

❖ Tri City Sky Busters ❖

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Rocketry Class Sky Busters in Lakewood OH

by Bill Sinkins

Adult rocketeers are easily enticed by the upward spiral of bigger, more elaborate, more powerful rockets. While this is an engaging and rewarding pursuit, we mustn't forget our roots. Most of us began this hobby as youngsters, and it is fun to introduce a new generation to this exciting pastime. Thus on Feb. 1st and 8th, 1997, the Tri-City Sky Busters conducted a rocketry class for 12 children at Lakewood High School. Leading the class was Gerry Freed, and lending assistance were Mark Sadowski and his daughter Jennifer, Mark Hanna and son Josh, George Christ, Ray Maskow and daughter Becky, and your correspondent, Bill Sinkins. Day 1 began with a brief introduction and a display of the many models that the Sky Busters brought along; the latter ranged in size from a Mosquito to an I-Roc, giving our young rocket scientists a broad view of what's possible. The intro was followed by a round of questions from the kids, including "Do they blow up?"; one lad was especially curious in this regard. Next, Gerry gave a tutorial on the basics of model rocket design, flight, and safe recovery, illustrated with many overhead transparencies taken from the Stine handbook. We then moved on to the construction phase of the class, and 12 Estes Alpha III kits were distributed. A quick inspection showed that there were no missing parts, and soon everyone was cutting and gluing. Mr. "Blow-up" was at first intrigued by the "exploded view" pictured in the kit's instructions, but at

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The Long Lost Newsletter

By Neal Bade

This issue was supposed to come out earlier this year, but due to various computer hardware, software (and operator) errors, was delayed by many months. I didn't want to skip this issue, as there are some nice articles by several Sky Busters members, plus launch reports from earlier in the year. With the computer problems (hopefully) solved, I should be back on track for timely publishing of the next few issues. We also plan to put at least some of the newsletter contents on our web site. We will keep you all informed as to progress in that area. Again, my apologies. Thank you.



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February 1997 Launch Report

Reported by Neal Bade

The Sky Busters held a sport launch on February 9, 1997 at our Richfield, OH launch site. It was cold (a few degrees above freezing) with light winds, and the sun was shining most of the time. Only 4 flyers and 1 spectator showed up. Despite the cold weather, we managed to get in quite a few flights. The following are the highlights of this small launch.

Mark Sadowski had quite a few nice launches this day, and a few spectacular failures. His Estes Shadow flew just fine using an Aerotech D15-4 24mm RMS. His Super Vega never managed to get very far this day with

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the first launch getting caught on the ignitor clip and then laying on the ground. Its second launch on an Estes D12-3 ended with the motor blowing out the top and shooting a nice fireball up into the air. The rocket looked like it will survive after some minor repairs. An Aerotech HV Arcas flew fine with an E30-4 but later suffered a prang when flown with an F14-4. It seemed underpowered to me and didn't get quite high enough. This plus what seemed like a long delay caused the Arcas to prang. The nose cone was severely deformed and the impact knocked all the paint right off of it. The upper body tube was destroyed, but the lower half of the rocket was

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Message from the President

I would like to congratulate all of the Sky Buster members and all of the other nice folks who entered models in the 47th National Model Plane Show. Your outstanding efforts won us the "Best Club Display" award for a third year in a row. This year, we had even more models than last year. The workmanship and finish of this year's entries showed that all of you are very capable modelers.

I would also like to thank all you who helped set up and take down our display, and especially those of you who took time to be at the display booth to talk to the public during the 3 days of the show. Many rocketeers, both young and old, expressed interest in our club. Your efforts are greatly appreciated.

I want to remind all of the Sky Busters members that your \$5 dues need to be paid as soon as possible. As of this writing, only 17 members have paid their dues. The revenue from dues and launch fees are used for such things as postage, club supplies, and maintenance of our launch equipment.

Mother nature continues to curse us with bad weather. Our two launches so far this year have been windy and cold. A launch near Pittsburg that was attended by some Sky Buster's was nearly canceled because of high winds. I recently attended the Magnum VIII launch on April 5th, but it was raining steadily in the morning. I hung around for a few hours and chatted with many of the other rocketeers who had showed up. After leaving for home in the late morning, I found out later that they finally did set up and launch under less than ideal conditions. Oh well.

