

◆ Tri City Sky Busters ◆

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NAR # 535

September 2000

September 17th Launch Report

By Les Kramer

The word for the day was WINDY!! At 9 AM the winds were 10 to 15 MPH and by 1 PM they were 20 to 25 MPH necessitating the shut down of the range. Eight flyers braved these conditions to make 12 flights. Mike Pincus had the most flights with 3.

We welcomed two new Sky Buster members to our ranks. Mike Pincus and Ken Holloway are our latest additions to our growing club. When you see them at future launches, please give them a warm welcome! Barry Lynch and Neal Bade came to pick up their Hypertek motors with fuel grains and check out the related launch equipment.

Mike Molnar flew his Aerotech Initiator with an F50-6T for an out of site lift off. Unfortunately, this flight was made towards the end of our launch and the rocket drifted away, across the road, never to be found. Sorry Mike. Mike Pincus launched his "Pluto Water" on a D12-5. About 50 feet above the launch pad, she went horizontal, headed towards the bean field like a cruise missile. The rocket was recovered with very little damage. Mike's new name is "Lucky."

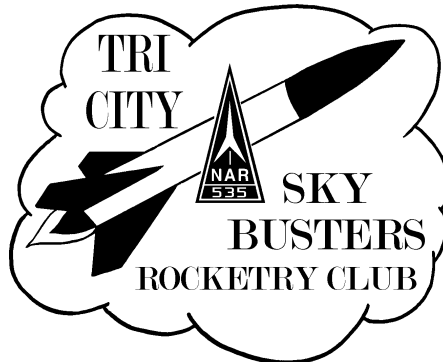
Ed Lambert tried his AGM 57X Heatseeker on an Aerotech D21-7. If you blinked, you missed it take off. Everyone lost site of it and it was never found. Too bad Ed. Alex Jenkins flew his Estes AMRAAM on a C6-5 for a great flight! Ken Holloway launched his "Shell Shocker" (minus the egg) on a C6-3 for a perfect flight. Pat Easter

(Continued on page 3)

August 18th Launch Report

By Pete Pfingsten

This was the first launch of the year at the Oberlin field & the first wavered launch ever for this field. Mother nature was kind as far as August temperatures go. It was a cool day, dare I say, almost chilly. But the rocket gods weren't so kind. The wind was blowing out of the North from 5 to sometimes 10 mph. Some of the arriving flyers even reported scattered showers, but we stayed dry all day. Despite the wind & only 9 flyers, we stayed fairly busy with a total of 33 flights logged. Aiming into the wind as we did, we still, unfortunately managed to drop a few rockets into the bean field. Sorry farmer, they all were recovered.



We had mostly Estes size flights for the day, with "C" motors being the most popular, a total of twelve "C" flights in all. We did fly 4 F's & 2 G's. The father & son team of Rich & Rob Cook were the big flyers of the day with 8 flights total. The Jares family came in second with 5 flights. The coolest flight of the day was Tom Jares EDmond ECEE Thunder Glider. This "D" powered ship took to the wind very well, & on ejection, glided for sometime safely back to earth.

We had a couple small rockets lawn dart, but no great damages or loses. Young Eric Jones had a rather interesting "burn through" flight on a G75J in his Phoenix. The rocket did not gain a lot of altitude before it blew the nose cone & started spewing black exhaust gases from the wrong end of the rocket. Thanks to a Nomex chute protector & low altitude, the rocket suffered only minor damage. A black mess was all over inside of the rocket & on Eric's hands from cleanup. Pat Easter flew this neat old Estes kit called the Voyager 2. Pat always has something cool to launch!

A new member, Jamie Wylie came out for some flying, logging 4 flights for the day. This included his first RMS reload flight. Yours truly supervised the motor assembly & all went well in his LOC IV flight. Nice job Jamie. Thanks to Pat for the RSO/LCO help, & to the others that helped pickup when the launch was over. Not a bad day in the field at all !!

Flights included the following: A=6, B=5, C=12, D=5, E=0, F=4, G=2

Inside This Issue

September 17th Launch Report	1
August 18th Launch Report	1
Additional HP PAD Donated	2
Monery Donation	2
Launch Rail Refurbished.....	2
July 1st Launch Report.....	2
B.O.R.F	2
Science Night in Fairview	3

Additional HP PAD Donated

An additional Magnum high power launch pad has been donated to the club by myself. This will give us three brand new Magnum pads to start the new millenium with in addition to the two high power pads that Vice-Prez Pete is making!

Les Kramer, President

Money Donation

By Les Kramer

All hail to Eric Amundsen!! Eric has graciously volunteered to donate \$100 (YES that's ONE HUNDRED DOLLARS) towards the purchase/fabrication of an additional high power launch pad!! With this donation we will be able to have four high power pads for our main controller AND a high power pad for an away cell for "K" motor launches. A separate single pad launch controller will obtained for the away cell. The away cell must be 200 feet away from the launch control table. The regular high power pads must be 100 feet away from the launch control table.

Launch Rail Refurbished

By Les Kramer

Our low power launch rail has been completely rebuilt! Originally it was put together with nails which were working themselves out of the wood. All nails were removed and replaced with screws. The wooden blocks on the bottom of the rail where the legs attach were worn out. These were replaced and attached to the rail with metal angle brackets and screws. All igniter leads were replaced with new plugs, wire and clips. Due to our rails history, it was not painted. Our rail was used at the first ever LDRS!

July 1st Launch Report

By Les Kramer

What a great day in the field! Nineteen flyers made a total of 44 flights under sunny skies with very little wind. For the "Most Flights of the Day," there was a three way tie between Allen Waddle, Jamie Wylie, and Tom Jares, with four flights each.

