30-4T	Good Flight
7	Ivan Barnsley	MRI	Sampson Estes C6-5(3)	Good Flight	40	Mike Dinger	Scratch Light House	Estes B6-4	Good Flight
8	Jeanie Barnsley	Estes Deamon	Estes D12-5	Good Flight	41	Tim Dinger	NCR Goober	NCR F62-4	Good Flight
9	Jeanie Barnsley	Estes Goblin	Estes D12-7	Good Flight	42	Tim Dinger	NCR Goober	NCR F62-4	Good Flight
10	Jeanie Barnsley	Scratch Hat Trick	Estes D(2)/C(2)/B(2)/A(2)	Good Flight	43	Tim Dinger	Estes Mean Machine	Estes D12-7	Good Flight
11	Jeanie Barnsley	Scratch Shrike	Estes C6-5	Good Flight	44	Tim Dinger	Quest Tomahawk ALCM	Estes C6-5	Good Flight
12	Jeanie Barnsley	Scratch Stilt Fin	Estes D12-3	Rocket Lock	45	Tim Dinger	Quest Tomahawk ALCM	Estes C6-5	Good Flight
13	Jeanie Barnsley	Scratch Stilt Fin	Estes D12-3	Good Flight	46	Tim Dinger	Quest Tomahawk ALCM	Estes C6-5	Good Flight
14	Steve Biers	Estes Gnome	Estes A10-3T	Good Flight	47	Dale Greene	NCR Big Brute	NCR F62-4	Good Flight
15	Steve Biers	Estes Gnome	Estes A10-3T	Good Flight	48	Dave Grumbine	Estes Astrocam	Estes C5-3	Good Flight
16	Steve Biers	Estes Sidewinder	Estes C6-5	Good Flight	49	Dave Grumbine	Estes Astrocam	Estes C5-3	Good Flight
17	Katie Brust	Estes Alpha III	Estes B6-4	Good Flight	50	Dave Grumbine	Estes Astrocam	Estes C5-3	Good Flight
18	Katie Brust	Estes Alpha III	Estes B6-4	Good Flight	51	Dave Grumbine	Estes Orbital Transport	Estes B6-4	Good Flight
19	Katie Brust	Estes Alpha III	Estes B6-4	Good Flight	52	Mike Ritchie	Quest Falcon	Estes C6-5	Good Flight
20	Randy Brust	Estes Fatboy	Aerotech RMS F24-7W	Good Flight	53	Mike Ritchie	Quest Falcon	Estes C6-5	Good Flight
21	Randy Brust	Aerotech Initiator	NCR F62-6	Good Flight	54	Tony Rossi	Estes Flash	Estes B6-4	Good Flight
22	James Darnell	Estes Prowler-Big Bertha	Estes C6-5(3)	Good Flight	55	Tony Rossi	MSH Mercury-Redstone	NCR F62-4T	Good Flight
23	Mark Darnell	Aerotech Initiator	Aerotech RMS F22-7J	Unstable	56	Tony Rossi	Scratch No Name	Aerotech RMS E18-4W	Good Flight
24	Guy DeStefano	Scratch Bullpup	Aerotech F50-4T	Good Flight	57	Tony Rossi	Scratch No Name	Estes D12-3	Good Flight
25	Guy DeStefano	LOC Legacy	Aerotech F25-9W	Good Flight	58	Tony Rossi	Estes Python	Estes D12-5	Good Flight
26	Guy DeStefano	Scratch Spirogyra	Aerotech F50-6T	Good Flight	59	Tony Rossi	Estes R2 D2	Estes C6-5	Lawn Dart
27	Guy DeStefano	Scratch Spirogyra	Aerotech F50-6T	Good Flight	60	Tony Rossi	Estes Sidewinder	Estes C6-5	Good Flight
28	Donna Dinger	Estes Sizzler	Estes C6-5	Good Flight	61	Brian Royer	Scratch Houston Giant	Estes C6-5	MIA
29	Douglas Dinger	Estes Fatboy	Estes C6-5	Good Flight	62	Brian Royer	AAA Lasersonic	Aerotech RMS F40-4W	Good Flight
30	Douglas Dinger	Estes Nike Arrow	Estes A3-4T	Unstable	63	Brian Royer	Estes Silver Comet	Estes D12-7	Good Flight
31	Jenny Dinger	Estes Fatboy	Estes C6-5	Good Flight	64	Frank Sombers	Estes Bullpup	Estes C6-5	Good Flight
32	Jenny Dinger	Estes Fatboy	Estes C6-5	Good Flight	65	Joshua Stell	Estes X-Ray	Estes A3-4T	Good Flight
33	Jenny Dinger	Estes Fatboy	Estes C6-5	Good Flight	66	Matt Zimmerman	Scratch CDR	Estes C6-5	Good Flight

