
❖ Tri City Sky Busters ❖

Volume 1 Issue 4

NAR # 535

Merry Christmas 1995

Sky Busters Still Need Help Finding “Perfect Field”

Is There ANYWHERE in Northern Ohio that “G” & above motors can be launched safely ???

At present we have 3 locations that “MAY” fit the Launch bill.

1. Medina Airport
(Freedom Field)
2. Columbia Station Airport.
3. Xxxxxx Airport
(Herb’s Hobby Hanger)

After being present at the MALINA-I ALL TEXAS High Power Launch (November 11-12,1995) in Valley Mills, Texas, I find I have been Bitten By The dread HIGH POWER BUG !!! (I fear I may be possessed by a FATAL condition ...I Hope !!)

As we ROCKET into 1996 my efforts will be focused on finding the PERFECT HPR FIELD !!! YOUR help in this matter is GREATLY Needed. Please keep your “Eyes Peeled”

I also wish to take this opportunity to thank all of you for the continued support I recieved from many of you during my time as NAR #535 Vice President .

Gerry Freed ‘95 VP NAR # 535
(aa445@Cleveland.Freenet.Edu)

Meeting Notice

We have tentatively scheduled a special club meeting for January 21, 1996 at the Brunswick Library in the Community Room. We will be discussing upcoming elections for club officers and our plans for the new year. All Sky Busters members are encouraged to participate in this meeting.

In the future, our regular club meetings will now be prior to our monthly sport launches. The meeting will start at 11:00am at the launch field. The sport launch will start immediately after the meeting, approximately 12:00pm until sundown.



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Tri-City Sky Buster's - NAR Section #535 October 8th Launch Report

It was a windy day here in northern Ohio, but that seldom stops the Sky Buster's. Over 16 flyers and several observers came out to our monthly sport launch. The final tally was 106 launches; 98 single stage, 3 staged, and 5 clustered.

The motor count came out to: 1 1/4A, 22 A's, 38 B's, 22 C's, 28 D's, and 4 E motors for a total of 115 motors fired. Highlights of the launch include Charlie Freed's LOC Starburst using a cluster of 2 D12-7's, only one of which ignited, making for an interesting flight.

Terry Matthews launched a Comanche with 2 stages using a B6-0/A8-5 motor combination for a nice flight, also a V-2 using a D12-7 for another excellent flight.

Ray Maskow and family had 10 nice flights including an Estes Alpha, Big Bertha, Patriot, and many scratch built rockets. Ray and his kids are well known in the club for their "Toilet Tube Co." rockets, named Green Machine, Garcia Y Vega, and Clod Buster. It seems that Ray can turn any cardboard tube into a rocket.

Kevin and Jim Kadar had 9 great flights, including 2 nice flights from an Estes V-3 using D12-3 motors. Their launch of an Estes Mercury Redstone on a C5-3 was a real crowd pleaser. Daniel Angyal had 12 nice flights, launching his Quest Quasar, Estes Bandit, and Estes Pegasus multiple times using various A, B, and C motors. Jim Gibbons had 6 excellent flights, including a Estes Phoenix on a D12-3 that *please turn to page 4*

President's Corner

The year 1995 has been a great year for the Sky Busters. Back in March, our model rocket display at the 44th National Model Plane Show won the Master Trophy for Best Club Display. We were all stunned, as this was our first attempt at putting on a display such as this. Many people worked very hard in setting up the display and being there to talk with the public about model rocketry. Again, I would like to congratulate everyone who had a hand in making this happen. After that, our year went uphill all the way. As our membership increased, the monthly sport launches kept getting bigger and better. We held our first contest this year, our SuperocFest. During the summer, displays at three air shows and teaching a rocketry class kept us all very busy.

As the winter months approached, we seemed to slow down a little, giving everyone a little extra time for other activities. After the holiday season, I'm sure we will all start with a renewed enthusiasm for what the new year will bring. I hope Santa is good to all of you this year and brings you lots of rocket goodies! See you all next year!

