



# COUNTDOWN



Volume 13 Issue 4 The Official Newsletter of Southern Pennsylvania Area Association of Rocketry

## Rocketeers report in!

### NARAM-43 DIARY

By George Beever

By my count, a total of 15 SPAAR members and their families attended NARAM-43 in Geneseo, NY, during the week of August 4 –11. Here are some ramblings:

#### **Saturday, August 4, 8:00AM**

– Finally! The day has arrived! I'm off to my first NARAM since 35 in 1993. The building is done [well, sort of] and another thing cannot be packed into the Jeep Cherokee. Mark and I are off to meet up with Cap'n John at his house and head north.

A little background here – the first NARAM I had a chance to attend was NARAM-31 in Manassas, VA. in 1989. Like I said, I had the chance, but our first child, who turned out to be Mark, was due that week. Discretion was the better part of valor and I didn't go. I also wanted to have a place to live. My next shot was in '93, and I did go, even though I missed Mark's 4th birthday and by then we had a 7-month-old daughter. My wife's first words to me upon coming home that

year were, "Don't ever do that again". OK..... So this year, with the timely intervention of several SPAAR members and the promise to take Mark, the blessing was given to go to Geneseo. The common thread of Mark and his birthday kind of lends a bit of symmetry to the whole thing. Anyway, just as we pull out of the driveway, He says, "I gotta go to the bathroom". He follows that with "just kidding". The kid's developing a sense of humor. Great.

We meet up with Cap'n John, and he gives me a little radio, one of those FRS jobs, to keep in touch with him during the trip. We'll be following him up. This arrangement led to a weird scene – me trying to carry on continuous, simultaneous conversations with two people, one of whom isn't in the same vehicle, on two different topics.

During the 6-½ hour drive, we stop twice to load up on gas – once at a McDonalds in Mansfield and once at a Mobile station just inside the

state of New York. Mark's comment upon crossing the state line – "hey, New York looks a lot like Pennsylvania" is true enough, but you were expecting maybe Saudi Arabia?

We get to the field at Geneseo at about 3:30, and I am immediately impressed with the size of it. Huge and flat! But it still doesn't match what I had in my mind's eye – maybe because the warplane museum next door looks more like an abandoned airstrip in a Third World country. Museum? A shabby looking C-119 with flat tires, and a Skyraider that sports a weird yellow paint job applied by what appears to have been a civil Swedish operator. And what's up with the rusty tanks? Oh well, we're here to fly rockets, not look at planes.

After registration, I look for the Contest Director, John Viggiano of the MARS Section. A few words about John – I first ran into John at contests on the East Coast back in the early 90's and it was easy to determine that he is one the true nice guys

## COUNTDOWN

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### President

*Dale Greene*

(Another short drive for Dale to  
NARAM)

### Vice President

*Tony Rossi*

(Caught the monocopter bug. Bet that  
bug bite hurts!)

### Secretary-Treasurer

Larry Gerloch

(Back from the trip and SPAAR is  
broke and we have a check returned  
from some transmission place? Larry  
what's with that?)

### Section Advisor

*Glenn Feaveryear*

(So many contest's so little time)

### Member at Large

*Dave O'neal*

(SPAAR's secret weapon on the com-  
petition scene)

### Newsletter Editor

*Mark Kamide*

(Another issue published from down  
under the 10th. parallel)

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## The Presidents Message

Back from another NARAM! –  
this one was attended by the  
most SPAAR members ever!  
Those of you who missed it,  
missed a great week of  
rocketry. Despite a motel with  
no swimming pool and poor  
air conditioning it was a well  
organized and fun seven  
days! Greg Martell  
successfully certified level  
one on the sport range, and  
John Yost and George  
Beever, Glen Feaveryear, and  
Mark Beever brought home  
trophies! (Mark's first  
NARAM ever – it took me 3  
NARAMS to win an award!)  
And as always we got to rub  
elbows with some legends of  
the hobby. I have said this  
many times before but you  
MUST attend one of these  
national events. Next year is  
Texas' year – both Narcon  
and Naram are there. I don't  
know how many of us will  
make that trek but I'm told  
Mark Beever is ready to go!

The NAR award the annual  
Section Of The Year Award  
to the section with the most  
well rounded programs –  
competition, newsletter,  
public outreach and other  
categories. This year's  
Section Of The Year Award  
goes to Narhams. Newer  
members may not realize this  
but SPAAR was the first club  
ever to win this award in  
1996! (The plaque hangs on  
my living room wall). This

year we ranked 8th in the  
nation. If we hope to be  
considered again for this  
award we need to have new  
ideas for our club. We need  
to continue programs like the  
Eisenhower launch,  
RAMTEC and other public  
launches and expand in to  
new areas. Any ideas, bring  
them to the next meeting or  
launch. It's YOUR club –  
please help us grow!

Panama Dale

PS The only disappointment  
of NARAM was that I didn't  
make the list of goofy hats of  
NARAM – but I understand  
Tom Ha did!



## The Editors Corner

Once again we've come to  
another issue and we have  
some great reports from our  
members on recent launches  
from around the country.

If you would like to submit an  
article for publication please  
send it to me and I'll be sure  
to include it within these  
hallowed pages.

*Mark*  
mkamide@prolog.net



in model rocketry. His off-the-wall sense of humor enables him to fit right in with most everybody else in this hobby. If my memory serves me, John and the rest of the MARS contingent called themselves “The Methane Men From MARS” at NARAM-35; a reference to the atmosphere inside the car on their way down from New York after one too many stops at McDonalds or Barney’s Beanery. I also found out that he is good flyer, too, after John and I got whacked by him and whatever mythical teammate he was flying with at several RAMTECs. In any event, even I am not prepared for the sight that met my eyes when I found him today – he already has that “Thousand-Mile Stare” in his eyes. I ask him “You looking forward to the end of the week John?” He just looks at me with a mad scientist glare. It’s gonna be a fun week.

