

COUNTDOWN

THE NEWSLETTER OF THE SOUTHERN PENNSYLVANIA AREA
ASSOCIATION OF ROCKETRY, NAR SECTION #503



FOOD & ROCKETS? IT'S SPAARSPAM!!

Volume 14, Issue 6
NOVEMBER/DECEMBER 2002



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COUNTDOWN

Volume 14, Issue 6
November/December 2002

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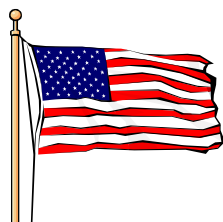
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"LET'S ROLL"

**SECTION MEETING MINUTES**

December 20, 2002

Present: J. Yost, T. Ha, T. Rossi, M. Kamide, L. Gerlach, D. Greene, D. Jacobs, Glenn & Daniel Feveryear, Dr. Simon, Mark & George Beever.

The President called the meeting to order at 7:05PM and called for the committee reports.

Section Advisor: Glenn reported that our NAR charter would come due for renewal in March 2003.

Competition: Glenn discussed meets that are planned for the spring of 2003, in particular ECRM.

HPR: No report.

Newsletter: George reported he's working on it.

Treasurer: The Grand Keeper Of The Funds, Larry Gerlach, reported a balance of \$678.47.

Old Business:

Club Equipment: At last month's meeting, it had been decided to do a complete inventory of the club's launch equipment, in order to find out just what we have, what needs to be repaired, and what needs to be replaced. Dale Greene, Tony Rossi, and George Beever volunteered to do this on Friday, December 27 at George's house.

NOTEMS: John Yost volunteered to resume providing the proper notifications to the FAA for our sport launches at Cocalico.

Team America Challenge: SPAAR members who will be assisting with this in May are John Yost, Dale Greene, and Tom & Chris Ha. John related some of his experiences at major rocketry events, such as several NARAMs, the 1980 Internats, and the 1988 USA/USSR Cultural Exchange meet, all of which were great to attend and help at.

2003 Auction: Tony Rossi will be handling the 2003 SPAAR Internet Auction in February. So far, Mark Kamide has donated one of the new Mountainside Hobbies V-2 kits, Tom Ha an Estes Dude ["Dewd, you're getting a Dewd!"] and George donated an old Mountainside Hobbies ASP kit. Please contact Tony with your donations!

New Business:

2003 Family Dinner: Doc Simon reported on his work on the 2003 SPAAR Family Dinner. It will be held on Saturday, April 26, from 6:00PM to 9:00PM at the Olde Country Buffett in York.

Elections: With great pomp and circumstance [and nobody knows pomp and circumstance like Larry] Larry Gerlach counted up the votes for the 2003 club election. This was done of course, AFTER the room had been filled with the proper amount of cheap cigar smoke and hanging chads to make it official. The results are: Section Advisor: Glenn Feveryear. President: Dale Greene. Vice-President: Tony Rossi. Treasurer: Larry Gerlach. Member-At-Large: Gregg Martell.

After this obviously rigged and crooked election, we continued the long-standing SPAAR December meeting tradition of filling our faces with pizza. How else can Larry pay for those votes? Thanks to Doc Simon for the mini chocolate éclairs [15 was my limit], to Tom Ha for the sodas, and anyone else who contributed to the festivities.

We got thrown out at about 9:10PM.