I would like to thank everyone for making this a fantastic year. I would especially like to thank the following people for their efforts above and beyond the call of duty: Dan Harold, Dave Falkner, Gerry Freed, Larry Freed, Steve Yahner, Mark Sadowski, Tom Campbell, Ray Maskow, and Ken Hubal.

IS THERE A SANTA CLAUS?

As a result of an overwhelming lack of requests, and with research help from that renown scientific journal SPY magazine (January, 1990) - I am pleased to present the annual scientific inquiry into Santa Claus.

1) No known species of reindeer can fly. BUT there are 300,000 species of living organisms yet to be classified, and while most of these are insects and germs, this does not COMPLETELY rule out flying reindeer which only Santa has ever seen.

2) There are 2 billion children (persons under 18) in the world. BUT since Santa doesn't (appear) to handle the Muslim, Hindu, Jewish and Buddhist children, that reduces the workload to to 15% of the total 378 million according to Population Reference Bureau. At an average (census) rate of 3.5 children per household, that's 91.8 million homes. One presumes there's at least one good child in each.

3) Santa has 31 hours of Christmas to work with, thanks to the different time zones and the rotation of the earth, assuming he travels east to west (which seems logical). This works out to 822.6 visits per second. This is to say that for each Christian household with good children, Santa has 1/1000th of a second to park, hop out of the sleigh, jump down the chimney, fill the stockings, distribute the remaining presents under the tree, eat whatever snacks have been left, get back up the chimney, get back into the sleigh and move on to the next house. Assuming that each of these 91.8 million stops are evenly distributed around the earth (which, of course, we know to be false but for the purposes of our calculations we will accept), we are now talking about...78 miles per household, a total trip of 75-1/2 million miles, not counting stops to do what most of us must do at least once every 31 hours, plus feeding and etc.

This means that Santa's sleigh is moving at 650 miles per second, 3,000 times the speed of sound. For purposes of comparison, the fastest manmade vehicle on earth, the Ulysses space probe, moves at a poky 27.4 miles per second - a conventional reindeer can run, tops, 15 miles per hour.

4) The payload on the sleigh adds another interesting element. Assuming that each child gets nothing more than a medium-sized lego set (2 pounds), the sleigh is carrying 321,300 tons, not counting Santa, who is invariably described as overweight. On land, conventional reindeer can pull no more than 300 pounds. Even granting that "flying reindeer" (see point #1) could pull TEN TIMES the normal amount, we cannot do the job with eight, or even nine. We need 214,200 reindeer. This increases the payload - not even counting the weight of the sleigh - to 353,430 tons. Again, for comparison - this is four times the weight of the Queen Elizabeth.

(Continued on page 4)

Merry Christmas! From Rec.Models.Rockets

Well, it's holiday time, so here's some Rocket Carols for you to sing (or whatever) at your holiday parties. May your fins go on straight, your motors not cat, and your chutes always unfurl. Happy Holidays! Bob Wiersbe

All words by Bob Wiersbe except "E15s Are Coming to Town".
Void where prohibited.

E15's Are Coming to Town (to the tune of Santa Claus is...)
(author wishes to remain anonymous)

Oh, you'd better not launch,
Better not try,
Better not prep,
I'm telling you why.
E15s are coming to town!

Going up in the air,
They'll likely go boom.
Thirty-plus feet,
Better give'em some room.
E15s are coming to town!

They know when they've been heat-soaked,
They know when they've been froze,
They know when they've been stamped with "X",
So never use one of those!

Oh, you'd better not launch,
Better not try,
Better not prep,
I'm telling you why.
E15s are coming to town!

God rest ye Merry Rocketmen (to the tune of God Rest Ye Merry Gentlemen)

God rest ye merry rocketmen, let nothing you dismay
For tho it's cold and wet outside, you'll fly again someday
And launch those birds into the sky, to watch them drift away.
Oh tidings of waivers and more, waivers and more!
Oh tidings of waivers and more!