We head up to the official NARAM-43 hotel, the Ramada Inn in Henrietta, about 25 miles away. Mark, John and I can’t wait to jump in the pool after the long drive. What? The pool is closed? Bad pump? When will it be fixed? Maybe by Wednesday? Well, we didn’t come here to look at planes or go swimming; we came here to fly rockets!

After unpacking, the three of us wander across the parking lot to the restaurant next door, the “Roadhouse Grill”. They provide buckets of free salted peanuts to nibble on. This act of generosity will have repercussions later in the week. In the meantime, John and I each order a nice cold adult beverage [beer] to quench our thirsts after a long drive on a hot day with no swimming pool. The waitress returns and puts not 2, but 4 very large mugs of beer on the table. Wha?? It’s two-for-one Happy Hour from 4 to 7PM. We like this place very much.



Glenn at LCO Range Control

**Sunday, August 5** – We head out to the range for some sport flying and socializing. Mark begins his assault on the world’s record for the number of times a Big Bertha can be launched in a week. While waiting in line, we run into none other than the guy who designed the Bertha, as well as many other things involved with model rocketry, Vern Estes and his wife Gleda. Mark

knew who he was [much to my relief], and even at my advanced age it’s still a thrill to talk to Vern. A very, very gracious man.



6 SPAAR members at the field

I run into John Viggianno again – did he always have that nervous tick?

Attended a flyers meeting tonight. We received our range duty assignments and then broke up into groups. For what reason, no one knows, but we did anyway. NARAM-35 CD Tom Lyons [who I will again deny trying to bribe with an adult beverage one night at the Holiday Inn in Fredrick that week] gives us all the rules and regs. No fishing rods for Superroc. Who the heck would screw up a good fishing rod like that anyway?

**Monday, August 6** – Today the contest portion of NARAM-43 begins! It’s glider day – 1/2A Flexie and 1/2A BG. My partner John is the glider man, which is a good thing because anyone who has been around me knows my theory on flex wings. That

they are evil incarnate; they were developed in Eastern European countries during the Cold War to undermine the Free World. And we fell for the trap, and started flying them here, figuring that well, since the Yugoslavs and Bulgarians do it, we should too. Only thing is, we won the Cold War, but no one has clued the NAR in on that, and we still have the stupid event scheduled every so often, most likely just to tick me off. And so it happened today. John built a couple of the things, and I'll admit that they were even kind of cute. He got them trimmed so they would even glide both indoors and out. But of course they did a death dive upon ejection. Poor John was left with that blank look on his face that many real American competitors get when they fall victim to the evil flex-wing glider. They tear your heart out and stomp on it, man. This carried over to BG, too. John got them trimmed perfectly; but at glider sep, death dive. It's not your fault, Cap'n. It's the lingering curse of the flexie. Whose idea was it to fly both of these events today anyway? Where's the CD???? I see him standing off to the side, looking for the entire world like a deer stuck in the headlights.....

**Tuesday, August 7** – Today we fly A Streamer Duration and D Helicopter Duration. No

stupid little flex-wing gliders to cast bad mojo! We know how to fly *these* events!! We get Mark's initial flight off first – his first ever contest flight at a NARAM. Not bad either, at 79 seconds. He follows it up with a flight of 68 seconds, and holds first place in A Division for most of the day. Our first streamer flight ends with a torn streamer. I know it's those flex-wings... our second flight nets us 124 seconds – a respectable flight to be sure, but out of the running.



SPAAR members at the banquet

Next is Helicopter, the first event that I was responsible for. I was anxious but confident, because we were flying a higher-performance design than we usually do, with composite D10 motors to boot. Good boost on flight #1 – good deployment – starts to rotate – now it's dancing across the sky like Michael Jackson with his hair on fire. Those flex wings are around here somewhere, I know it....

OK, we'll go with a different model, same design, for

flight 2. Ignition, then FAZOT!!!! – I follow the little teeny pieces of shredded balsa to what is left of the model.

Arrrrrrrgggggggghhhhhhhhhh  
h Cap'n, thar ain't no wind in our sales today!!! Prepare to scuttle the portholes!! Heave to or feel the wrath!!! Arrggg!!



Glenn & his first place Astrobee 1500

Mark doesn't fly helicopter. Smart kid.

John Viggiano is now running around without a shirt on.

We decide to go back to the Roadhouse Grill for dinner – Mark likes the free peanuts and the video game, John and I like the deal on beverages. We sit next to the table occupied by the Feveryear Family and Dale Greene. Remember those peanuts? Rene Feveryear provides convincing proof of

why she holds the top national ranking in the Salted Peanut Throw, 17-year old Division, by hitting John in the head, with good form I might add. Daniel and Mark engage in a short-range bombardment of each other. Of course, John and I do not become involved in any way with such behavior.

Tom Lyons comes in with his companion and sits a table away. He immediately becomes a target for peanuts. Not to be outdone, he manages to hit me in the side of the face with a french fry at long range. I have to wonder – just what were these people thinking? Free peanuts at a restaurant located next door to the official NARAM hotel! Asking for trouble, I tell you....



Mark Beever & Big Bertha flying on the sport range

**Wednesday, August 8** – The first day for tracking events, B Superroc Altitude and A

Altitude. I am a tracker. I manage to screw up the system right from the get-go by going out to the wrong tracking location. How was I supposed to know we assigned trackers? I was afraid to ask the CD – he is starting to look like he hasn't slept since last week – come to think of it, he *hasn't* slept since last week!



