

◆ Tri City Sky Busters ◆

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May 1996

Rocketing Into a Northern Ohio Spring An Editorial By Gerry Freed

Sky Busters Win Best of Show Once Again!

Well, it has been approximately 2-weeks (give or take a day or two) since our trip to AREA-51, to launch with the HIGH POWER section of Pittsburgh Space Command; and **I can't take it any longer !!! I gotta launch something!** Our 4-14-96 launch has just been **SCRUBBED**, I'm getting ready to work for the 6th day in a row.. (& Midnight to 6:00 @that)..

It seems as if we will never again fly in northern Ohio.. I am aware that this is far from the truth, & all of these feelings will leave with my first Ohio Lift-Off of 1996.. The prospects for the next 8 months are bright & promising, none the less.

We are crossing the "T's" & dotting the "I's" on a deal with **Freedom Field** (Medina Airport) as a Launch site, Some are working on Rocketry Classes for some children, Air Shows are starting to ask for a display booth & even a Demo-Launch, Youth groups have been calling to come out & visit us. (4H, Indian Guides, Scouts..) We have had calls from a Science Club for a speaker from our club to come to their meeting & tell about us & rocketry...

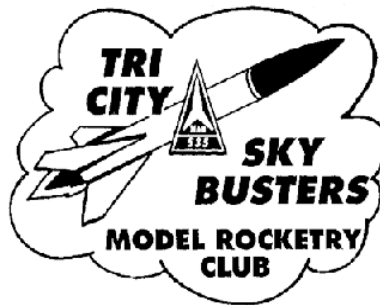
A busy, busy year again...!!! All of our efforts are paying off!!! I receive approximately 2 calls a week about Rocketry from new folks.

The post is just my attempt to say

THANK YOU for all the hard work that goes on behind the scenes.. Phone calls, E-mail, Web Pages, Newsletters, Hand-Outs, Faxing...and all the other things that it takes to keep us on track & moving forward !!

PLEASE Remember, during all this Hard-Work, that all of this is about Launching **Rockets Safely & Having FUN !!!**

FLYIN' VERY HIGH IN HIS



SKY !!!!

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Message from the President

Hello again. As I write this, it is nearly the end of April. Winter has hung around a bit too long here in northern Ohio, but we are finally beginning to see more Spring-like weather. Last month, a bunch of us took a trip to Pennsylvania to attend a high power launch set up by Pittsburgh Space Command. It was one of the best launches I have attended and everyone had a great time. Our recent sport launch on April 21 was well attended by Sky Buster's members plus a bunch of new faces. Glad you could all make it out to launch with us. We plan on having our regular sport launches every month plus a few high power launches later in the year. And we also plan on attending several launches of other NAR clubs in this area of the country. As usual, we are continuing to look for a larger launch site somewhere in northern Ohio. We have several leads, but nothing definite yet. We will keep you informed of any progress in this area. Keep building and keep flying!

Neal Bade

And, From the First Lady.....by Linda Bade

CONGRATULATIONS ROCKETEERS!!! First place trophy for best club display second year in a row!!!

The display was great. I hope you all got a chance to see it and appreciate the fine work the guys put into it. You really deserved the trophy. Thanks to all of you who helped set up and tear down, worked the tables, and proved yourselves invaluable to all of us again. I hope you all got a chance to see Dave F.'s baby bottle rocket. Everyone that walked by the table loved it, and I heard lots of comments about it. Great idea Dave! All of you deserve more than a trophy, so I will wish all of you clear blue skies, no wind, and a great launch day that lasts forever! I also heard through the rocket vine that the

ladies really didn't overspend at the mall this year. Could be we also deserve the trophy, too! I was very sorry to see the launch canceled Sunday, April 14th. I really hope that you will have a great day next week for the launch, and that you will keep Neal out of my hair for the day! Ladies, I love to joke about our rocket men, but I think we are pretty lucky to have the guys we do. I don't know about you, but it could be a lot worse than having a rocket man. I know Neal doesn't drink or do drugs or get into trouble. He only gets the house dusty with the sanding of the fins, smelly with glue and paint, and wet when the decals don't go on right. I will gladly put up with this if I can send him out once or twice a month to launch and get some peace and quiet! Let's hear it for our rocket men! We love ya! Until next time rocket widows, remember, it can't