Launch Statistics - May 31<sup>st</sup>, 1998

Number of Flyers: 23 Weather: Warm, Very Breezy

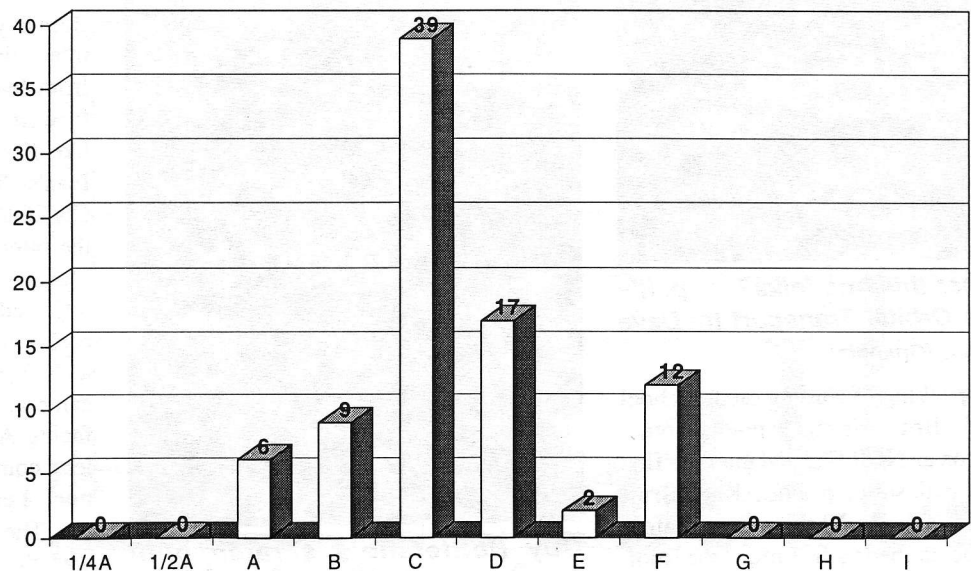
Models Flown:

Estes	25
Scratchbuilt	15
Aerotech	2
NCR	2
Quest	2
AAA	1
LOC	1
Mountainside Hobbies	1
MRI	1

Motor Usage:

Estes	71
Aerotech	5
NCR	5
Aerotech RMS	4

Impulse Distribution:





## SPAAR at 10: A Look Back

Where we Were, May/June, 1988

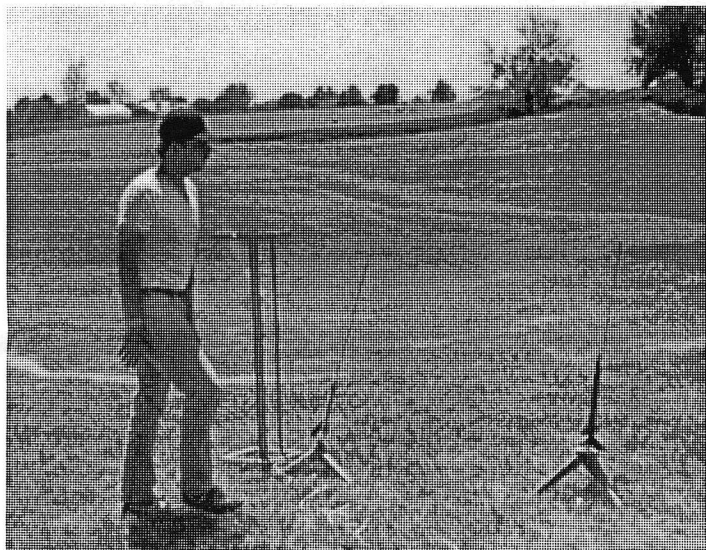
by George Beever

Where were we last time? Oh yeah, I almost lost track. OK, so the club's organizational meeting took place on May 13<sup>th</sup>, 1988. Of the seven people who attended that meeting, John Yost, Rick Hackman and myself are still active. So are Dan Weinhold and Mark Snyder, two original members who couldn't attend that first meeting. The dusty old archives tell us that one of the things that the still unnamed club decided to do was to hold a launch (what an original idea!).