John on the pad getting ready for a flight

It is hot, the hottest day of the week, and the hottest it has been in these parts in years. Figures. But I ain't complainin', no sir. Mark and I trudge out to Tracking Station Charlie – Charlie, NOT "Chuck" as I was forcefully told on the radio – and find we are looking directly into the sun at midday without a cloud in sight. It turned out not to be a problem with most of the superrocs, but the A Altitude models, especially the 10.5mm models powered by

A2-7 motors were a different story! You guys ever hear of tracking powder? No, not just a little squirt; I mean a shovel full!!! The trackers themselves are really cool. State-of-the-art, with automatic transmission of the angle and elevation data to range control. I feel like a part of history in the making.

As for flying, John and I fly the same 10.5mm A2-7 powered models we were just cursing to flights of 250 and 273 meters. Respectable, but again no hardware. Mark flew the same model he used in A Streamer to 147 meters. He and us both made a qualified B Superroc flight then bagged it for the day. Just



Captian John & Mark (George took the picture) with their Pershing 1A

with the too darn hot for a second flight. We'll go back to the Ramada and jump in the pool. What? Now it won't be fixed at all??



A nicely detailed Little Joe II

The CD can now be seen running between the tracking stations offering his thoughts on the sinking of the Titanic and his theory on how the atom bomb was a fake. He is also heard on the range radio frequency, telling those persons who persist on using channel 5, in defiance of regulations, that "if you don't stop using this frequency and get off of it, I will have some *very special* range duty for you tomorrow!" I believe him. On top of this, a falling rocket whacks his car for the second straight day.

To make up for the loss of the pool, we go across the street to Hooters for dinner. My, they sure do have very large, wonderful, lovely.....fish sandwiches.

**Thursday, August 9** – C Eggloff day. More tracking out at station Charlie. But at least there are a few clouds in the sky, and there is only one event. And none of those itty-bitty A Altitude models. Plus, we drew the first shift, before the sun is directly overhead. Life is good.

Our first flight goes to 234 meters on a C10 motor. Amazingly, despite a tangled chute, the egg holds together. But 234 meters just won't get it done, so we prep a smaller, lighter model. Again using a C10 for power, we get a great boost



Mark Beever's Nike-Smoke sport scale entry

and a good chute, but the wind that has kicked up takes the model towards a cornfield. Yes, they have them in New York, too, but they are not like ours. There do not appear to be rows,

just a mass of corn. John gives it his usual intrepid 1/70



scale Saturn 1B on the sport range

effort, much like he did recovering our second A Streamer flight. He plunges in to the unknown, only to emerge later covered in sweat and corn pollen, disoriented and claiming to be Batman. But no model. Hey man, ya done good anyhow. You're nothing if not persistent. I love you man. And I believe you really *are* Batman. We find out later what happened to our model. It is found in the corn by Steve Humphries, who does not have a radio. He gives it to a member of a competing team, *The Good, The Bad, & The Ugly* of the WHOOSH Section from Wisconsin, who radios back to range control that T-503's model [dat be us] is recovered, just prior to returns being closed for the day. The model is brought to the return tent, where Dr.



Steve Lubliners Level 3 certification attempt rocket called "Simple Pleasure"

Chris Kidwell of NARHAMS opens the capsule to find the egg whole. All of this is good for third place, knocking out the same team who returned it. THAT is sportsmanship. Thanks guys!!

Sport Scale model viewing and pickup is tonight. Our *Pershing 1A* went as about as expected, because I did not spend sufficient time on the model. However, a modeler who entered a beautiful 2-stage *Standard Aerobee*, I think it was the Calvin & Hobbes team from NOVAAR, got hosed, pure and simple. I know that static judging is a subjective thing, since the judges are, after all human, but the 590 static points awarded was way short of what the model deserved. The

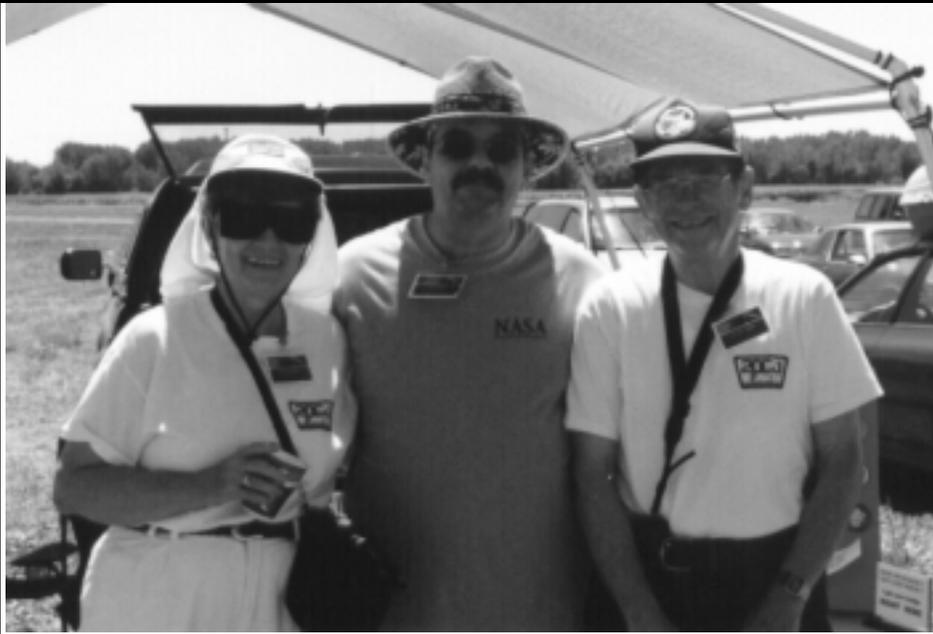
2-stage *Doorknob* model entered by *The Good, The Bad, & The Ugly Team* was rightfully the first place entry in static judging with 796 points. A great model. Glenn Feveryear's rebuilt *Astrobee 1500* garnered 748 static points, the highest in C Division. And rightfully so, I might add. Mark's *Nike-Smoke* was awarded 609 static points.