I don't want to cast a gray cloud over our hobby, but lately I have become very discouraged. Between the new government regulations for high power

rocketry (something I only started getting into early last year), and poor weather conditions on the weekends (why is it sunny on Monday but not on Saturday or Sunday?). It seems like every other weekend I am packing the van, only to drive an hour or two and arrive at a launch site in the middle of a rainstorm. I know that things are probably not as bad as they seem, and that the weather is sure to improve, but sometimes it's hard to keep going.

It all comes down to that familiar "rush" when seeing a rocket lift off the pad, the so called "AP high" when a high power rocket thunders into the sky, the joys of camaraderie with the other rocketeers. These are the things that keep me doing this, as I have been doing off and on for over 30 years.

And from the First Lady

By Linda Bade

Thanks to all of you who helped in making the mall show a success. I was there on Saturday for awhile, and I got to meet some new people, and say hello to some people I have known for awhile. I could not believe the number of entries in each category. It appeared that everyone worked very hard on their rockets, and you could see the pride and enjoyment shine from the entrants eyes. It was a show to be very proud of, and all that participated should have gotten awards this year. I really must thank Tom Campbell for all of his entries and for taking all the large first place trophies. This means that I don't have to dust them and find another place for more trophies, so THANKS!!! Of course our club took best of the show again for the third year! Way to go guys and gals-it was really great!

Someone had an R2D2 model there.

That was the first thing every kid said as they walked down the table-"LOOK MOM -R2D2!!!" The faces would light up and the "Star Wars" sound effects would be next. There were lots of NASA's rockets in scale, too. The grown ups liked those, and you could see them thinking back to when that particular rocket took off for the moon, or for space, and how old they were, and where they were, and what they were doing. I overheard one man trying to tell his son about it and how much of a significant achievement it was for the whole country when man first walked upon the moon. You could see the kid didn't understand a lot of the talk, but he sure did understand seeing R2D2! Thanks again to all who helped with the show, and all of you who showed up.

Well, the rocket god sure isn't happy with all of us. He has caused it to rain the last couple of launches, and let me tell you it sure is not fun living with a rocket man who can't fly! I am hoping and praying that very quickly there will be a nice day for flying. Either that, or all of us ladies are going to ship all of you rocket men somewhere to live with each other and drive each other crazy until you can launch. Believe me, it sure is no fun for us, either. I sure get tired of Neal watching the weather channel, calling all over creation, and end up being depressed because he can't launch. I sometimes wonder if it's not harder on me and Bear (our nice dog) than it is on him! In order to appease the rocket gods, one of these days I will sacrifice Neal on their alter if he doesn't quit moping and crying that he can't launch!

Thank you to Bill Kish for his article about his Gnome rocket. I was very surprised to get his letter in the mail so quickly with an article. I am looking forward to his letter about the Ninja. Thanks again Bill! And thanks to everyone who has contributed articles! We sure do enjoy reading them. Until next time, here's hoping for good weather, blue skies, and sunshine!

(Continued from page 1) Rocketry Class

the end of the first day as the final glue joints were being made, he was overheard saying "I don't think I want to blow this up anymore". Progress! Day 2 started with Mark Sadowski giving an explanation of model rocket motors and electrical ignition systems, so that our students would know how to fly safely. We then watched the famous Estes video that is hosted by William Shatner. I think the adults got more enjoyment from this than the kids, laughing the 1970's clothes and hairstyles. I got a kick out of seeing a lot of my favorite (and now discontinued) old Estes rocket, like the Nike Ajax, Interceptor, Scissor-Wing Transport, and the big Saturn V. Sigh... but enough reminiscing, we had rockets to launch! In the past week our pupils had applied the decals to their models, so all that remained was to attach recovery systems. It was a windy day and we were going to be launching in the school's small sports field, so we prepped with streamers rather than parachutes. Off we marched to the snowy launch area and as the Mark and Josh Hanna readied the pads the rest of the Sky-Busters helped the young rocketeers put ignitors into their 1/2A6-2 motors. This size motor turned out to be perfect for the conditions: all models launched twice each with no losses and no CATOs. The kids enjoyed pushing the launch button, and drag races proved to be very popular. In spite of the cold weather, a great time was had by all, and thanks must be extended to Wendy for contacting the Sky Busters and inviting us to conduct the class. I hope we were able to ignite the same spark in those youngsters that has us still