(Continued on page 5)

Range Store Open for Business!

Our Range Store, is in the process of re-stocking. We still have on-hand some great **starter-kits** for the beginner & other **single kits**. We will continue to stock a limited number of 13mm, 18mm, 24mm and 29mm rocket motors. We are also beginning to stock some reload kits as well.

Tri-City Sky Busters Club T-shirts are still available. The shirts are light blue in color, with the Tri-City Sky Busters logo on the front in a dark shade of blue. A full range of sizes are available.

All items in the Club Range Store are sold at-cost with NO mark-up !!!

If you are interested in purchasing items or have special order requests, or just questions let me know.

-Larry Freed

Launch Report From a New Sister Club

St. Louis Rocketry (our tentative name) held its monthly launch on Saturday, 21 October, at the Creve Coeur Park Polo Field. It was a blustery fall day, with the temperature in the 50's and a westerly wind of 10-15 mph (across the narrow part of the field). The clouds that filled the sky in the morning basically disappeared by launch time, giving us a deep blue sky with very good visibility.

Despite the fall chill and wind, we had 13 flyers, plus about as many more spectators, and a record 68 flights. This despite several regulars electing not to fly due to the wind.

Highlights included:

Multiple Mongooses, Mini-Patriots,

Solar Sailers, and Rampages

The Hollister clan (Jack, Peter, and Joe) joined us for the first time, bringing a fleet of nicely-done Estes models, and put in 14 flights with no problems. I think my favorite among their rockets was an original Scout, complete with gauze reinforcement.

Chad Rogers brought an original design using a large ring-fin for stabilization, and made several perfect flights with it, despite some predictions to the contrary. (I knew it would work all the time, Chad ;-) Chad has obtained F and G motors and promises his U.S. Rockets Banshee will fly again at next month's Elsberry launch.

Long-lost member Neil Venneman showed up with two unique rockets. First, there was his Estes V-3 with an added booster stage and a Space Shuttle parasite glider. This weathercocked severely, but otherwise functioned well, with the shuttle separating and gliding down as designed. Unfortunately, the upper stage hung up on a power line. Neil also had an Estes Crusader Swing-Wing, modified for D power. The D proved to be too much power, though, causing the glider wing to fail during boost.

Dave Daven gave us a great flight of his 2-D cluster Impulse, and two graceful flights of the Shadow.

Mike and Andre Gitcho and Josh Turk also had a good fleet of rockets and put up numerous flights. Mike's original-design 3-motor cluster put up a spectacular high flight, and drifted off rapidly downwind. The Gitchos and Kells set off in pursuit, but were unable to recover it. On the bright side, they did find Dane Kell's Warp II, containing Mike's 18mm RMS casing, which was lost at last month's launch.

John Skelton visited us all the way from Independence, MO, and flew practically a roll's worth of Astrocams flights, as well as his Mongoose. Hope to see you in these parts again, John.

Tim and Paul Schaiff had several new additions to their fleet: a Big Bertha, a Mini-Patriot, and a Maniac. All put in good flights. Their Corkscrew put in a good performance, leaving a striking spiral smoke trail against the clear blue sky.

Dave Kuntzman flew a new Solar Sailer and a new Mean Machine, and also put in some good two-stage Mongoose flights.

Mark Hendrickson's beautiful Jayhawk was back, with the slight damage it received in August repaired; this time it veered off downwind, but was safely recovered. Mark's LOC Legacy made a very high flight on an F52 reload, coming down safely on the field.

Bill Suntken also flew an F52, in a 2.6" diameter scratchbuilt. Bill did not have much of a chase; the parachute somehow ejected partway through the motor burn. The model thrashed around a bit and then came down intact near the pad.