**Friday, August 10** – The last day. It's Sport Scale flying day, so there must have been a run on 35mm film in the Geneseo area. I shot quite a few photos myself. Cap'n John is a big hit with his pirate persona, including the line "Arrgghh matey, we be continuous!" Continuous, right, as in right

back to the drawing board when the Aerotech F50 detonates and blows a hole in the side of the *Pershing*. Some well-meaning fellow comes up and says, "Hey, if you collect all of the pieces, and send them to Aerotech, they'll send you a new motor." Thanks, Sparky, but at the moment I wish this *Pershing* was a real one that I could target on the Aerotech offices in Vegas. Mark makes a good flight on his model, for 699 total points. We then find out that in the opinion of the RSO who was on duty at the time, a CATO, in which the model does not move off of the pad equals a disqualification. Whatever.

The CD now looks like he has been without sleep or solid nourishment for some time. I ask him if he is glad the week is coming to an end, and he replies, "Frazim bwabba fleazit splunk."

After all of the flying was done I went to start up the old ghetto cruiser. Nuttin. Zip. Nadda. A jump-start from Cap'n John only helped for a second. Dale Greene offers to sell me a new Sears Diehard. All kidding aside, I am very thankful for people like Dale, John, and Dale Jacob's dad – they stuck around and hauled my butt to a local auto parts store and helped get me



John Yost rubbing elbows with Gleda & Vern Estes

going. Turned out to be a case of dirty battery terminals, so it could have been worse. Thanks guys, I hope I can return the favor sometime!

At the dinner tonight, Mark received a trophy for his Third Place finish in A Streamer. I am glad he got to take home some hardware. It's a little positive reinforcement that might lead him to stick with the hobby. We received a trophy for our third in C Eggloft, and Glenn for his first place in Sport Scale, and maybe in something else, I forget. Dale Greene, the Prez, promised to take Mark with him to NARAM-44 next year in Texas. I am sure "Uncle Dale" will enjoy it.

Well, the week ended finally, at about 3:30 on Saturday August 11 when we pulled into our driveway. As opposed to

the last time I did NARAM, I'm not "rocketed out"; the opposite, in fact. But Texas in August?

#### Epilogue:

- The CD, John Vigianno, is reported to be recovering nicely, and with months of intensive therapy, should make a recovery in time for RAMTEC-10.
- The swimming pool at the Henrietta Ramada Inn is still broken. It is rumored that it will be replaced by something more useful, like a tattoo parlor.
- The *Roadhouse Grill* has modified its free

peanut policy. Effective immediately, anyone wishing to eat free peanuts must sign a waiver, promising not to give them to model rocketeers.

- Bob Kaplow has returned to Illinois, where he can continue to partake in his favorite pastime – listening to himself talk.
- Tom and Maria Ha are said to be collaborating on a new book – *How To Take Two Children To A NARAM, and LOOK like You Are Enjoying It!*
- Dale Jacobs is working on an article for *Sport Rocketry* entitled, "The Guide To Finding Women At NARAM".
- Steve Lubliner from Arizona made his Level 3 Certification attempt on August 4, on a rocket he calls *Simple Pleasures*, powered by an M motor. He failed to obtain his certification, due to a problem with the recovery system. However, Steve will

undoubtedly succeed – no one who is that nice of a guy could fail. Good luck, Steve.

- The fish sandwiches at *Hooters* really are huge....well, I think I had a fish sandwich...didn't I? Yea, it was a fish sandwich, I'm sure of it....oh wait, I wasn't paying attention.....
- Tom Lyons STILL has tubes for sale.
- Greg Martell returned home Friday night, right after the banquet....by way of Cleveland, El Paso, and Pompano Beach. Well, OK, maybe not Pompano Beach, but I just like saying it.
- And the ice machines at the Ramada Inn still don't work.....



**SPAAR Section Meeting**

September 21, 2001

Present: L. Gerlach, J. Yost, E. Miller, D. Greene, R. Hackman, T. Rossi, M. Brubaker, N. Simon X 2, G. Beever

The president called the

meeting to order at 7:15PM and called for the committee reports:

Treasurer: Larry Gerlach reported that the current balance is \$1,361.76.

Section Advisor: George Beever reported for Glenn Feveryear, that due to the recent terrorist attacks, the FAA is not granting any waivers for hobby rocket launching activities. This does not apply to *model* rocket launchings, i.e., those that are less than 16 ounces, or up to 125grams of propellant.

Competition: Glenn was absent, but had sent some items to George and John Yost regarding upcoming contests that would be counted towards the 2001-2002 contest year. See elsewhere in this issue for details.

High Power – Ed Miller had no report, since the FAA waiver issue had already been discussed.

Newsletter: Mark Kamide could not attend, but George advised the members present of the newsletter situation.

Old Business: None

New Business: Motion made by Beever, second by Yost,

to donate \$100 in club funds for the benefit of the relief efforts in New York and Washington DC. Motion passed. Treasurer Larry Gerlach was tasked with determining what entity the money would be sent to, most likely the American Red Cross.

Motion made by Beever, second by N. Simon, to allocate \$20 in club funds to purchase some “goodies” for the staff at Cocalico High School that retrieve our rockets from the school roof. Motion passed.

Larry Gerlach led a discussion on training for prospective LCOs and RSOs. He stated that possibly some people are hesitant to step forward and volunteer because they don't know what the job entails. After discussion, he and Tony Rossi were tasked with developing a “checklist” of things people in both positions should keep in mind and/or look for.

Larry then led a discussion on new or unfamiliar members, and ways we can get to know them and vice-versa. A number of ideas were discussed, including going back to wearing membership cards at launches. While this idea has merit, those present were at a loss to recall just

where the program was. Larry "volunteered" [without going to the bathroom] to make up cheap, simple, low-tech ID/Membership cards, containing no more than name and expiration date, to be worn at launch.