Phone Numbers

Important Phone Numbers:

Neal Bade	(216) 265-3093
Mark Sadowski	(330) 666-5235
Gerry Freed	(216) 476-2496
Jim Phillips	(330) 898-5851
Dan Harold	(330) 673-7482

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still in fine shape. George Christ launched an Estes Patriot three times, twice on B6-4s and once using a C6-3. His North Coast Tempest flew very nice on an E30-4, then again with an E15-4. His Estes Tornado/Reliant flew twice on A8-3's. I launched a few rockets this day, including my Estes Arrow, first on an A8-3 then later with a B4-4. I also brought out an almost finished Estes Broadsword (still in white primer). Its first launch flew great, but recovery was weird when the chute got all tangled up. It managed to stay horizontal and floated down to a soft recovery. Its second flight was very nice and straight, with recovery in the normal fashion when the chute opened all the way this time. An Estes Mongoose was launched single stage on a B4-4 for a super flight. Also, an Estes Apache-2 was launched single stage on an A8-3 for a suprisingly high flight.

Thats all I have for now, the weather here in Northern Ohio is still quite bad

March 1997 Launch Report

Reported by Neal Bade

The Sky Busters held a sport launch on March 22, 1997 at our Richfield, OH launch site. It was cold (about 38 degrees) with gusting winds, and cloudy skies. Seven flyers showed up despite the weather conditions. A total of 32 flights were logged for the day. A total of 36 black powder motors were fired. The breakdown is as follows: 3 1/2A, 14 A, 15 B, 3 C, and 1 D motor. The young kids who came out to launch with us this day seemed especially excited, some of that excitement even wore off on us old folks.

I started the day off by launching my Estes Arrow launched on an A8-3 for a

rather low altitude flight. Jim Phillips was up next with TP Special, made from toilet paper tubes. A cluster model, it was launched with 3 A8-3 motors. Jim then flew Aquarius Explorer on a D12-5. For her first flight ever, 9 year old Christine Angyal launched her Quest Quasar on a B4-2. Although it was a fine flight, it unfortunately floated into a tree and could be seen hanging quite out of reach. Gerry Freed attempted to launch a Sierra on a Quest A6-4 motor, but the motor catoed and shot a small fireball out of the top of the rocket (that is the first time I had ever seen an A motor cato). I next launched my Arrow again, gaining more altitude this time using a B6-4 motor.

Dan Angyal was up next with his Gnome powered by an A3-4T. I believe he lost it because he wrote "Over hill, over dale" on the flight log. Young Joel Sawyer launched his nicely

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The Leprechaun

By William Kish

My Grandson Jonathan Ross and I decided to make an Estes rocket called Gnome in July of 1992. We had several successful flights until one day we had a malfunction in the body tube. We took the Gnome, or as I called it, the Leprechaun, to my basement work shop and did some fast body work on the tube (after all, we did have two years of rocketry under our belts).

We took the Leprechaun outside to our launch pad, put an A3-4T engine into our newly rehab rocket, launched the rocket high into the sky and watched the ejection charge give a large puff of smoke. To this date, April 7, 1997, we are still waiting for our Leprechaun to settle back to Earth. I guess our work on the body tube was something of a disaster, or back to the drawing board. Happy Launching

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painted Estes FatBoy using an A8-3 motor. Gerry launched his Sierra again, this time using an MRC A8-3. It became a "lawn dart" due to an unusually long delay. Dan's Dagger also suffered from a poorly performing Quest A6-4 motor that had an extremely early ejection. Gerry's long suffering Sierra flew again, this time on a 1/2A6-2. Douglas Angyal launched his Bandit, also using a 1/2A6-2 motor. Joel flew his Serval on a B motor of some type. Jim Phillips Estes Tomcat flew great on a C5-3, gliding in circles to a soft landing. Joel then flew a Yellow Jacket on a B motor and his Airwalker on a C motor.