Our next launch is Saturday, 19 November, at Elsberry, MO. For the first time, we'll have an FAA waiver to 4500 FT.

Tom McAtee
m219487@SL1001.mdc.com

Tri City Sky Busters NAR #535 November 19, 1995

Launch Report

Reported By Neal Bade

The Tri City Sky Busters rescheduled their November launch for the 19th. All went OK. Myself, Dave Falkner, Mark Sadowski, Jon Hudak and his brother (I don't remember which one), and Dan White and his father showed up.

A small group but it was still fun. We didn't even set up the rail, just my pad and Dave's.

October Launch Report, from page 1

landed in the water (he reported no damage though).

Larry Freed lost his Launch Pad Astrobee in the trees using a cluster of 2 D12-7's. He also launched his Aerotech Mustang on a E30-7, his LOC Legacy on an E30-7 for an excellent flight, and his Estes Maxiforce on 3 D12-3's for a real crowd pleasing flight.

Dave Falkner had 9 flights including his Maxi Honest John on a D12-3 for a great flight. He also launched his scratch built "Mini Bertha" on an A3-4T for a beautiful flight.

Matt Hudak flew 5 models, but lost his D-Region Tomahawk using a D12-7. His Der V-3 flew nicely on a D12-7 and was safely recovered.

Mark Sadowski flew 10 models. His Custom Viper was real nice on a cluster of 3 B6-4, and his LOC Starburst on 2 D12-5's was also a great flight. His Estes Phoenix always puts in a good flight, and this time was no exception when he launched it using a D12-5 motor. Mark also launched his Aerotech Initiator using an E15-4W motor. We all just love those White Lightning motors, the smoke!, the noise!

Jim Phillips had two flights for the day. A Estes Delta Clipper using a D12-0/D12-7 combination. Jim's only comment on his launch report form was "WOW". He also launched a scratch built "unnamed" rocket for the first time using a D12-3 for a nice flight.

Dan Harold came to the launch with his granddaughter and launched an Estes Alpha using an A8-3 for a good flight.

Jeff Hudak flew nothing but D motors that day, launching his Estes Skybolt, Defender, Cherokee-D and Skyraider models. Jon Hudak had 9 flights, launching his Estes Bull-Pup several times and a nice flight by his Klingon Battle Cruiser on a B6-4. Jon also flew his Maxi Streak on a D12-7 for what he called an "AWESOME" flight.

I had 9 nice flights including several flights of my Estes Maniac on C6-3's and a high flying Estes Mongoose with a B6-0/A8-5 combination. I also launched my old Estes Sizzler and Blue Bird Zero models, both using B4-4 motors.

All in all, it was a great day. We launched a lot of rockets, lost a few, broke a few, but it was worth it. We will be back at it again next month. The Sky Buster's schedule a sport launch the second Sunday of every month. In case of bad weather, we will try again on the third Sunday.

Reported by Neal Bade

Launch Report from Malina 1

I recently received this report from an out of town Gerry Freed, who found himself in Texas at the time of the first Malina HPR launch:

The Weather SUCKED !!! 70 deg But winds in the am Sunday of 15mph or so...They launched approx 20 smaller HPR Rockets. alot of LOC, THOY & AEROTECH On E's F's & G's 1 H in some Home Built Jobbie..

Looked over a HYPERTECH Hybrid Launch Pad & Motor System (COOL!) as well as an AEROTECH Hybrid Motor set-up..

The BEST of all were 2 (VERY HARD TO CHOOSE ONE OF THEM)

#1 Project ADRENALINE RUSH a 2 stage 3-per stage 38mm "I" Rocket. 8-ft 9-in long 5.5-in accross (3 RMS I357's in Booster, 3 RMS I211's in the upper stage) Too windy. did not fly.