General discussion followed, including details of Ed and Roger's plans of putting a man in orbit. OK not really, but I bet they could do it.....



NAR Notification of FAA Rulings



For the latest up to date information on what we can fly, please look to the NAR website. www.nar.org

Mark Bundick President of NAR.



SPAAR Sport Launch, September 2, 2001

We finally got a break with the weather for our Labor Day Weekend sport launch. What breeze there was faded by early afternoon, leaving sunny skies and temperatures in the low 80's. Perfect rocket flying weather!

As is our custom on the tow weekends that bracket summer, this was a 9-to-5 affair. People started arriving at 8:30, and by about 9:30 the range was set up and ready to go.

By the time things wound up at about 4:30, a total of 105 flights had been made. Gregg Martell made a number of real crowd-pleasing flights with an Edmonds Ecee Thunder, a huge D-powered canard-wing rocket glider. It is one heck of a lot of balsa, but it turned in two wide, sweeping flights that came in for perfect landings. Gregg also flew one of the new Estes releases, called The Dude. This is an inflatable rocket, made of a silver Mylar material, and stands about 7 feet tall. Powered by a D12-3, it literally lumbers into the air, looking for all the world like a blimp. It is supposed to deploy a standard Estes parachute, but on both flights this did not occur. No problem. The blimp, I mean Dude, just drifted down sideways to a safe landing both times.

Daniel Feveryear flew his primed Estes Fat Boy – again, and again, and again, and again, and.....well, you get the picture. Eight times in all. Why bother with

paint? Dad Glenn designated this launch as "Use Up Your Apogee 10.5mm Motors Day", and he did just that, flying a variety of competition models. My personal favorites were a D3-powered D Streamer Duration model [ssssssssssssssssssssssssssssssss.....] that logged in a time of 152.5 seconds, and a 1/2A Streamer Duration design that was timed at 156 seconds after it caught a killer thermal. Ed Romani also caught this same thermal with, of all things, a Custom Rockets Equinox. That flight wasn't times, but the range crew's SWAG was that on an E30, it's good for about a 5-minute duration.

Dole, uh, I mean Dale Jacobs flew a Quest DC-4 for a perfect flight; my son Mark was so impressed, that Dole promised him one for Christmas. That, and the trip to NARAM-44 that he'll be making next August with "Uncle" Dale Greene should keep him happy for a while. Thanks guys!

The *Over Forty Victims Of Fate* Team set out to determine the cause for their failure in 1/4A Boost Glide and D Helicopter at NARAM-43, besides the obvious. Flying the same models, we managed to in fact duplicate the futility that we showed so well at Geneseo. On top of that, we also showed the

assembled crowd that not only do we flounder sometimes in the competition arena, but we have our share of “issues” with sport flying, too. Three, yes, three sport flights made by either One-Eyed John or myself ended as a core sampling mission. We have certainly showed the worms that live at Cocalico just who is boss.

Mick Spencer and family flew a well built, highly modified Estes Big Daddy that he has dubbed *Who's Your Daddy?* I love that name. It made a great flight on a G80.

The Simon family looks as though they have discovered multi-staging, with five out of the six flights they made being two stages or more. The most spectacular was a three-stage Estes Comanche, flown on a D12/C6/C6 combination, which I believe they got back. I also discovered that Dr. Simon has a taste for Belgian beer. Model rocketry and fine beer...a man after my own heart. Mike Brubaker flew a great looking Phoenix from The Launch Pad. In terms of detail, it puts the Estes version to shame and flew better than it does, too. His scratch built V-2 turned in a great flight on an E18 reload. The Camaccis' flew a very neat model that lofted a large foam glider. Larry “The Younger” Gerlach flew his 60's-vintage Estes Big Bertha for the 31st time; Larry knows

he is in deep with me if he ever loses that model. Retire it now Larry, before it's too late!

If Gregg Martell's flying of large chunks of balsa wasn't enough, Tom Ha also flew a large Edmonds design, the Deltie Thunder. This is a D-powered boost/glider, and it worked perfectly. Very, very impressive. Maria flew an Estes Fat Boy that she has modified to be an egglofter. The range crew tried to give it a name, like Fat Egg, Fatboylofter, etc, but settled on Fat Eggboy. In any event, it flew great; can't wait to see it fly with an egg!



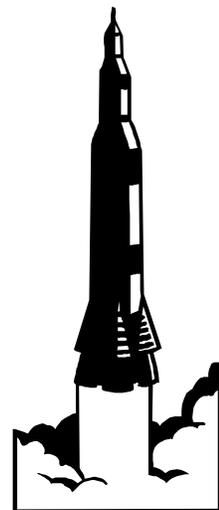
### ROCKETS OVER GETTYSBURG

For the second straight year, SPAAR held a demonstration rocket launch as part of the National Park Service's “50's Weekend”. In 2000, we were approached by the NPS to take part in these festivities, held on the farm where President Dwight D. Eisenhower and his wife Mamie lived in retirement after his two terms in the White House. Since Ike's presidency spanned the 1950's, the NPS asked us to highlight the dawn of the “Space Age”, which began in 1957 with the launch of

Sputnik 1 by the USSR.

In 2000, we were only able to help out on Saturday, but this year, thanks to some hard work by the Hutchinson and Ha families, SPAAR was on center stage all weekend. Between the 2 days, 104 flights were made, with Ivan Barnsley making an incredible 49 flights himself! A number of models representing the beginning of space flight were flown: V-2, Juno-1, Vanguard, Atlas-Score, Sputnik, Thor Agena, and Mercury Redstone. The entire power range of model rocketry was flown, from 1/4A motors up G's.