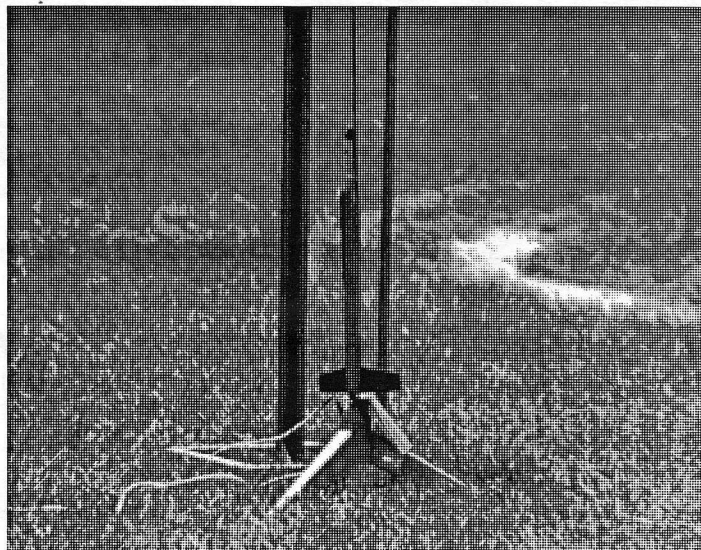
While 1998's weather might be remembered as the year of El Nino, those of us who remember 1988 might think it could have been the year of El Bimbo or something. That spring and summer were very hot and dry. So it was on June 5<sup>th</sup> when, what was eventually to become SPAAR, held its first ever launch. Yes, it was at Cocalico High School. According to Volume 1, Issue 1 of "The Club Newsletter" (it didn't have a name yet, either), five flyers made twenty flights. The weather was hot, dry, and windy. Oh, OK, that's where the SPAAR tradition of windy launch days started! John Yost had the most flights, with 7. The most powerful motor flown that day was a B6-4. My how times have changed.

But you know what? We had fun! There was a particular excitement present that goes with a new venture.

The first newsletter contained a recap of the first launch, and a listing of all of the flights. Thus began the "Flight Log", still published in The Countdown to this day. The idea had come from The Tripolitan, forerunner of High Power Rocketry magazine. Volume 1, Issue 1 also discussed things like a club name, club dues, and locating a larger flying sight to replace Cocalico. Sound familiar? It was decided to hold the next launch on July 3<sup>rd</sup>, at Cocalico. But for that, you'll have to wait until the next issue. **CD**



John Yost at SPAAR's first launch, June, 1998. (Hackman)



John's Mini-Rotaroc. (Hackman)

# RAMTEC-6

*Regional Aerospace Meet To Encourage Competition*

NAR Sanction No. 1010-98R

**Host:** SPAAR #503 - Southern Pennsylvania Area Association of Rocketry.

**Dates:** Saturday, June 20<sup>th</sup> and Sunday, June 21<sup>st</sup>, 1998

**Location:** Allentown College in Center Valley, PA

**Events:** 1/4A Parachute Duration, A Boost Glider, 1/2A Super Roc Duration, D Dual Eggloft Altitude B Streamer Duration (MR)

**Awards:** Trophies for 1st place in each event (divisions A, B, C and Team) and certificates for 2nd thru 4th place.

The range will be open Saturday from 9AM to 6PM and Sunday from 9AM to 2PM. Events may be flown either day with the exception of D Dual Eggloft Altitude, which is Saturday only. Eggs will be provided. The range is open for sport flying all day, both days. A concession stand will be on site with hotdogs, sodas and munchies.

## SPAAR on the Road

### RATS VII

by Guy DeStefano

I have always been an avid "want to be" skydiver but always was told that only the fearless individuals will be willing to take that risk. Well, if we sit back and ponder about that clause, we would want to criticize the person or persons who quoted the above statement. Technically, anything you do in life you must be fearless, including rocketry. I will allude to this later. I thought I would create tension because you know I'm going to talk about some neat stuff! Relax a little and enjoy the article first.