#2 INSTANT GRATIFICATION II-B a 2 stage 46 motor Rocket 20-ft long (not sure how big accross) Booster stage had 40 G60's & 1 RMS K550. This stage had a VHS Camcorder on board. The upper stage had 6 G80's & an on board 35mm camera that too all 27 shots one after the other. (Booster was 40 G80's not G60's)

Again winds to much...a couple of Hybrids, not sure who or what a LOC BIG BRUSER & I do mean BIG...talked w/ the Pres. of Tripoli (Bruce Kelly) for over 1.5 hrs... He wants us to form a N. Oh Prefect.

The most fun I have had NOT LAUNCHING EVER !!!... B-I-G Field !!, an old Crop Dusters

AirStrip...Nothing But Nothing around it. And the word TREE is Un-Known to this area..!!!

Highest Alt. Launch I saw (or should I say Lost sight of) was a Vaughn Bro. VB-Extreme 54, that was said to have gone 4,000+ on a RMS I-something COOL MAN !!!!

Got a 1995 Tripoli Motor Testing/Official Motor List (8/1995)

and a paper on the Project ADRENALINE RUSH also 6 Poloroid Photos 54 35mm snapshots (2-rolls) to be developed & a copy (to come)

of a VHS video....Other than the Bad Windy Conditions that halted the launching....

Take Me Lord I'm Ready !!!!!

been there & saw that !!!!!

still out-of breath, heart beating rapidly!!

Gerry Freed

Santa (Continued from page 2)

5) 353,000 tons travelling at 650 miles per second creates enourmous air resistance - this will heat the reindeer up in the same fashion as spacecrafts re-entering the earth's atmosphere. The lead pair of reindeer will absorb 14.3 QUINTILLION joules of energy. Per second, each. In short, they will burst into flame almost instantaneously, exposing the reindeer behind them, and create deafening sonic booms in their wake. The entire reindeer team will be vaporized within 4.26 thousandths of a second. Santa, meanwhile, will be subjected to centrifugal forces 17,500.06 times greater than gravity. A 250-pound Santa (which seems ludicrously slim) would be pinned to the back of his sleigh by 4,315,015 pounds of force.

IN CONCLUSION - If Santa ever DID deliver presents on Christmas Eve, he's dead now.

Bob Littlefield, aka bobl@shore.net, Homepage@ <http://www.shore.net/~bobl>

Editors Note: from rec.models.rockets Views are not necessarily our own!

TRI-CITY SKY BUSTERS

NAR #535

1996 LAUNCH WINDOWS

All Launch dates will be subject to the NAR MODEL ROCKETRY SAFETY CODE

(i.e. Unites States Model Rocketry Sporting Code.)

The following is the 1996 Launch Window Schedule.

Standard Launch Dates will be the second Sunday of each month with a weather re-schedule date of the third Sunday of each MONTH as needed, from aprox. 12:00am/et to 5:00pm/et (17:00-to-22:00gmt).

A general business meeting will precede launch activities beginning at 11:00am.

January 14, 1996
 February 9, 1996
 March 9, 1996
 April 13, 1996
 May 11, 1996
 June 8, 1996
 July 13, 1996
 August 10, 1996
 September 14, 1996
 October 12, 1996
 November 9, 1996
 December 14, 1996

An "All-Day Range Fee" of \$1.00 per Person launching will be charged, with a max. "Family-Fee" of \$2.00. This fee is in place to insure that ALL Range Equipment and Supplies are maintained with the NAR Safety Code in mind. ALL Persons Launching MUST fill-out & hand-in a LAUNCH REPORT flight log sheet before departing the field. These sheets are provided at the time you pay your launch fee. The LAUNCH REPORT flight log sheets need your NAME, NAR/Tripoli numbers and LAUNCH DATE, as well as your LAUNCH / FLIGHT INFORMATION. If you haven't joined one of these organizations, please do so soon ASAP, as it is necessary to maintain launch and voting privledges within our section.