It takes a lot of coordination of effort to put on a launch of this magnitude, so far from “home”. Our thanks go out to Steve Hutchinson and his family, Tom and Maria Ha, and everyone else who made SPAAR proud this weekend.



**FLIGHT LOG**

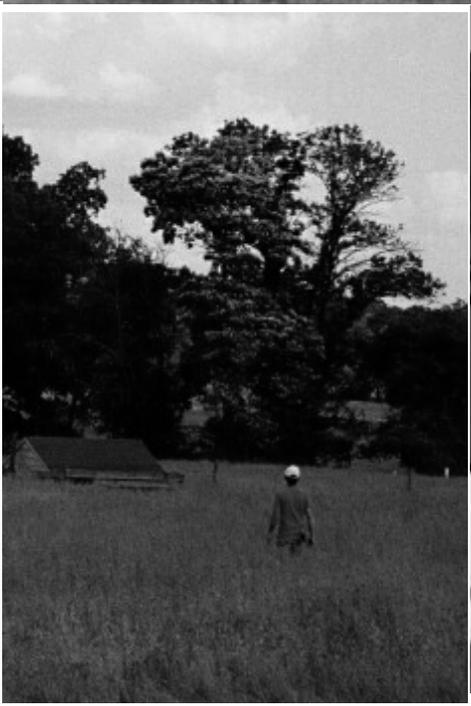
Gettysburg 50's Weekend Demo Launch

Saturday, June 9, 2001

<b>Fl#</b>	<b>Name</b>	<b>Manuf.</b>	<b>Model</b>	<b>Motor</b>	<b>Result</b>
1	Ivan Barnsley	Scratch	Flying Jenny	Estes A8-3	Good Flight
2	Ivan Barnsley	Scratch	Chips&Soda	Estes C6-5[2]	Good Flight
3	Ivan Barnsley	Scratch	Leftovers&Ideas	FSI D18-4	Unknown
4	Ivan Barnsley	Scratch	Upscale Spaceman	Estes C6-3	Good Flight
5	Ivan Barnsley	Scratch	Upscale Sprite	Estes B6-4	Good Flight
6	Ivan Barnsley	Scratch	Leftovers&Ideas	Estes C6-3[1] B6-4[2]	GF
7	Ivan Barnsley	Estes	ARCAS	Estes B6-4	Good Flight
8	Ivan Barnsley	Estes	Big Bertha	Estes C6-5	Good Flight
9	Ivan Barnsley	Scratch	Huey,Duey&Louie	Estes C6-7,B6-6,A8-3	GF
10	Ivan Barnsley	Scratch	Get The Point	Estes C6-7,C6-3	GF
11	Ivan Barnsley	Scratch	Vanguard	Estes B6-4	Good Flight
12	Ivan Barnsley	Scratch	Hummer	Estes D12-5	Good Flight
13	Ivan Barnsley	Scratch	6 X Upscale Quark	Aerotech F37S	Good Flight
14	Ivan Barnsley	Scratch	2.88 X Upscale Quark	Estes A8-3	Good Flight
15	Ivan Barnsley	Scratch	Flapper	Estes D12-3	Good Flight
16	Ivan Barnsley	Scratch	Leftovers&Ideas	Estes C6-3,A8-3	GF
17	Ivan Barnsley	Scratch	Hummer	Aerotech E15-4	Lawn Dart
18	Ivan Barnsley	Estes	Sky Winder	Estes C6-3	Good Flight
19	Ivan Barnsley	Estes	SPER	Estes C6-5	Unstable
20	Ivan Barnsley	Scratch	Upscale Mars Snooper	Estes D12-5	Good Flight
21	Ivan Barnsley	Scratch	Money For Nothing	Estes D12-0,A8-3,A8-5	GF
22	Ivan Barnsley	Estes	Big Bertha	Estes C6-5	Good Flight
23	Ivan Barnsley	Estes/Scratch	Atlas-Score	Estes D12-0,D12-3	Unk
24	Ivan Barnsley	Estes	Thor Agena B	Estes B6-4	Good Flight
25	Dale Greene	Estes	Maxi Alpha	Estes D12-3	Good Flight
26	Dale Greene	Estes/NCR	Big Brute	Estes F62-6	Good Flight
27	Dale Greene	Estes	Fat Boy	Estes B6-4	Good Flight
28	Dale Greene	Estes/NCR	Big Brute	Estes F62-4	Good Flight
29	Dale Greene	Estes	V-2	Estes D12-3	Good Flight
30	Dale Greene	Estes	Maxi Alpha	Estes D12-5	Good Flight
31	Dale Greene	Estes/NCR	Big Brute	AT G40-7	Good Flight
32	Dale Greene	Estes	Big Bertha	Estes B6-4	Good Flight
33	Chris Ha	Estes	Wizard	Estes B6-4	Separation
34	Chris Ha	Estes	Alpha	Estes A8-3	Good Flight
35	Zachary Ha	Quest	Big Betty	Quest B6-4	Ejected
36	Zachary Ha	Estes	Snitch	Quest C6-0	Good Flight
37	Zachary Ha	Estes	Wizard	Estes A8-3	Good Flight
38	Zachary Ha	Scratch	Mom's Creation	Estes 1/2A3-4	Good Flight
39	Tom Ha	Estes	Big Daddy	Estes D12-7	Lawn Dart
40	Tom Ha	Estes	Cherokee D	Estes D12-7	Lawn Dart
41	Tom Ha	Scratch	One and One	Estes B4-2	Good Flight
42	A. Hutchinson	Estes	Fat Boy	Estes B6-2	Good Flight
43	A. Hutchinson	Estes	Corkscrew	Estes C6-5	Good Flight
44	B. Hutchinson	Scratch	Double Boy	Estes D12-3	Good Flight
45	B. Hutchinson	Scratch	SD	Estes A8-3	Good Flight
46	B. Hutchinson	PSC	N-41	Estes D12-3	Good Flight
47	S. Hutchinson	Scratch	Boosted Sputnik	AT E30-4	Good Flight
48	S. Hutchinson	THOY	Wren	Estes D12-3	Good Flight
49	S. Hutchinson	Scratch	Boosted Sputnik	AT E30-4	Lawn Dart
50	S. Hutchinson	Estes/NCR	Patriot	AT G80-7	Good Flight
51	Gregg Martell	Estes	Fat Boy	Estes C6-5	No Chute
52	Gregg Martell	Aerotech	Initiator	AT F40-7	Lawn Dart
53	Gregg Martell	VBR	Extreme 24	Estes D12-5	Good Flight
54	Gregg Martell	Estes	Fat Boy	Estes C6-5	Good Flight