Launch Notification & Cancellation

by Neal Bade

Many of you are probably wondering what logic I must be using when I decide to postpone or cancel a launch. I want to launch as much as you do (maybe more!), and I take seriously my responsibility in the decisions that affect our launch schedule. Many factors come into play when it comes down to the yes/no launch decision. Obviously, the weather plays a major part. But I consider more than just the weather on the scheduled launch day. The two days leading up to the launch date are just as important. Since I must make a decision on late Friday or early Saturday about a launch on Sunday, the weather and field conditions on these two days is also considered. Mr. Davis, the owner of the land that we use as our regular launch site, has kindly permitted us to use his field. The area where we park our cars and vans can get very soft and mushy, even after only a moderate rain. We do not want to have vehicles leaving great gouges in

his lawn. So, in consideration of this; if it rains on Saturday I will most likely postpone or cancel the launch. Even if the weather is fine on Sunday and the launch field is usable, it may be necessary to cancel the launch due to inaccessible parking areas. When we acquire the rights to use other launch areas, especially ones that have paved parking areas, this will happen less and less.

In case of a cancellation, you will be notified via email if on the email distribution list, or by phone if on Dan White's notification list. If you are not sure if you are on the phone list check with Dan White.

If the launch is a go, there will be **NO** notification. If unsure, contact one of the

Other Area Launches

The following is a listing of other launches being held in our vicinity by other clubs.

Pittsburgh Space Command

High Power Launches (K motor limit) on June 1, August 31, and Sept. 28. Contact Rod Schafer (412) 845-7439 or Bob Johnston (412) 224-1901 for additional information. \$5 launch fee for G motors and larger.

Sport Launches on May 19 and June 23 at the Seven Fields location.

CSAR

Snoopy XXXI Local Meet

May 5th, 11:00am, Tuttle Crossing, Dublin, OH

Events: Predicted Duration, A Super Roc Duration, A Boost Glider Duration.

New "Fred Williams" Super Roc rules in effect. Contact Larry Rice for details.

We are currently planning a trip to the HPR launch on June 1st. If interested, contact either Neal Bade, Mark Sadowski, or Gerry Freed.

Cheap 38mm Motor Mount Tubes

If anybody's looking for some 6' launch rods, Builder's Square is carrying 6' rods of many sizes. Cold and hot rolled.

If anybody needs a 38mm motor mount, here's a tip to get them free. At the grocery store, there are those big rolls of plastic bags near the produce section. If you ever see an empty roll, take the tube from it. A 38mm motor fits nicely into these, and you don't have to pay for it. Hope this helps.

Dan White

Launch Notification Committee

I have recently accepted the position of Launch Notification committee. It will be my job to call everyone on our calling chain to notify that a launch has been scrubbed, or moved to a later date. I will also notify you of the location of our launch, whether it's at our regular field, or at a bigger and better field.

If you plan to regularly attend our launches, please notify me of your phone number or preferably your E-mail address by either:

1. Notifying me at one of our launches. If I'm not there, notify one of the officers, and they'll notify me. (Be sure to ask for Dan White, not Dan.)
2. Phone me at 216-734-2798.
3. Mail me at 3593 Beaumont Dr. North Olmsted OH 44070-1555.
4. Email me at G64WDan@aol.com

With your help and cooperation just about everybody should be notified of a launch cancellation. Of course, there may be some exceptions, like unexpected rain on the launch date, very high winds, blizzards, earthquakes, floods, tornadoes, hurricanes, volcanoes, locusts, etc. But for the most part, everybody should know if a launch is on or not. If this system isn't better than the previous one, may my Aerotech Astrobee D Power Prang, and my 29mm reload be driven three feet into the ground!

-Dan White



April Launch Report

Well, the Sky Busters finally have had an opportunity to launch this month. So far, it's been a rough year weather wise as we have not been out yet for an official launch. Sunday was a nice day for a change, temps were great, but a bit on the windy side. We had a number of fliers out, and we flew everything from A to F motors.

Three brave fliers challenged the winds with their Estes Black Brant II's and won. Patrick Frazer, Mark Turner, and Joshua Hanna were both able to recover their BBII's on a D12-5s and a D12-7 respectively.