FLIGHT LOG

SPAARSPAM-14

November 3, 2002

Fl#	Name	Model	Manuf.	Motor		Result
1	Mike Brubaker	Fat Boy	Estes	Estes	D12-7	Good Flight
2	Mike Brubaker	Bull Pup	Launch Pad	Estes	D12-5	Good Flight
3	Mike Brubaker	Pescador	Launch Pad	AT	E11-3J	Good Flight
4	Bruce Canino	Totally Tubular	Quest	Estes	B6-6	Good Flight
5	Bruce Canino	Sidewinder	Estes	Estes	C6-3	Separation
6	Chris Cox	Stormcaster	Estes	Estes	D12-5	Good Flight
7	Jim Cox	V-2	Scratch	AT	F12-5J	Good Flight
8	Jim Cox	Super Bertha	Scratch	AT	G38-7J	Good Flight
9	Jim Cox	ARCAS	Aerotech	AT	G35-7	No chute
10	Jim Cox	Tri-FO	Scratch	AT	D24	Good Flight
11	Dale Greene	Rotaroc	QCR	Estes	B6-2	Good Flight
12	Dale Greene	Fat Boy	Estes	AT	D21-7	Good Flight
13	Ben Gerlach	Big Bertha	Estes	Estes	C6-5	Good Flight
14	Larry Gerlach	V-2	Estes	Estes	D12-3	Good Flight
15	Larry Gerlach	Big Bertha	Estes	Estes	C6-7	Good Flight
16	Rick Hackman	Kamikaze Baka	Scratch	Estes	B6-4	Good Flight
17	Rick Hackman	Ranger clone	Scratch	Estes	B6-4 [3]	Good Flight
18	Rick Hackman	Mark clone	Scratch	Estes	A8-3	Lawn Dart
19	Rick Hackman	Sp. Shuttle JPZ3	Scratch	Estes	A8-3	Good Flight
20	Bryce Hutchinson	Double Boy	Scratch	AT	E30-4T	Good Flight
21	Bryce Hutchinson	Airwalker	Estes	Estes	C6-5	Good Flight
22	Steve Hutchinson	Airwalker	Estes	Estes	C6-5	Good Flight
23	Mark Kamide	Mongoose	Estes	Estes	B6-0/B6-6	Good Flight
24	Mark Kamide	Gemini-Titan	Scratch	AT	G64-4RMS	CATO
25	Steven Luzeski	Python	Estes	Estes	D12-5	Good Flight
26	Steven Luzeski	Nike Smoke	Quest	Estes	C6-5	Good Flight
27	Steven Luzeski	Mercury Redstone	Estes	Estes	C5-3	Good Flight
28	Andrew Martell	Gnome	Estes	Estes	1/2A3-4	Separation
29	Gregg Martell	Ecee Thunder	Edmonds	Estes	D12-3	Good Flight
30	Cory McClintock	Falcon	Quest	Estes	B6-4	Unstable
31	Cory McClintock	Falcon	Quest	Estes	C6-3	Good Flight
32	Cory McClintock	Falcon	Quest	Estes	C6-3	Good Flight
33	Cory McClintock	Falcon	Quest	Estes	C6-3	Good Flight
34	Cory McClintock	Falcon	Quest	Estes	C6-5	Good Flight
35	Cory McClintock	Falcon	Quest	Estes	C6-5	Good Flight
36	Cory McClintock	Falcon	Quest	Estes	C6-5	Unstable
37	Cory McClintock	Falcon	Quest	Estes	C6-5	Good Flight
38	James McManaway	Alpha III	Estes	Estes	C6-7	Good Flight
39	James McManaway	Vertex	Scratch	Estes	D12-7	Good Flight
40	James McManaway	Vertex II	Scratch	Estes	D12-0/D12-7	Good Flight
41	James McManaway	Vertex II	Scratch	Estes	D12-0/D12-7	Good Flight
42	James McManaway	Vertex II	Scratch	Estes	D12-0/D12-7	Good Flight
43	Andrew Reichel	Mean Machine	Estes	Estes	D12-5	Good Flight
44	Andrew Reichel	Mosquito	Estes	Estes	1/4A3-3	Good Flight
45	Andrew Reichel	Eliminator	Estes	AT	F21-4W	Good Flight
46	Andrew Reichel	Mini-Meanie	Estes	Estes	A10-3	Good Flight
47	Andrew Reichel	Mean Machine	Estes	Estes	D12-5	Good Flight

CONTINUED ON PAGE 6

SECTION MEETING MINUTES

November 15, 2002

Present: L. Gerlach, T. Rossi, T. Ha, J. Yost, D. Greene, N. Simon, G. Beever

The Prez called the meeting to order at 7:15PM

Section Advisor: No Report

Competition Committee: ECRM will be held May 17-17, 2003, sponsored by NARHAMS, Middletown, MD.

HPR: No report, however John Yost asked if anyone had any additional information relating to a post recently made on the SPAAR e-group by Ed Miller alluding to the possible disbanding of Tripoli Susquehanna. Tom Ha relied that it was his understanding that if a suitable HPR field could not be found, Ed would not re-new the charter with Tripoli.

Treasurer: Larry Gerlach reported a balance of \$867.07.

Old Business:

- Dale Greene led a discussion to finalize the 2003 club schedule. Several revisions were made, and it was adopted.
- Dr. Simon asked for input in planning the 2003 SPAAR Family Dinner, to be held on April 26, 2003. Tom Ha volunteered to solicit door prizes.
- John Yost reported he is working on the new launch system.
- Tony Rossi will draw up a map with directions to the new meeting location and will post it on the website.
- Damage to various components of the existing launch system was discussed.
- Details of the winter workshops were discussed.