## Sunday, June 10, 2001

1	Ivan Barnsley	Estes	Venus Probe	Estes	C6-5[3]	Good Flight
2	Ivan Barnsley	Scratch	Gemini-Titan	Estes	B6-4	Good Flight
3	Ivan Barnsley	Estes	Red Storm	Estes	A8-3	Good Flight
4	Ivan Barnsley	Scratch	Leftovers&Ideas	Estes	B6-0,B6-6	Good Ft
5	Ivan Barnsley	Estes	Firestreak	Estes	A8-3	Good Flight
6	Ivan Barnsley	Scratch	Chips&Soda	Estes	A8-3[4]	Good Flight
7	Ivan Barnsley	Scratch	Huey,Duey&Louie	Estes	A8-3[3]	Good Flight
8	Ivan Barnsley	Scratch	Hummer	AT	E15-4	Good Flight
9	Ivan Barnsley	Scratch	Screwy	Estes	A8-3	Good Flight
10	Ivan Barnsley	Scratch	Upscale Gyroc	Estes	A8-3	Good Flight
11	Ivan Barnsley	Scratch	Auction Block Special	AT	G104M	Good Flight
12	Ivan Barnsley	Scratch	WRESAT	Estes	D12-5	Good Flight
13	Ivan Barnsley	Estes	Starlight	Estes	B6-4	Good Flight
14	Ivan Barnsley	Scratch	Flapper	Estes	D12-3	Good Flight
15	Ivan Barnsley	Scratch	Get The Point	Estes	C6-7,C6-3	GF
16	Ivan Barnsley	Scratch	Upscale Sprite	Estes	A8-3	Good Flight
17	Ivan Barnsley	Scratch	Flying Jenny	Estes	A8-3	Good Flight
18	Ivan Barnsley	Scratch	Flying Jenny	Estes	A8-3	Good Flight
19	Ivan Barnsley	Scratch	6 X Upscale Quark	AT	F62S	Good Flight
20	Ivan Barnsley	Scratch	1/35 Little Joe	Estes	C6-3	Good Flight
21	Ivan Barnsley	Estes	Mercury-Redstone	Estes	D12-3	Good Flight
22	Ivan Barnsley	Scratch	1/72 Mercury-Redstone	Estes	1/2A3-2	Good Flight
23	Ivan Barnsley	Estes	Big Bertha	Estes	A8-3	Good Flight
24	Ivan Barnsley	Scratch	1/35 Juno-1	Estes	D12-5	No Chute
25	Ivan Barnsley	Scratch	Leftovers&Ideas	Estes	B6-4[2]	Good Flight
26	Dale Greene	Estes/NCR	Big Brute	Estes	F62-6	Good Flight
27	Dale Greene	Estes	V-2	Estes	D12-3	Separation
28	Dale Greene	Estes/NCR	Big Brute	Estes	F62-4	Good Flight
29	Dale Greene	Estes	Maxi Alpha	Estes	D12-5	Good Flight
30	Dale Greene	Estes/NCR	Big Brute	Estes	F62-4	Good Flight
31	Dale Greene	Estes	Fat Boy	Estes	C6-5	Good Flight
32	Dale Greene	Estes	Maxi Alpha	Estes	D12-3	Good Flight
33	Dale Greene	Estes	Big Bertha	Estes	C6-5	Good Flight
34	Dale Greene	Estes	Explorer-1	Estes	C6-5	Lawn dart
35	Dale Greene	Quest	Nike-Smoke	Quest	C3-3	Good Flight
36	Chris Ha	Estes	Fat Boy	Estes	C6-5	Good Flight
37	Chris Ha	Scratch	Mom's Creation	Estes	1/2A3-4	Good Flight
38	Chris Ha	Estes	Snitch	Quest	C6-0	Good Flight
39	Chris Ha	Custom	Totally Tubular	Estes	A8-3	Good Flight
40	Chris Ha	Estes	Maverick	Estes	1/4A3-3	Good Flight
41	Maria Ha	Scratch	B Superroc	Quest	B6-4	Good Flight
42	Maria Ha	Scratch	B Superroc	Quest	B6-4	Good Flight
43	Maria Ha	Scratch	Mom's Creation	Estes	1/2A3-4	Good Flight
44	Tom Ha	Edmonds	Deltie	Estes	1/2A3-2	Good Flight
45	Tom Ha	Scratch	Egglofter	Apogee	C6-4	Good Flight
46	Zachary Ha	Scratch	Eggy	Estes	C6-5	Good Flight
47	B. Hutchinson	Estes	Fat Boy	Estes	C6-3	Good Flight
48	B. Hutchinson	Estes	Fat Boy	Estes	C6-3	Good Flight
49	B. Hutchinson	Scratch	Treelander	Estes	A3-4	Good Flight
50	B. Hutchinson	Scratch	Double Boy	Estes	D12-3	Good Flight
51	S. Hutchinson	Estes	Fat Boy	Estes	C6-3	Good Flight
52	S. Hutchinson	PSC	N-41	Estes	D12-3	Good Flight
53	S. Hutchinson	Scratch	Sputnik	AT	E15-4	Good Flight
54	Gregg Martell	Estes	Fat Boy	Estes	C6-5	Good Flight
55	Gregg Martell	VBS	Extreme 24	Estes	D12-3	Good Flight
56	Gregg Martell	THOY	Jaeger	AT	F40-7	Unknown



## Gettysburg Launch Photo's

### Upcoming Events

I hope you're your making plans to attend the next few meetings. We will be deciding next years flight schedule, taking nominations for club officers and we will need to

come up with a winter build project for everyone to work on. We need your input to make these plans benefit the entire club so come on out and express yourself.