I am glad that I'm not an *overpaid* so called meteorologist. These wackos must read the local newspaper and just reiterate what it says and get paid big bucks to do it. I must admit for any non-launching days they are right on the money, but for the actual launching days, these clowns wish to put us on an emotional rollercoaster. We end up glued to the TV all week to get the latest forecast. Even though your favorite episode of *Seinfeld* may be on, you even give that up. OK, enough of that.

RATS #7 on Saturday April 18<sup>th</sup> was to say the least (and here's to you weather channel personnel) AWESOME! Yeah, you may have predicted rain for Sunday, but who cares. We rocketeers launched many, many rockets! It didn't take very long to set up and by 9:30AM we were launching. Twenty-seven pads were set up. The weather was cloudy with a 12,000 ft. ceiling with blue skies coming. Even though the winds at times reached 15 m.p.h. the forecast was for diminishing winds later. And they did, with lots of sunshine.

Guy DeStefano was the very first rocket to be launched. He put up his Peacock on a G33 to test the winds. Not much drift at all. Many SPAAR members were there including Roger Dwyer, Guy DeStefano, Rich Canfield and Brian Royer and a few new members, but I didn't catch their names. Let's talk about some of our members highlights. Mr. Brian Royer. Congrats! Why you ask? He certified Level 2 with his Falcon on a J350, J275 or a J800. Forgive me Brian but I know it was one of those motors! I did see the flight! Surprise! He got it back, so that tells you how high that light rocket went! He also clustered a Skyraider. This is a monster kit! He had a few I motors in it, but I forget what the core

motor was. Awesome. Is your wife going to approve of you to spend more at this level? Good luck! Rich Canfield also certified Level 2. He used a J275 in his beautiful Magnum. He asked Guy to video tape his flight so he could have these memories for a lifetime. What an absolutely perfect flight! He also flew his PML Miranda on an H242 but he didn't pack his chute to well and the rocket took a hard landing and cracked, actually splintering the bodytube. Don't expect that one to fly anytime soon. Guy DeStefano flew his LOC I-ROC on an 1284 for a straight awesome flight. You have to see that motor to believe how powerful it is! He also flew his newly built Binder Design IRIS on an 1161. Good flight also. Bob Utley was filming the whole day and should really consider making tapes for the club and selling them!

There were many M motor flights also with most of them being recovered. All the M's were M1419's but they are awesome. Now for the things I mentioned earlier about being fearless. You see, there was this Minie-Magg that flew and honestly the person who built it should NOT be permitted to fly rockets. You know what? In my book, the number one thing in rocketry is NOT fun! Who wants to have fun unless you think about SAFETY! And without KNOWLEDGE, you don't have safety or fun. There are two very important things in rocketry that people have to understand. You don't have to have a PhD to understand this. These items are called center of pressure and center of gravity. If you have a rocket that is tail heavy what do you do? Right, put weight in the nose to compensate. Minie-Maggs are notorious for this but this individual probably didn't care, and after the reaction of the crowd, he's lucky he didn't get the you know what kicked out of him. 5,4,3,2,1 LAUNCH! The rocket goes up and takes a 90 degree turn about 20 feet off the ground and literally travels along the ground, skimming the grass. I couldn't have cared less if that persons rocket was destroyed. I would have cared if someone got hurt because of it. He/she should have double checked their calculations.

On to the next incident. When pad managers *disarm* the pads, you would assume that no igniter leads are *hot*, right? Well usually, unless you have a two stage rocket. I saw something that gave me, and others, chills up and down our spines. People were just finishing up putting their rockets

on the pads except one team whose igniter failed and so they tried to fix the problem. Next thing you know, their rocket is airborne! Apparently, I didn't get the full story, but the second stage of that rocket ignited as soon as they did whatever they did. It literally lit in their faces. Among all the fire and smoke all you saw were two guys leaping away from the rocket. The one guy was alright but the other suffered with burned eyebrows. I'm not sure who was to blame for this. But I do know that the group of pads they were on had electrical problems all day. At one point the range people were switching leads to some of those pads. Anyway, safety, safety, safety. If it's under rated, people are going to get hurt.

I'm not sure if Sunday was postponed or not. This is an awesome sight so get down there and launch some rockets!

### Battlepark '98 by Randy Brust

Battlepark '98 was held over the weekend of May 2<sup>nd</sup> and 3<sup>rd</sup> in Culpeper, Virginia. This launch is billed as one of the east coast's premier high power events, and it definitely lived up to its name. Approximately 200-300 flights were put up during the two days with motor sizes ranging from 1/2A to K.