New Business:

- Tony Rossi advised that Mark Kamide had donated new Mountainside Hobbies V-2 and George Beever had donated an old Mountainside Hobbies ASP-24 kit to the on-line auction to be held in February 2003.
- As a continuation of the discussion on damage to the launch system, Dale Greene asked if anyone knew where the club's anemometer was, and, if there is no interest in using it, suggested putting it up for auction as well. This led to a similar discussion regarding radios. Does the club

- own a set of the old CB walkie-talkies? The best recollection was that we do - and do we want to auction them off as well and replace them with up-to-date radios? Eventually, it was decided to inventory what the club owns; Tony Rossi, Dale Greene, and George Beever will complete the inventory prior to the December meeting.
- A discussion of the Team America Rocketry Challenge and SPAAR's assistance was held. John Yost urged any member who can do so, sign up to help. This will be over the Mother's Day weekend in May 2003. He related some of his experiences with the 1980 Internats and the 1988 US/USSR meets, and predicted the TARC will be similar. Tom Ha also discussed information related to the TARC that he had received from Trip Barber. John requested the use of SPAAR's RRD [Rocket Retrieval Device - AKA The Crappie Pole] for the TARC. Request granted. Dale Greene mentioned that a scale is needed also.
- Tony Rossi asked for a list of SPAAR members who are NAR members. The Section Advisor will be asked to obtain this. A discussion ensued on putting the membership database on the club website, and having it password protected for security. No final decision was reached, although those present felt it was a good idea and Tony will follow up on it.
- Larry Gerlach discussed the rocketry calendar produced by EMRR, Essence Model Rocketry Reviews, a portion of the proceeds of which go to the NAR Legal Fund. A quantity discount is offered. John Yost made a motion to direct Larry to purchase 8 calendars with club funds, four of which will be purchased by attending members and four to be offered for sale or donated as door prizes. Second by Tony Rossi. Motion passed. The expenditure will be approximately \$148.
- Larry led a discussion on the club brochures and their apparent success. Tony Rossi will make the needed updates to the brochure.
- Larry then mentioned "Weenie's Toy Fair", a fond memory of a long-gone era in Lancaster's model rocket history. He, John, Dale and Tom all waxed nostalgic in recounting their memories of "Weenie's Toy Fair". The rest of us shook our heads.

After that trip down memory lane, nominations were taken for club officers for 2003, to appear on a mail-in "ballet":

Section Advisor: Glenn Feveryear

President: Dale Greene
John Yost

Vice-President: Tony Rossi
Tom Ha

Treasurer: Larry Gerlach

Member-At-Large: Doc Simon
Greg Martell

A Big Bertha takes to the sky at SPAAR-SPAM, November 3, 2002.



48	Andrew Reichel	Monarch	Estes	Estes	D12-7	Good Flight
49	Greg Reichel	Fireflash	Estes	Estes	B6-4	Good Flight
50	Greg Reichel	Sizzler	Estes	Estes	A8-5	Lawn Dart
51	Greg Reichel	Arc de Triumph	Scratch	Estes	D12-3	Rocket Lok
52	Greg Reichel	Arc de Triumph	Scratch	AT	F21-4W	Lawn Dart
53	Greg Reichel	Quark	Estes	Estes	1/4A3-3	Good Flight
54	Greg Reichel	Executioner	Estes	AT	F21-6W	Chute
55	Greg Reichel	Reichel Recycler	Scratch	Estes	D12-3	Good Flight
56	Tony Rossi	Mercury Redstone	MSH	AT	G80-4T	Good Flight
57	Tony Rossi	Mercury Redstone	MSH	AT	G64-4RMS	Good Flight
58	Joe Skitka	Fat Boy	Estes	Estes	C5-3	Lawn Dart
59	Joe Skitka	Star Dart	Estes	Estes	A8-5	Good Flight
60	Joe Skitka	Mercury Redstone	Estes	Estes	C6-5	Good Flight
61	Joe Skitka	Phoenix	Estes	Estes	D12-3	Good Flight
62	Joe Skitka	Sting	Scratch	Estes	1/4A3-3	Good Flight
63	Joe Skitka	Mongoose	Estes	Estes	C6-0/C6-5	Gone
64	Joe Skitka	V-2	Estes	Estes	E9-6 [2]	Separation
65	Joe Skitka	Comanche-3	Estes	Estes	D12-0/C6-7	Good Flight
66	Joe Skitka	Fat Boy	Estes	Estes	C6-5[2]/C6-0	Good Flight
67	Joe Skitka	Big Daddy	Estes	Estes	E9-6	Good Flight