(Continued from page 2)

Hark, the Heavy Rocket Pranged! (to
 the tune of Hark the Herald Angels Sing)

Hark, the heavy rocket pranged!
 Missed my car, well, I'll be danged!
 Parts on earth and in the sky,
 Just look at the owner cry! Quickly all ye
 people rise, Run for cover, shade your
 eyes! Let us all with one accord,
 Give to him the prang award!
 Hark, the heavy rocket pranged!
 Missed my car, well, I'll be danged!

O E15 (to the tune of O Christmas Tree)

O E15, O E15,
 How faithful are thy Catos!
 O E15, O E15,
 How faithful are thy Catos!
 Use not alone, or multiples,
 Because they really tend to blow;
 O E15, O E15,
 How faithful are thy Catos!

I used one in my Mean Machine,
 The fireball was really keen;
 They boom for us when they get old,
 Six months at best or if it's cold;
 A voice tells me they've been recalled,
 But not before my kit got mauled;

I tried one in my Saturn V,
 The astronauts did not survive.

O E15, O E15,
 How faithful are thy Catos!

Ever wonder how long that BT-20B was on the old set of plans you are trying to re-create? Well wonder no more! From the ModelNet Library on Compuserve, I found this reference file. -Dave Falkner

ESTES PLAN REFERENCE

Body Tube Dimensions (Paper Tubes)

Part Number	Length	Inside Dia.	Outside Dia.	Wall Thickness
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BT -3H	3.000	0.349	0.375	0.013
BT -5	18.000	0.515	0.541	0.013
BT -5BP	2.000	0.515	0.541	0.013
BT -5P	5.100	0.515	0.541	0.013
BT -5T	1.500	0.515	0.541	0.013
BT -5CJ	3.000	0.515	0.541	0.013
BT-20	18.000	0.710	0.736	0.013
BT-20AE	1.500	0.710	0.736	0.013
BT-20B	8.650	0.710	0.736	0.013
BT-20D	6.500	0.710	0.736	0.013
BT-20G	3.500	0.710	0.736	0.013
BT-20J	2.750	0.710	0.736	0.013
BT-20L	12.000	0.710	0.736	0.013
BT-20DJ	4.000	0.710	0.736	0.013
BT-20M	2.250	0.710	0.736	0.013
BT-30	9.000	0.725	0.765	0.021
BT-30A	3.500	0.725	0.765	0.021
BT-30B	6.125	0.725	0.765	0.021
BT-30C	5.500	0.725	0.765	0.021
BT-30F	7.000	0.725	0.765	0.021
BT-30J	2.750	0.725	0.765	0.021
BT-30K	2.340	0.725	0.765	0.021
BT-48BE	2.500	0.902	0.928	0.013
BT-50	18.000	0.950	0.976	0.013
BT-50AE	1.500	0.950	0.976	0.013
BT-50AH	1.875	0.950	0.976	0.013
BT-50EE	5.500	0.950	0.976	0.013
BT-50FE	6.500	0.950	0.976	0.013
BT-50H	7.750	0.950	0.976	0.013
BT-50J	2.750	0.950	0.976	0.013
BT-50KE	15.000	0.950	0.976	0.013
BT-50L	12.700	0.950	0.976	0.013
BT-50S	4.000	0.950	0.976	0.013
BT-50V	16.500	0.950	0.976	0.013
BT-50W	9.500	0.950	0.976	0.013
BT-51CI	3.875	0.984	1.011	0.013
BT-51N	12.420	0.984	1.011	0.013
BT-52AG	2.100	0.988	1.114	0.063
BT-52S	3.938	0.988	1.114	0.063
BT-55	18.000	1.283	1.325	0.021
BT-55IJ	9.000	1.283	1.325	0.021
BT-55J	2.750	1.283	1.325	0.021
BT-55KG	16.690	1.283	1.325	0.021
BT-55S	4.000	1.283	1.325	0.021
BT-55V	16.350	1.283	1.325	0.021