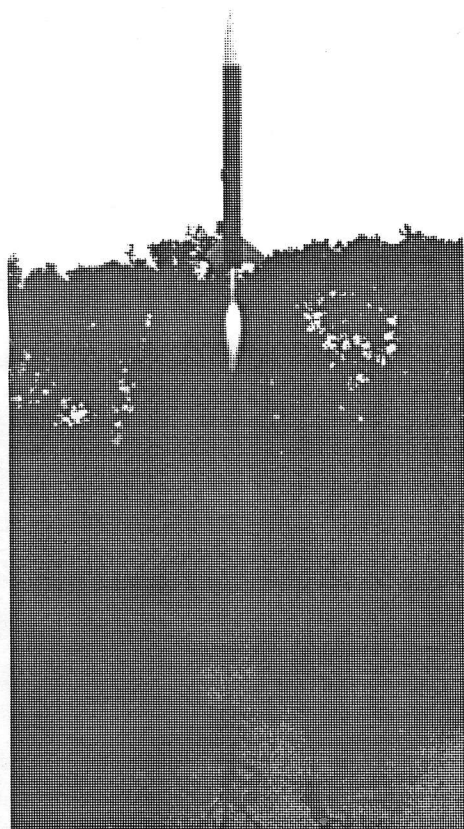
Battlepark '97 suffered from low turnout and few flights due to lousy weather, but this year Mother Nature cooperated and gave us a beautiful weekend. Even though Culpeper is about 3-4 hours away, SPAAR was well represented at the launch with at least a dozen members attending.

Ivan Barnsley, his daughter Jeanie, and sons Mark and James Darnell stayed pretty busy logging over 20 flights. Ivan apparently didn't want to fly anything with just one motor in it. He put up his 3 stage Hummer on a D12/C6/C6 combo, his clustered Get the Point on 4 C6's, and his 2 stage Flapper on 2 D12's. He also had a nice flight with his upscale Gyroc on a C6 but then shredded it with a D12. Jeanie flew her Hat Trick with 3 C6's and a D12 staging to 3 more C6's and another D12. Mark flew a G75 in his rocket which was built with one of the molded Acme fin canisters. James flew his 400MPH also on a G75. It should be noted that both Mark and James helped out with range duty also.

Two SPAAR members went to Culpeper

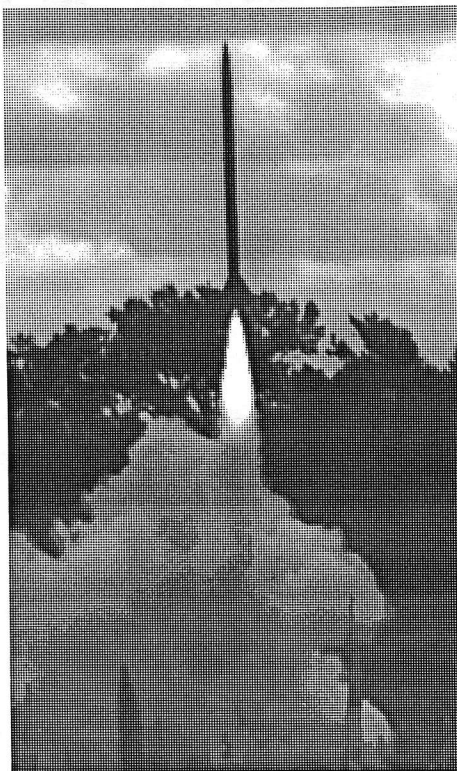


with certification flights in mind. New member Bob Bohner made a successful attempt at Level 1 with his PML Explorer. The Explorer made a perfect flight on an H123W. Randy Brust's goal was to certify Level 2 using his LOC Magnum. The Magnum was so new that it wasn't even painted yet, but it made a perfect flight anyway on a J460T. The flight also had an exciting ending. Just as the rocket touched down, the skies let loose with a hard down-pour. The 9 foot Rocketman chute did a good job of keeping the Magnum dry, but Randy was not so lucky.