FLIGHT LOGDecember 8, 2002

<u>Fl#</u>	<u>Name</u>	<u>Model</u>		<u>Motor(s)</u>	<u>Result</u>	
1	Mike Brubaker	Estes	Fat Boy	Estes	C6-5[3]	Good Flight
2	Mike Brubaker	Launch Pad	Saab	Estes	D12-3	Good Flight
3	Mike Brubaker	Estes	Sidewinder	Estes	C6-3	Good Flight
4	Dale Greene	Estes	Big Bertha	Estes	B6-2	Good Flight
5	Dale Greene	Estes	Fat Boy	Estes	C6-5	Good Flight
6	Rick Hackman	Estes	Icarus	Estes	A8-3	Good Flight
7	Rick Hackman	Scratch	XR-10	Estes	A8-3	Good Flight
8	Rick Hackman	Scratch	Fire Cat	Estes	A8-3	Good Flight
9	Rick Hackman	Scratch	Camroc Carrier	Estes	A8-3	Good Flight
10	James McManaway	Scratch	Vertex II	Estes	D12-0/D12-7	Lost
11	James McManaway	Scratch	Vertex	Estes	D12-7	ClouBuster
12	James McManaway	Scratch	Vertex	Estes	D12-7	Good Flight
13	James McManaway	Estes	Bandit	Estes	B6-4	Good Flight
14	Andrew Reichel	Estes	Mosquito	Estes	1/4A3-3	Good Flight
15	Andrew Reichel	Estes	Eliminator	Estes	E9-8	Good Flight
16	Andrew Reichel	Estes	Big Bertha	Estes	B4-4	Good Flight
17	Andrew Reichel	Estes	Yankee	Estes	C6-5	Good Flight
18	Greg Reichel	Estes	Sizzler	Estes	A8-5	Good Flight
19	Greg Reichel	Estes	CC Express	Estes	D12-0/D12-7	Good Flight
20	Greg Reichel	Estes	Fireflash	Estes	B6-4	Good Flight
21	Greg Reichel	Estes	Executioner	Estes	D12-3	Good Flight
22	Joe Skitka	Estes	Comanche III	Estes	D12-0/C6-0/C6-7	Good Flight
23	Joe Skitka	Estes	Mercury Redstone	Estes	C5-3	Good Flight

24	Joe Skitka	Estes	Star Dart	Estes	B6-6	Good Flight
25	Joe Skitka	Scratch	Gourd	Aerotech	F21-8WL	Unstable
26	Joe Skitka	Estes	Phoenix	Estes	D12-3	Good Flight
27	Joe Skitka	Scratch	Sting	Estes	1/4A3-3	Good Flight
28	Joe Skitka	Estes	V-2	Estes	E9-6[2]	Good Flight
29	Brian Yavoich	Estes	Renegade	Estes	C6-7	Good Flight

SPAARSPAM

It's as traditional as baseball & hotdogs, Ozzie & Harriet, the Holidays & headaches...our annual sport launch and food blowout on the first weekend in November. This past November 3 we upheld that tradition in great fashion.

We had the usual plethora [I've always wanted to use that word] of things to eat. Soup, various casseroles, hot dogs, sausagees, chips, dips, and an entire table full of dessert-type goodies. What more could you ask for? No wind? Well, ya just can't have everything.

OK, so it was bit cold and windy—who noticed? Well, I did, for one. But anyway, we did have some great rocket-flying going on. The big news, of course, was that Mike Brubaker flew several really nice models—and didn't land one on the roof...at least I don't think so, anyway. Larry Gerlach flew his Big bertha, the one that is older than most people in the club, and got it back again. Flight number 2,398, we think.

Rick Hackman flew some nice clones of old Estes kits or designs, and one that wasn't—it looked like a World War II Japanese "Baka" - but it flew better than the real thing, with a much nicer result.

Alas, the saddest part of the day occurred when Mark Kamide's scratchbuilt, 4-inch diameter Gemini-Titan became a blow-torch—literally. The G64 reload CATO'd in spectacular fashion, leaving many people to wonder if Mark was just trying to keep everyone warm. [I know, that's sooo rude].