Patrick also flew an old Estes Delta Wedge, and a couple of his scratch built models, the "Slognut", and the "Squirrel" for good flights. His comment on the bottom of his flight card: "I defied the wind today, and won!"

Joshua also flew a number of other Estes kits for a number of good flights.

Mark Hanna also flew a number of old Estes kits, which were good to see flying again. He flew an Orbital Transport, a Saturn 1b, a Satellite Interceptor, a Starship Excalibur, and a Mercury

Redstone just to mention a few.

Other new fliers, Chris and Anthony Catanese, flew an Estes Commanche 3 on a D12-0 / C6-0 / C6-7 combination. Needless to say, it was never seen again. Their comment: "That was the best \$12 bucks I ever spent!"

Herbie, George and Brenda Christ flew their Mongoose, Reliant, Patriot and Big Bertha kits successfully. The Reliant suffered a separated nose cone on it's last flight, but all of the parts were recovered and it should live to fly again after a few minor repairs.

El Presidente, Neal Bade had a few good flights. He flew his Estes Neptune and Marte Mk2 for good flights, but the Marte Mk2 found it's way into one of the trees. It was recovered minus a fin. Neal flew his LOC Graduator on a Vulcan E26-5 low smoke motor for a beautiful flight. He also flew his Aerotech Strong Arm on a E18-4W reload for another successfully recovered flight.

Dave Falkner flew his Maniac a couple of times, and tried one of Terry Matthew's left over Estes E15-4 motors for the best CATO of the day. A lovely fireball shot out of the top of the rocket at ignition. The only damage to the rocket was a burned shock cord which was easily repaired. Dave also flew his Trident built from old plans found on Sunsite. This is the old original Estes Trident with the 3 body tubes ducting the ejection charge to the upper airframe from the lower engine pod. This rocket flew quite well on both a B6-4 and C6-5. The infamous "Baby Bottle" rocket was finally given it's maiden voyage, it flew great, but failed to deploy the chute. No damage was incurred.

Terry Matthews flew some old Estes kits as well. He flew a Corsair, Mars Snooper, Solar Sailor 2 and a Klingon Battle Cruiser to name a few. He also flew his LOC Legacy on a F25-6 for a beautiful flight that was recovered without mishap.

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Jim Gibbons flew his Estes kits, turning in some good flights. He got everything back!

Jon and Matt Hudak also flew some of their old Estes rockets. Jon tried one of the new Redi Rocs, the "Intruder". His comment was "I could have thrown it higher!" Matt flew some good D power birds, his D Region Tomahawk and the "Der V3" with safe recoveries.

Ray Maskow and Family, the notorious "Toilet Tube Inc." guys flew a number of their creations, too numerous to list here. As always, these rockets turn in some interesting flights and provide the most bang for the buck! Thanks go out to Luke for all the tree climbing he did today to recover some rockets we would have hated to lose!

Our Vice Prez Mark Sadowski flew some nice rockets as always. He tried his LOC Lil' Nuke on a D12-5, but the delay was too long and it became a lawn dart. His Estes Terrier Sandhawk flew good, but cracked the plastic coupler during recovery. His Aerotech HV Arcas flew well on a E30-4T, and he also flew and recovered his LOC Starburst on 2 D12-3's. He managed to tree his Aerotech Initiator on a E11-3J, but Luke got it back.

We had a number of new fliers this launch, I apologize if you weren't mentioned, but space doesn't permit listing everyone. Our final motor count was:

1/2A: 3, A: 19, B: 44, C: 32, D: 27, E: 7, F: 1 for a total of 133 reported motors used!

-Dave Falkner

Yes Virginia, Rocketeers are Webbed!

I would have very little trouble finding folks to agree with me that spiders have webs or that ducks & geese are webbed, (or at least their feet are). But if I were to tell most of you that Rocketeers are webbed, I might get a different reaction! Yes, I am talking about the World Wide Web or the Internet. As some of you are aware the sport of ROCKETRY has a lot of information & communications on the Internet and the World Wide Web.

As an example, we at Tri-City Sky Busters have our own Club Web page, thanks to Patrick Frazer & others. We send out launch reports, schedules & launch scrub notifications via e-mail on the Internet, and communicate with other rocketeers on rec.models.rockets. We even fax our FAR 101.02 Launch Notices of Large Rockets to the FAA via this same type of electronic media.