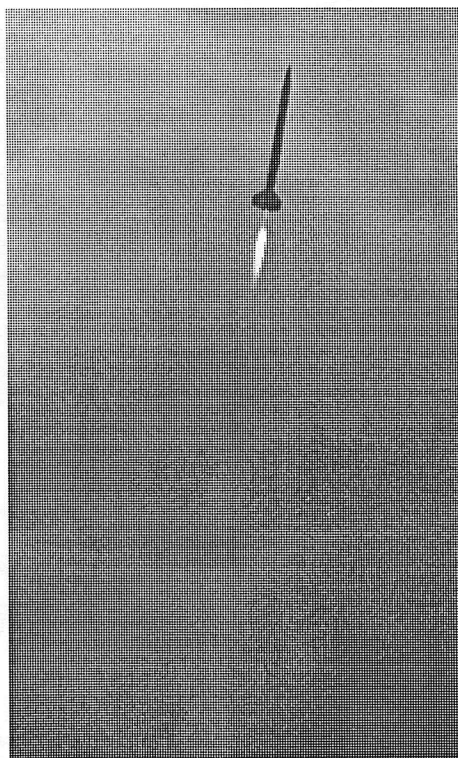
**Randy Brust's LOC Magnum is off on J460T power. (Miller)**

Roger Dwyer put in some nice flights including his Rocketman Hybrid Mama on a J415W, a Super Loki Dart on an I161W, and a Nike Smoke on an H242T. Ed Miller had quite a few flights with mixed results. He had good flights with his UFO on an H123W and his Tarsis on an H180W. Then there was his Thoy Falcon with dual recovery. He put it up Saturday on a J800 to 5270 feet, but separation occurred at apogee. The payload popped its main at 750 feet, but the booster fell all the way to the ground. Other



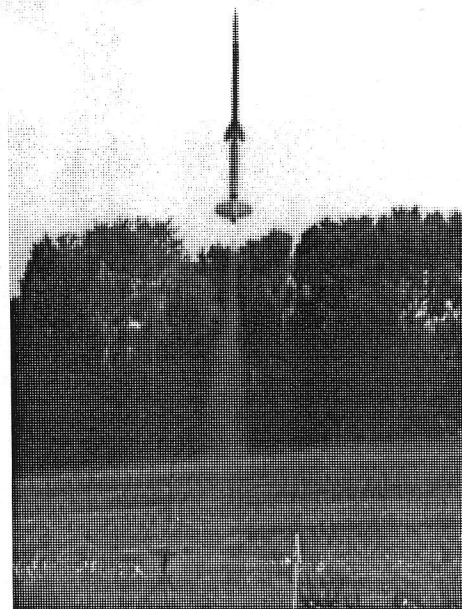
**Roger Dwyer's Rocketman Hybrid Mama on a J415W. (Miller)**

than some dings and scratches it was OK, so Ed decided to try it again Sunday. Result? Great boost to 5210 feet but another separation at apogee. This time the booster did not fair so well.



**Ed Miller's Thoy Falcon streaks to 5270 feet on a J800T. (Miller)**

Brian Royer decided to take advantage of his Level 2 certification that he got at RATS. He had some nice flights on some smaller rockets but the real stand out was his Skyraider on a K1100T. This is one big rocket and the K1100 was perfect for it. The flight was so nice that he bought another K1100 and did it again. Two perfect, and loud, flights.



**Bob Utley's Terrier/Sandhawk off on its spot landing flight. (Miller)**

Bob Utley and Kathy Gilliland were in hand with a variety of nice rockets. Kathy had good flights with her Tweety Bird on an F39T, Dots on an F25W, and Equinox on a D12. She also put up her Impulse on a cluster of 2 D12's, but the rocket suffered a broken fin. Bob had good flights with his Engage on an F15 and his Tomahawk on an F25W. He lucked one in with his Sandhawk on an H123W. The shock cord broke but the altimeter saved it, and everyone thought it was supposed to do this anyway. Then there was his nice scratch built Terrier/Sandhawk. Perfect boost on a G80T, perfect spot landing in the middle of the road, right between the yellow lines. Bob, did you win some kind of trophy or gift certificate for that?

Rick Hackman also attended the launch on Sunday but didn't bring anything to fly. He most likely went through a few rolls of film though as he was seen taking photos throughout the day.

Thanks go out to Tripoli Central Virginia, Tripoli Eastern Virginia, and all the volunteers for making Battlepark '98 a great launch. **CD**

# COUNTDOWN

is the Official Newsletter of SPAAR  
THE SOUTHERN PENNSYLVANIA AREA ASSOCIATION OF ROCKETRY

*Please make sure your membership is up to date!*

Rick Hackman  
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