Jim's SDI Satellite flew next on an A8-3 motor. Douglas then flew his Bandit twice, first on an A8-3, followed by another flight on a 1/2A6-2. Gerry's scratch build Red White & Blue took off on an A8-3. Dan's Dagger "stayed in bounds" when flown with an A8-3 (a popular motor today!). Jim's SDI Satellite flew great on a B6-4. My old Estes Red Max flew fine using a B4-4. Jim's Tomcat was nearly destroyed by a C6-3 cato (a spectacular sight). Pieces of the rocket were still smoldering even as he picked up the pieces. Gerry launched his Red White & Blue again, this time on a B4-6 for a nice flight.

Dan's Quest "kit bash" flew on an A8-3 for a fine flight. Jim's TP Special was loaded with 3 B6-4's and produced a great flight. It makes me want to build a cluster rocket. Joel's FatBoy flew fine on a B6-4. Dan's "kit bash" was then loaded with a B4-2 for a very nice flight which ended up in a tree. Douglas's Estes America took off with a B6-2. My last launch was my Maniac using a B6-4 for a nice straight flight. Joel Sawyer ended the day with his Estes FatBoy flying on a B6-4.

Thats all I have for now, the weather here in Ohio continues to be bad for us rocketeers, but we see steady

Father's Day Launch

By John Strenk

Thanks for keeping me up to date on this weekends launch status. To bad it was canceled.

My 4-yr. old son and I still had our launch in our backyard anyway. Around 8:00 PM the breeze stopped and we dragged out the rockets to the back yard. One suffered a transportation problem (fell of the wagon and was stepped on and lost a fin). The remaining two rockets was a 20 year old Estes Titan rocket. And a brand spanken new Estes X-Wing fighter. I made sure to take some pictures of the X-Wing thing that it would never look as good as it did then. Lotta drag on a rocket (plane, whatever) like that.

We tested the Titan first for I know that we had no trouble with that one in the past. We started with a B6 motor, launched perfectly and landed just 3ft. from the launch pad. Definitely looked liked a nice night after all. We stuffed the recommended C6 motor into the X-Wing said goodbye and hit the button, ... an almost perfect flight! It launched straight and true, parachute deployed perfectly but remained in a ball and landed with a stunning jar in the cornfield. I had thought that jamming the chute into that rocket was to tight or I had left it in there to long rolled into a ball but as it turned out it was my fault, I had forgotten to pack in the wadding first and the chute had melted together.

We had to more picture perfect flights, which brought all the kids in the neighborhood around, and then the problems started. The Titan had failed to start (shorted igniter leads) and the X-Wing showed no contact when connected (carbon on the clip leads). Got the clips cleaned off and didn't

notice that the X-Wing had slipped on the stand and was stuck against the plastic support on the launch pad. When the rocket motor started the X-Wing didn't launch at first and then finally freed itself and flew about 20 ft. The parachute deployed about a foot and a half above the ground but was too late to slow the decent. You know, those rockets are pretty tough, only a laser cannon was broken and was fixed before Josh was in bed.

Not so lucky for the Titan. We decided to try a C6 motor in this one. After continuing difficulty with the launch igniter, I think the Lord was trying to tell us something, We had ignition and the rocket went up,... and up,... and someplace. The last thing we saw was a burst of light for the separation for the chute. About 30 sec. later the lower part of the rocket, less chute of course, landed softly in the field next to us but the top part, well, we'll still be looking for it but the kids think it's somewhere in orbit !!

The kids, when they ran into the field to retrieve the rocket, thought the motor was still smoking in the grass but it turned out to be the pollen coming off the flowers. We had never seen pollen so heavy like that. Not a good night for allergies.

All rockets were repaired that night and ready for another slow night! Totals was 4 B6's, 4 C6's, 1/2 rocket lost. Not to bad!

Thanks again for the launch updates. Hope to come out soon but, so is kid

Meeting Notice

We have scheduled a meeting on January 25th 1998 at the Brunswick Library in the Community Room at 1PM. Please plan on attending as we will make plans for the coming years activities. The library is off of Route 303, about a mile West of I-71.