Wax-your Modem Boards Moon-Doggie & See what Surfing the Internet has to offer the Webbed Rocketeer! Kawa-Bunga Rocket Dudes & Dudets !!!!

My attempt here is to list some of the addresses of web sites I have found and visited. This list is **NOT ALL INCLUSIVE**. If you have other Hot Spots that you have visited and have enjoyed, please let us know, so that we can all check them out !

Gerry Freed NAR

Listing is on the following page....

Pittsburgh HPR Launch Report

On March 30 1996, a group of Tri-City Sky Buster's members headed over to neighboring Pennsylvania to visit a high power launch set up by Pittsburgh Space Command. The launch was held at PSC's "Area 51" launch site, a large farm with plenty of room to send up some larger model rockets. Being busy prepping my own stuff, I missed many launches. Therefore, I will only report on rockets launched by Sky Buster's members. I did not catch the names of many of the people there, so I would like to publicly thank all of you for making it one great launch day.

It seemed like a short drive from Cleveland, Ohio to the launch site. My friend Dave Falkner picked me up at about quarter after 6AM. From there, we picked up Gerry Freed and then headed out to the Ohio Turnpike. We had previously arranged to meet with the rest of our group at the last rest area before Pennsylvania, at about 8AM. After gabbing at the rest area for a short while, our whole gang headed back onto the Turnpike for the final ride to the launch site.

When we arrived at the launch site, someone directed us to a parking area near the launch range. We all pulled in and began to mill about. The weather was perfect, sunny blue skies with some clouds and a light breeze. The launch director, Bob Johnston then gave all the flyers a short speech about how the range was run. Then they wanted to get a picture of all the flyers, each holding a rocket (same style photo as you see in the rocketry magazines). So I ran back to the car and picked up my award winning Aerotech Strong Arm. I won First Place in the "High Power" category with this model at the 45th National Model Plane Show. After posing for photos, we all grabbed a sign-in sheet and headed back to the cars to finish unloading our rockets and equipment.

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Rocketry Organizations

http:// Location Address

www.nar.org
 www.wizvax.net/jvincent/nercb.html
 www2.connectnet.com/~kfunk/sport.html
 seds.lpl.arizona.edu/rocket/tripoli.html
 seds.lpl.arizona.edu/rocket/nar.html
 cs1.rmc.ca/~rea/car.htm
 www.primenet.com/~tmorgan/rockets.html

Rocketry Site

National Association of Rocketry
 NAR NE Region Contest Board
 Sport Rocketry Magazine
 Tripoli Rocketry
 National Association of Rocketry
 Canadian Rocketry Association
 Rocketry Web Page

Rocketry Clubs

http:// Location Address

www.beacon.com/~frazier/nar535/
 news.third-wave.com:80/mikea/psc.html
 www.mixi.net/~bobhart/scam/scam.html
 www.advradio.com/~jds/roc.html
 www.lunar.org/
 www.airaffair.com/clubs/baynar.html
 www.primenet.com/~tmorgan/rockets/sara.html
 www.compuvar.com/joes/dart/dart.html
 www.tyrell.net/~smatee/
 iquest.com/~hats/hara.htm
 www.phoenix.net/~rocket/club.html
 www.cmass.org:8000/
 nysernet.org/staff/billowens/mars
 adtechads.com/clubs/cosrocs/cosrocs.html
 www.metronet.com/~richards/darshome.htm
 prairinet.org/rec/cia/

Rocketry Site

Tri-City Sky Buster
 Pittsburgh Space Command
 SCAM Fort Wayne,Ind.
 Rocketry of California
 LUNAR of California
 Bay NAR
 SARA (Arizona)
 DART
 St. Louis Rocketry
 HARA
 NASA Houston Rocketry
 CMASS
 MARS
 COSROCS
 DARS
 CIA

Hobby Shops

http:// Location Address

www.commonwealth.net/rockets/cdi.html
 www.spacestar.com/users/kytec/
 www.peinet.pe.ca/ECMC/
 members.aol.com/SDHobby/Scottsdale/home.html

Rocketry Site

Commonwealth Hobbies
 Rocketman Enterprises
 East Coast Model Center
 Scottsdale Hobby

TRI-CITY SKY BUSTERS

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1996 LAUNCH WINDOWS (Revised)

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. A meeting will precede the launch, starting at 11:00am. Launching will begin at approx. 12:00am/ET to 5:00pm/ET (17:00-to-22:00gmt).