BT-58	12.750	1.498	1.540	0.021
BT-60	18.000	1.595	1.637	0.021
BT-60AD	14.000	1.595	1.637	0.021
BT-60AJ	10.000	1.595	1.637	0.021
BT-60D	11.000	1.595	1.637	0.021
BT-60FG	6.700	1.595	1.637	0.021
BT-60HE	8.500	1.595	1.637	0.021
BT-60J	2.750	1.595	1.637	0.021
BT-60K	7.000	1.595	1.637	0.021
BT-60KF	16.100	1.595	1.637	0.021
BT-60R	5.000	1.595	1.637	0.021
BT-63CJ	3.000	1.639	1.681	0.021
BT-63Y	1.340	1.639	1.681	0.021
BT-70	17.500	2.175	2.217	0.021
BT-70H	7.150	2.175	2.217	0.021
BT-70V	10.600	2.175	2.217	0.021
RT-70	0.680	2.175	2.217	0.021
BT-80	7.600	2.560	2.600	0.021
RT-99D	0.391	3.668	3.790	0.021
BT-100CE	3.500	3.702	3.744	0.021
BT-100Z	10.890	3.702	3.744	0.021
BT-101	16.500	3.896	3.938	0.021
BT-101K	7.590	3.896	3.938	0.021
BT-101T	2.780	3.896	3.938	0.021

ESTES PLASTIC TUBES

BT-10	9.000	0.710	0.720	0.005
BT-10H	3.062	0.710	0.720	0.005
PST-20	8.000	0.710	0.736	0.013
PST-20J	2.750	0.710	0.736	0.013
PST-50FJ	6.000	0.950	0.976	0.013
PST-50S	4.000	0.950	0.976	0.013
PST-59CJ	3.000	1.533	1.585	0.201
PCT-60	1.525	1.576	1.595	0.023
PST-60R	5.000	1.595	1.637	0.021
CM-8 EA	4.180	1.685	1.785	0.021
PST-65R	5.000	1.595	1.641	0.023

BALSA FIN STOCK THICKNESS

Part Number	Thickness
=====	=====
BFS-10	1/32"
BFS-20B	1/16"
BFS-20	1/16"
BFS-20L	1/16"
BFS-30LA	3/32"
BFS-30	3/32"
BFS-30L	3/32"
BFS-30W	3/32"
BFS-40	3/32"
BFS-40L	1/8"
BFS-40W	1/8"
BFS-60S	3/16"

Photo Page

Elmer's Fill 'N Finish is Great for Balsa!

I've been asked by a number of you at recent launches about alternatives to the smelly, messy, standard dope type balsa filler for finishing fins. Well I switched some time ago to a water based product by Elmer's called "Fill N Finish". You can get it at most hardware stores; I found it in the paint section at WalMart. It comes in a small white plastic tub with an orange lid. It is a putty in it's natural state; just thin some with a bit of water to a consistency you can brush, and apply it like sealer. It takes anywhere from 2-4 coats with sanding in between, but I find if you sand the last coat with 600 grit paper, you can get an almost glass like finish! It is a bit dustier when sanding than dope, but it is odorless when you apply it!

-Dave Falkner

Newsletter Submissions

Did you just finish a kit you really enjoyed building, or have a construction tip you'd like to share with the group?
Well....

If you'd like to submit an article to the newsletter, please send it to:

Dave Falkner
13366 Yager Drive
Strongsville, OH 44136
216-572-4140

Or via E Mail to
DaveEF@AOL.COM, or
71510.1237@Compuserve.com

Documents should be in ASCII Text, or Microsoft Word for Windows formats.

Current Officer Listing

If you need information regarding a launch, or any other club activity, contact one of the individuals below for help:

President:

Neal Bade (216) 243-5120

Vice President:

Gerry Freed (216) 476-2496

Treasurer:

Dan Harold (216) 673-7482

Newsletter (NOT an Officer):

Dave Falkner (216) 572-4140

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