TRI-CITY SKY BUSTERS**NAR #535****1998 LAUNCH WINDOWS**

All Launches will be subject to the NAR MODEL AND HIGH POWER ROCKETRY SAFETY CODES (i.e. U.S. Model & High Power Rocketry Sporting Codes.)

The following is our 1998 Sport Launch Window Schedule.

Standard Launch Dates will be the SECOND SUNDAY, and FOURTH SATURDAY of each month. With weather re-schedule dates of the THIRD SUNDAY and FIFTH -or- FIRST SATURDAY of each month as needed.

SUNDAY LAUNCHES will be held in Medina, Ohio at the Medina County Airport, (Freedom Field) on US Route 18, just East of I-71. Launch times will be 8:00/am to 12:00/Noon ET. ("G" motor limit conditions permitting)

SATURDAY LAUNCHES will be held in Richfield, Ohio at Mr. Davis' field, (3457 Southern Rd.). Launch times will be 12:00/Noon to 5:00/PM ET. ("F" motor limit conditions permitting)

<u>SUNDAY LAUNCHES</u>		<u>SATURDAY LAUNCHES</u>	
January	11, 1998	January	24, 1998
February	08, 1998	February	28, 1998
March	08, 1998	March	28, 1998
April	12, 1998	April	25, 1998
May	03, 1998 (Adjusted)*	May	23, 1998
June	14, 1998	June	27, 1998
July	12, 1998	July	25, 1998
August	09, 1998	August	22, 1998
September	13, 1998	September	26, 1998
October	11, 1998	October	24, 1998
November	08, 1998	November	28, 1998
December	13, 1998	December	26, 1998

* May 10, 1998 Launch Adjusted to May 03, 1998 Due to Mother's Day.

If a launch is canceled or postponed for any reason, we attempt to notify everyone by email or telephone. If you plan on attending a launch, please call one of the club officers a few days before the launch (see phone list on page 3). Remember, this is only a tentative schedule; launch dates are variable due to weather, field availability, and other conditions.

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 should fill-out & hand-in a flight log sheet before departing the field. These sheets are provided at the time you pay your launch fee. The flight log sheets need your Name, NAR or Tripoli number and launch date, as well as your flight information. Please fill in flight information such as rocket name, motor used, and any comments about the flight. We use these logs to write up launch reports. If you haven't joined the NAR or Tripoli, please do so, as it is necessary if you want voting privileges within our section.

Newsletter Information

The Tri City Sky Busters Newsletter is published bi-monthly for the members of Tri City Sky Busters, NAR Section # 535. The newsletter was edited and produced by Neal Bade. If you would like to submit an article or photos, or have a suggestion for future issues please send it to me via one of the following methods:

1. Email to Neal_Bade@compuserve.com, or if using Compuserve at 71431,141. Please send either ASCII text or Word for Windows file format.
2. Mail to Neal Bade, 14055 Kathleen Dr., Brook Park, OH, 44142. I can be reached at 216-265-3093 in the evenings.

Transolve Corporation

Just a reminder to all of the Sky Busters members. John Fleischer, of Transolve Corporation, is a Sky Buster member. His company produces many products for us rocketeers. If you are in need of locating beepers, timers, or barometric altimeters, please give him a call at (216) 341-5970.

His "Ultra-Beep" sonic beacon is one of the loudest available. For timers, check out his T2 (2 event) or T2T (tiny version of T2). Both have channel 1 delay up to 7.5 seconds in .5 increments, channel 2 up to 15 seconds in 1 second increments. The P1 barometric altimeter is only 1"x4", the P2 is about 1.5"x6". Both can deploy streamer at apogee and main chute at 440' (firing board is optional on the

Launch Field ?

As usual, the Sky Busters continue to search for a large launch field in Northern Ohio. We have had several leads in the past, but these did not work out. Several people have mentioned possible launch sites, and we are looking into these. If you know of any available launch site, please contact one of the club officers. Thank

Reminder

If you attend one of our launches, please make sure that you log all of your flights. We have pre-printed flight logs just for this purpose. Please give the log to the Launch Control Officer before you depart the range. We need these logs to write up launch reports.

Tri City Sky Busters

c/o Neal Bade
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