A note about the club officer

nominations, they tend to be a lot of fun and if your not present well then who knows what you might be in for. I would highly suggest you make plans to be there or you just might be the next club officer.

# SOUTHERN PENNSYLVANIA AREA ASSOCIATION OF ROCKETRY

## NATIONAL ASSOCIATION OF ROCKETRY SECTION 503

**JANUARY 2001**

Sunday 7 Sport Launch 1-5pm  
 Saturday 20 SPAAR Family Dinner (Peach Bottom Inn) 6pm  
 Saturday 27 Workshop/Meeting (APRIA, Lancaster) 9am - 1pm

**FEBRUARY**

Sunday 11 Sport Launch 1-5pm  
 TBD Spaar Family Trip to TBA  
 Saturday 17 Workshop/Meeting (APRIA, Lancaster) 9am - 1pm

**MARCH**

Sunday 4 Sport Launch (Estes 1/4A Spot Landing) 1-5pm  
 TBD Spaar Family Trip to TBA  
 Saturday 17 Workshop/Meeting (APRIA, Lancaster) 9am - 1pm  
 Fri 23-Sun 25 NARCON (Dallas, Texas) Hosted by ?

**APRIL**

Sunday 8 Sport Launch 1-5pm  
 Friday 20 Business Meeting (APRIA, Lancaster) 7-9pm  
 Saturday 21 Opossum 5, Open Meet, Hosted by NARHAMS

**MAY**

Friday 18 Business Meeting (APRIA, Lancaster) 7-9pm  
 Sat 19-Sun 20 East Coast Regional Meet (ECRM) Hosted by NARHAMS  
 Sat 26-Mon 28 National Sport Launch (Salt Lake City, Utah) Hosted by UROC  
 Sunday 27 Sport Launch (Sport Scale) 9am - 5pm

**JUNE**

Sat 16-Sun 17 RAMTEC- 9, Hosted by SPAAR - Center Valley, PA  
 Friday 22 Business Meeting (APRIA, Lancaster) 7-9pm

**JULY**

Sunday 8 Sport Launch 1-5pm  
 Friday 20 Business Meeting (APRIA, Lancaster) 7-9pm

**AUGUST**

Sat 4-Fri 10 NARAM 43 (Geneseo, NY) Hosted by MARS  
 Friday 17 Business Meeting (APRIA, Lancaster) 7-9pm

**SEPTEMBER**

Sunday 2 Sport Launch 9am - 5pm  
 Friday 21 Business Meeting (APRIA, Lancaster) 7-9pm

**OCTOBER**

Sunday 14 Sport Launch 1-5pm  
 Friday 19 Business Meeting (APRIA, Lancaster) 7-9 pm

**NOVEMBER**

Sunday 4 SPAARSPAM 1-5pm  
 Friday 16 Business Meeting (APRIA, Lancaster) 7pm - 9pm

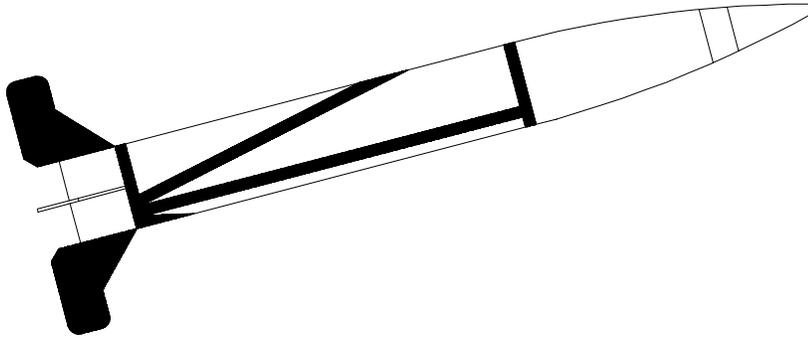
**DECEMBER**

Sunday 9 Sport Launch 1-5pm  
 Friday 21 Business Meeting (APRIA, Lancaster) 7pm - 9pm

*All sport launches will be held at Cocalico High School, Denver, PA, unless noted*

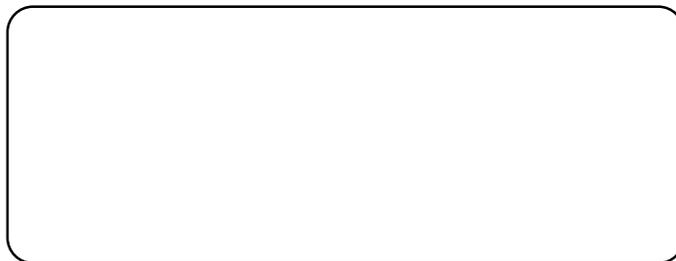
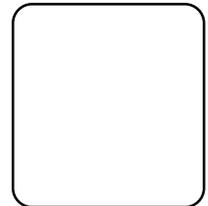
# COUNTDOWN

Is the official Newsletter of S.P.A.A.R.  
**Southern Pennsylvania Area Association of Rocketry**



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**S.P.A.A.R.**  
P.O. Box 127  
Reamstown, PA 17567



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*Please Make sure your membership is up to date*

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