And then there was the Flying Arch de

Triumph....then again, the less said about flying [or *attempt* at flying] pieces of historical architecture the better. James McAnnawy flew a design he calls the Vertex, in the "I" and "II" versions—single or double staged—with D12 motors. And kept getting it back. On a calm day this is pretty amazing; on a windy, nasty day somewhat unbelievable.

DECEMBER 8, 2002

Your poor excuse for an editor wasn't there for this one—he was paying for the privilege of watching the Ravens lose to New Orleans—and his requests to a couple of attendees to do a write-up fell on deaf ears. So, I'll do the next best thing—I'll make it up just to see if anyone notices.

A full-scale Saturn V, powered by no less than 158,492 Estes C6-5 motors was flown by Earl "Powderburn" Phlegm, one of our oldest members. Not "oldest" in the sense that he's been with the club since the start; Earl is 98 years old, and was one of Dr. Goddard's lab assistants "back in the day".

Ol' Earl almost got it right. If you look back at your copy of "*Estes Industries technical Report TR-6, Cluster Techniques*", you will see that one of the things Vern warned us about, when flying clusters, was to make certain that the nozzle ends of all of the motors are facing *downward*. If just motor isn't, the ejection charge from another could ignite it's wayward sister. It appears that Earl apparently was up late the night before sampling the Christmas cheer, and had all but one of the motors in, shall we say, backwards? Well, suffice to say that the sight, sound, and smell of 158,491 C6-5's going kablooey was something to behold. You know, we sure are going to miss Earl!.....

WE JUST HAD TO ASK.....

WHAT WAS YOUR FAVORITE "REAL" ROCKET??

"On a daily basis it might be a good cup of coffee. In the outerspace field, the Saturn 5 monster impressed me. Too bad we'll not see the likes of that again in our lifetime..." - *Dan Weinhold*

"Would have to say Saturn V as a lot of us grew up watching the launches and landings" - *LeRoy Bonawitz*

"The Gemini-Titan. First it is a very clean design - no escape tower or other things messing up the aerodynamics. It was a successful program meeting or exceeding its objectives and it never blow-torched! Gemini 8 had to make an emergency reentry (but that wasn't the fault of the Titan!) And it flew without fins - I have problems flying rockets with fins. I am old enough to vaguely remember Mercury but the Gemini program really excited my imagination as a 10 - 12 year old. It got me interested in space, science and probably lead to my interest in model rocketry - though I never bought the Estes GT-3 model - that cost 6 or 7 dollars and was out of my budget!" - *Dale Greene*

"Tough question! How do you pick one favorite rocket from all the types of rockets there are? Actually I have several from different categories and several within each category. You did not make things easy with this question.

Back in the day when we were trying to get into space there was the Vanguard. Why do I like it? Well it was black and silver and had a conical nose and just looked cool. What didn't look cool was the way it didn't quite make it off the pad in those early days. Also the Wac Corporal for pretty much the same reason except it was mostly white. Least THAT's what everybody thought until they recently discovered color photographs of it. Seems it's really a bright yellow and not white. YUK. It's still a favorite and was my first scale model rocket that I built and flew. Like the Wac Corporal, it's big brother the Honest John, as both were

Army missiles, is another favorite. The color scheme was not spectacular being all O.D. green. but hey, it had a large payload section. And of course you couldn't give it a better name!

Another one which deserves mention is the Nike-Hercules. Probably because it's so imposing when you see it up close, as a lot of them were set up in various places around the country (usually at military bases) as gateways or monuments after they were no longer in use. I also remember seeing them used in Sci-Fi films. I think they were one of the most shown missiles in service during the cold war.

With manned flight it's pretty hard to beat the Saturn V. It is without question poetry in machine motion. So much has been said about it I doubt I could improve upon it. The Mercury Atlas with it's gleaming metallic airframe is a real beauty and has a lot of historical significance for the U.S. But my absolute, all time favorite is the Gemini-Titan combination. There was and still is just something majestic about it. The Mercury program was important but the astronauts weren't really much more than passengers. The Gemini program is what really got my heart fluttering and my imagination soaring. The launch vehicle was painted in typical white/black/silver colors but the way the roll patterns were set and the fact that it had no fins was a modern art form in itself." - *John Yost*

"Had to think about this a while. Have to say the Atlas, this is an early ICBM used for a space booster with a simple and efficient design that is still being used now, which has to say something for it. Although it is about to be retired." - *Ivan Barnsley* [Don't know 'bout that, Ivan. Isn't the Atlas IV or V still in use? - editor]

SPORT SCALE THOUGHTS

From Peter Alway

(Editor's Note—Peter Alway is the well-known author of several books on scale rockets, name *Rockets Of The World*, *The Art Of Scale Model Rocketry*, and *Scale Bash*. This is a message that recently appeared on RMR, and was forwarded by Glenn Feveryear)

OK, here's my strategy, in order of importance, for placing in scale at NARAM:

Pick a subject you like so much that the prospect of spending tens of hours with it sounds like a pleasure. I picked 80 hours because I built my Black Brant IX in five intensive days. I probably should have said 40-80 hours. The judge will only see the paint and decals. Paint the model nicely. No runs, drips, see-through paint, over spray, bleeding under masking, orange peel, or whatever.