January 14, 1996
February 11, 1996
March 10, 1996
April 14, 1996
May 19, 1996 (Adjusted for Mother's Day)
June 9, 1996
July 14, 1996
August 11, 1996
September 15, 1996
October 13, 1996
November 10, 1996
December 15, 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, as it is necessary if you want voting privledges within our section.

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The following descriptions are definitely NOT in the order that the rockets were launched!

Jim Gibbons and his grandson had quite a few launches that day. An Estes Mean Machine launched 3 times using D12-5 motors. Its companion, an Estes Mini Mean Machine was launched 4 times on A10-3T motors. They also launched an Estes Helicopter several times (unknown motor type). An Estes Reliant was launched twice using B4 and B6 motors. The most spectacular (launch?) was their Estes Phoenix on a D12-3, which catoed sending a flaming fireball about 30 feet in the air. Jim later reported that the tail end of the rocket was destroyed.

Gerry Freed's first flight was his home made Santa-Rock launched on an Estes B8-5 for a good flight and recovery. Next, he launched a Vaughn Bros. Blobo using an Aerotech D21-7. Great Flight and VERY HIGH he said. Those D21 18mm sure pack a punch. His home made Ouda-Here really did go out-of-here on an Estes D12-7. Gerry commented Going-Going-GONE !!! A boy found it in corn field and returned it to Gerry. Next up was his LOC Aura using an Aerotech E15-4 for a super high flight and a great recovery. Another home made rocket named Red-White & Blue flew great on an Estes C6-5. Gerry's high power certification flight was his Aerotech Cheetah using an Aerotech G40-10. "Man what a flight !!!" were his comments. The Cheetah is supposed to go about 3,300 feet using this motor, and it sure seemed like it did. The rocket got stuck in a tree about 40 ft off the ground. The kind folks at PSC said they would recover the rocket from the tree and return it to Gerry.

Mark Sadowski, one of the Sky Buster's "Frequent Flyers" had 9 flights for the day. He started off with his nicely done LOC Forte using an Aerotech F52-5T 29mm reload. A

good flight, some slight damage though; a cracked fin fillet, easily repaired with some CA. Next, a home made 2 stage named D-Roc using a D12-0/D12-7 combination for a great flight. Then his beautiful LOC Starburst with a pair of Aerotech E15-4W single use motors. Both motors lit for a nice flight on a huge column of smoke. Next up, a couple of smaller rockets; an Estes Lumina with a 1/2A3-2T. Good flight and streamer recovery. Then his Estes Alpha III on as Estes B6-4 for another good flight. Mark's high power certification flight was his LOC Forte on an Aerotech G33-5J 29mm Reload. Slow liftoff with lots of black smoke, a great flight and recovery. Mark then launched an Aerotech HV Arcas using an Aerotech F25-4W 29mm single use motor. Then his Aerotech Initiator took to the skies on an Aerotech E30-4T 24mm single use motor. Lastly, an Estes Terrier/Sandhawk on a Aerotech E15-4W 24mm single use for a great final flight.

George Christ brought along his Estes Patriot (the 1/10 semiscale). This model was constructed as a demonstration during the 45th National Model Plane Show. He flew it using A6, B6, and C6 motors. Son Herbie's 3rd place Estes Mongoose was flown with a B6 booster & A8 sustainer. Also flown was their Big Bertha using a C6 motor.

Jim Phillips launched an Estes Patriot (Pre-Gulf War model) converted to 24mm. First time on a D12-5 and again on a D12-7. The D12-7 ejection charge malfunctioned and only partially deployed the streamer. A later inspection of the motor revealed that the clay ejection retainer was mostly intact. His Estes Aerospace Club Viper (converted from 13mm to 18mm) was launched twice, 1st on a B4-2, and again on an MRC Tracker C6-5. A Scratch-built 24mm cluster rocket named Black Streak was launched once with three D12-7's for an awesome flight. A Scratch-built 24mm

two-stage rocket named Stars and Stripes flew once using 2 D12-3's and 1 D12-0 in the first stage, and a D12-7 in the second stage. The D12-0 CATO'd, damaging the first stage, but igniting the second stage which flew okay.