Design your model around painting. Order your construction steps around painting. Your model is nothing more a mannequin to display a coat of paint and hold it together on 300-mile-an-hour flight through the air. No visible decal film. Transparent label material is a cute idea, but it shows like a "flesh-colored" Band-Aid in the middle of your forehead.

Seal the wood and tube spirals to the best of your ability. Build and paint the model to accurately match the data you will submit to the judges. Cut out and glue on the fins on straight. Only add details that you can execute well--your smallest detail should be bigger than your biggest flaw. Miniature machine screws in wobbly rows are worse than a decal with pictures of screws in a straight line. A decal of screws with a visible film is worse than no screws at all.

Pick a subject that has interesting visible parts. Stage or cluster the model if it's appropriate and if you have had Success with staging and clustering using the same method on other models.

- Peter Alway



SPEAKING OF SPORT SCALE— Mark Kamide's scratchbuilt Gemini-Titan just before it's last flight. A G64 CATO was the culprit.



SPAARSPAM

ABOVE: Rick Hackman's scratchbuilt Estes Ranger.

ABOVE LEFT: Mike Brubaker's Launch Pad Bull Pup 12B.

LEFT: Andrew Reichel's Mean Machine

From the news desk.....

SPAAR FOUNDER ARRESTED

“ONE-EYED JOHN” PICKED UP ON CENTURIES-OLD WARRANT STATES “AAAARGH MATEY, I’SE BEEN FRAMED I TELL YE!”

Silver Spring, PA [UPI, AP, UP, IP]: “One-Eyed John” Yost, one of the most notorious buccaneers in history, has been taken into custody ending a centuries-long manhunt. Known for his trademark stylish red scarf and white-plumed tri-corner hat, he was located at his office near Reading. Yost offered no resistance, but emphatically stated “Hey guys...this pirate thing is a joke, OK? I’m not really a cutthroat—I just play one. C’mon already, it’s a gag!! A hoot—we made it up!!! You see, this guy I know and I needed a new name for our team and a new attitude to go with it, so we came up with this stuff...you don’t really think I’m an 18th century pirate do you? Nobody in their right mind thinks they’re a pirate!! So what if I call everybody “matey” and say “arrgh” a lot? There a law against that? Huh?? It makes people laugh!

OK, look, I admit that I was glad Tampa Bay made the Super Bowl, so what? I’ve never been an Eagles fan. You’re making a big mistake here—I’ll run ye through an’ make ye’ walk the plank!! Ooops...was that out loud? I was just “in character”, can’t you see that? Hey, what’s with the handcuffs?? The guys in the club put you up to this, didn’t they? I’ll bet it was that Mark Kamide...OK Larry, I’ll pay my dues, now take the cuffs off already! Besides, I’ll let you in on a little secret—I’m really Batman!”

A police spokesman said that Yost’s apprehension was the culmination of a long, painstaking investigation which involved thousands on man-hours. “We had to follow up all kinds of leads. Some of them we knew were a waste of time, like the guy who told us One-Eyed John had Pittsburgh Pirates season tickets. We knew he didn’t even like baseball, but we had to check it out. But for every one of those, there was a legitimate clue—like the neighbor who gave us a statement swearing he witnessed One-Eyed’ burying treasure chests in his front yard—only to dig them up again the next day. He claimed it was “training”. Then there was the co-worker who is willing to testify that Mr. Yost is constantly muttering “Shiver me timbers” under his breath and saying he has to go “walk the plank” when he goes to the men’s room. There have also been complaints from women in the office who are missing earrings—the big hoop ones—but only one, not the pair. Yea, I think we got the right guy.”

Bail was set at 50 Gold Sovereigns, 5 Dubloons, and a chicken.



“One-Eyed John” Yost, famous pirate, as he was found in his office

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PLEASE MAKE SURE YOUR MEMBERSHIP IS UP TO DATE!