Dave Falkner flew his LOC / Precision Hi Tech 45 on a G64-7W reload. Good straight boost, parachute deployed but fouled on fin, causing a sideways tumble recovery. No damage to rocket. The Hi Tech 45 flew again on another G64-7W reload. Another good flight, full parachute deployment. His uniquely painted Aerotech Warthog flew on an F14-4J single use motor. Took 4 tries to ignite this motor, but had a good flight. Then his Estes Delta Clipper on D12-0 / D12-7 combination. Went out of sight, but was able to recover both pieces intact. Upper stage had a small burn hole at the base where hot gases apparently burned the tube at separation. A Custom Rockets Lightning 2 stage on a D12-0 / D12-7 combination. Another perfect flight and recovery on an 18" silver mylar chute. Another flight of his LOC Hi Tech 45 on a F25-6W single use motor. Again ignition failed on first attempt, found a hair thickness piece of the copper foil along edge of ignitor causing a short. Second attempt yielded good results. Good flight, chaged chute from stock 28" to a 24" with a spillhole; recovery was MUCH closer to the pad this time, and descent rate was still acceptable with the smaller chute. What a great time we had!

Dan White launched his Aerotech Astrobee-D using an F40-4W (29mm) reload. Beautiful maiden flight. Almost perfect, other than the shock cords of the two sections tangling on the way down. The parachutes were unaffected by this, and the only damage was some dirt on a couple fins. Next was his unique Aerotech Barra-Hog (Barracuda body, and Wart-Hog parts) 2 flights on an Aerotech G64-

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7W. First flight went very high, and went very far. It would have been in a tree, but it actually found a hole, and came down in a small clearing. Second flight he angled the rod this time, and later found he had angled it too much. This time, the launch was nice, but it came down clear over on the other side of the field! This time, it found a tree and missed the clearing. He tried to get it down by throwing sticks at it, but to no avail. He later paid some fellow launcher a \$10.00 reward for getting it down by climbing a tree. Nice deal considering the rocket and reload were worth \$86.00! Next was his Aerotech Arreau (w/ about 3in of body tube trimmed off from a previous misfortune) 3 beautiful flights on an Aerotech 24mm E11-5J reload. Nice and slow lift-off w/ beautiful black smoke. He prefers the E11 to a G64 on this one. One problem occurred when the field launch system failed. The other problem was when the ejection charge didn't get the top off. Fortunately, the rocket didn't nose over, and landed parallel with the ground. (WHEW!) No damage. Aerotech really has some great building techniques on those rockets! Upon later examination, he found that the ejection charge baffle had become clogged because he never fluffed it. After fluffing it, it launched again, and the ejection charge worked perfectly. (As extra reassurance he added a little more powder to the charge). His Estes Corkscrew had a couple flights with an 18mm Aerotech reload. One motor used was a C6, and the other was a C4; both White Lightning. The rocket flew fine, and the White Lightning motor created a neat spiral smoke cloud as the rocket went up. He was using less ejection charge than was provided with the kit because he discovered that the full charge takes out those Estes shock cords. Even the fabric elastic ones!

Dan noticed that many people prepping reload hardware really goop on the grease. Dan is correct in noting

that not much grease is needed, especially for the o-rings. Too much can cause failure of the ejection charge. So, follow the instructions for your reload hardware and use the grease sparingly.

Patrick Frazer (the Sky Buster's WebMaster), flew his Estes Black Brant using a D12 motor. He also launched 2 (unnamed) scratch build rockets using C6 motors. His LOC Lil' Nuke flew on an Aerotech E16-4W. Also launched using an E16-4W was his LOC Graduator. Two flights of his LOC NORAD, once using an F40-4W, and again with a G64-7W. Patrick commented that the NORAD flights were beautiful. He had his doubts about the rocket's stability because of the small fins, but it boosts straight and true.

My first flight of the day was my trusty old Aerotech Wart Hog. I loaded it with an F24-4W 24mm reload. It flew very nice, with a slight wobble. Next up was my LOC Graduator, which I mostly fly with E motors, except this time when I put an F25-6W single use Aerotech in it. It really sailed up there, much higher than I expected. I was in for a little walk this time. I retrieved the Graduator and then prepped my Aerotech HV Arcas, getting it ready for its maiden flight. Using an F40-4W 29mm reload, it flew perfectly straight up to a respectable altitude. Next up was the Strong Arm using an E28-4T 24mm reload, it flew straight with a wispy trail of smoke behind it. Now for the moment of truth, my first high power certification flight. I picked my HV Arcas to be launched using an Aerotech G40-7W single use motor. After loading the rocket on the pad, I stepped out of the launch area and grabbed my camcorder. I was a little nervous as I waited for the other rocketeers to put their models on the pad, and then for the countdown for my model. Here we go- 5 4 3 2 1, first a puff of smoke at the base of the rocket, then the liftoff. A super flight, very straight. A short delay, then ejection,

parachute opens, a successful recovery! After getting the required signatures on the HP certification form, I was ready for more. I prepped the Wart Hog again. This time using an F39-6T 24mm reload. Although not "truly" an F motor, it is noticeably more powerful than the 24mm E reloads. Very nice flight. My last flight of the day was to stuff a D12-7 in my Estes Maniac. Another fine flight. All total, I launched 7 times and all rockets were recovered with no damage. One cannot ask for a better rocket day.

Some of the other launches were awesome, being H and I powered. This was a first for me, as I had not seen anything fly with bigger than a G motor (except on video, which is not quite like being there)! These rockets flew higher and faster than anything I had seen before. It was quite an eye opening experience for me. And, I think that I have caught the "high-power rocket bug", setting my sights on even bigger and more powerful rockets. We are all looking forward to our next high power launch.

As a final note, I would like to add these few comments. I would like to thank the entire team at Pittsburgh Space Command for being gracious hosts and for providing us with the opportunity to launch some of our larger rockets. In particular, special

Advice From the Internet:

What do most of you feel is the best way to fold 0.5 and 0.25 mil mylar 'chutes? I am primarily interested in strategies for low opening shock for Egglofters. As always, Thanks in advance-

William

On a flat surface dusted liberally with talcum powder, lay out your parachute flat. Dust it with talcum powder. Fold it in half to make a semicircle. Make sure the shroud lines are lined up on top of each other. Dust with talcum powder again. Remember, before you fold, dust with powder. Now take one "corner" of the

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semicircle, and fold the chute halfway. You're not folding it in half again! If one "corner" is at 0 degrees, and the other is at 180 degrees, bring one corner over to 90 degrees - halfway. Now carefully flip the whole chute over, and fold the other "corner" over like you did on the other side. Examine it until you notice that you have folded the chute into an "S" shape. See? Repeat this process again and again until you can't stand it any longer. Remember to dust with powder before folding. When you are finished folding, the whole chute should be folded in zig-zag pleats. The object of doing this is so that no folds are trapped inside of another fold. To finish up, fold the chute lengthwise two or three times, and wrap the shroudlines carefully around the bundle. Parachutes folded this way open very quickly when released. Try it at home a few times to get the hang of it. Practice. This technique was taught to me by Chuck Weiss. I later read an article in an old "Model Rocketeer" written by Chris Tavares that described the same technique.

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 is produced by Dave Falkner. If you would like to submit an article, or have a suggestion for future issues please send it to me via one of the following methods:

1. Email to DaveEF@AOL.COM, or if on AOL, just DaveEF, on Compuserve at 71510,1237. Please send either ASCII text or Word for Windows file format.
2. Mail to Dave Falkner, 13366 Yager Dr., Strongsville, OH, 44136. I can be reached at 216-572-1234 during the day, or at 216-572-4140 in the evenings.

Tri City Sky Busters Has It's Own World Wide Web Page!

For those of you who are out there "Surfing the Net", stop buy and check out the Tri City Sky Busters Web Page at: <http://www.beacon.com/~frazer/nar535/>.

New things are being added all the time. Our thanks to Patrick Frazer for designing and maintaining our web page. He's done an outstanding job with it! Keep up the good work Patrick!

Tri City Sky Busters

C/O Dave Falkner
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Strongsville, OH 44136



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