Pat Easter launched his Lil' Lunar Express on an I211W for a fantastically high flight with perfect recovery. Gerry Freed launched his "Black Brant-II" on 2, G-80's. One ignited right away and lifted the rocket off the pad. The other air started and took Gerry's baby down range into the field. It is repairable and will fly again!

Gilbert Edwards ALWAYS provides us with an unusual flight and today was no exception. He launched his "Multi-Motor Madness" on 40 (that's right, forty) A10-3's. To make it more interesting, he uses flash pan ignition: you put a pan with black powder in it underneath the rocket, light the pan and watch the madness!! What a great flight.

Mark Hanna flew his "Astrobee D" on a J180-M for a fantastic flight. Mark Sadowski launched his "Magnum Plus" on a J275 using electronic dual deployment. Main chute deployment was at 500 feet for a perfect recovery.

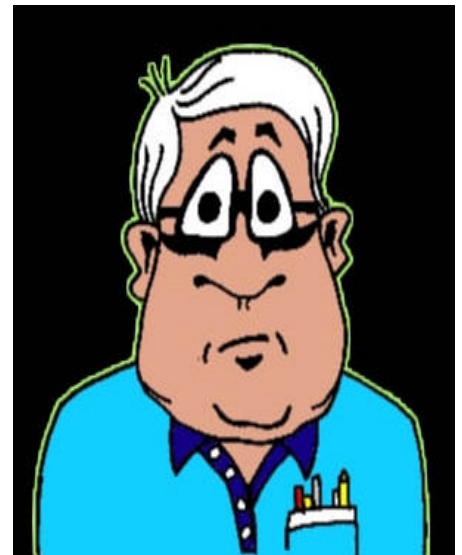
Yours truly launched his LOC 5.5" V-2 on an I211 for a great flight and his Thoy Phoenix on a H-180 for another picture perfect flight. The "Jenkins Boyz" were in attendance again. Chip flew his LOC Stovi on a H-128 for a literally "outta" sight flight. Chip also launched his now completed "Bull Pup" on a H180. What a beautiful rocket and flight! Randy flew his LOC Hi Tech on what I believe is our club's first Kosdon motor launch, a H70-8. Josh "I'm Finally Legal" Hanna, flew his LOC Ultimate on one H220 with

two outboard G-35's for a great flight!

The following is break down of the flights by impulse class: A - 33, B - 5, C - 9, D - 7, E - 1, F - 6, G - 5, H - 9, I - 3, J - 2.

B.O.R.F.

Hi Ya, Let me introduce myself.. My name is BORF..(That's short for Boring Old Rocketry Fart). I've been into Rocketry for a *Very Long Time Now...* It all started one day for me, when I went over to my old friend Orvil's shoe store to get a new pair of wing-tips... He had some guy by the name of G.Harry Something or other there and another fellow by the name of Vern.. (Ya know what I Mean..) Anyway.. As always we got talking about this and that.... (about anything but shoes). Well then .. the next thing ya know our conversation went from High-Tops to High-Flyers... From Two-Tones to Nose-Cones and from White-Bucks to Roto-Roc's. To say the very least MY LIFE HAS NEVER BEEN THE SAME SINCE..... I hope to share some of my stories and miss adventures here in the future.. If you have a funny story or something you would like posted .. Just drop me an E-mail at aa445@Juno.com and I'll do my level best to get it posted here....



Science Night at Garnet Middle School Rocketry Talk and Demonstration

By Pat Easter

Our club was asked to give a talk and demo about rocketry as part of Science Night at Garnet Middle School in Fairview. I joined Diane Jones and her son, Eric, at the school on April 18th for the display and launchers.

We arrived at the school an hour before things were to get started, and set up a rather impressive rocket display. We had everything from a Quest Micro-max set to large rockets from Rocketman and Binder Designs. The field included a baseball diamond and was about 500 feet square, providing enough room to launch C motors (Sorry, Eric. No D's). The weather was a bit cool (in the 50's) but there was no wind, so we were set for a great evening of flying.

We spoke to four groups of parents and fourth graders of between thirty and fifty people, each for about fifteen minutes. Eric qualified for his Communication Merit badge by taking about our club, NAR, safety concerns and general rocket topics, including motor classification and flight

characteristics. Then we had a short question and answer period.

The launches were a lot of fun. Originally, we were only going to do one launch per group, but we decided to expand this after the first group. We sent up at least three rockers per group, ranging from a Mini Patriot (which CATOed) to some of the medium size Estes stuff. By far the favorite was Diane's Estes A. R. V. Condor, which we launched for every group. Everyone clapped and cheered when the twin gliders separated at apogee and spiraled down.

We spoke with the organizers as we were packing up and they said we were a definite hit. After the demos, the kids couldn't stop buzzing about the rockets while they were working on their other projects. Some of the kids from the last group were concerned, even frantic that they might not get to see the rockets. We were definitely a big hit, and will be asked to help out again next year.

(Continued from page 1)

put his Estes R2D2 up on a A10-3 for a "closest to the pad" recovery. Cameron Jenkins flew his "Big Daddy" on a D12-3 for a fine flight.

Needless to say, most folks had to take quite a walk to recover their rockets. To bad it was so windy, the weather was fantastic. Hope to see you all at our next club meeting on October 01, 2000 (details to follow).

The following is a break down of flights by impulse class: A - 1, B - 0, C - 4, D - 6, E - 0, F - 1.

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:

Email to: nealbade@ameritech.net
Please send either ASCII text or Microsoft Word format.

Mail to:
Neal Bade
14055 Kathleen Dr.
Brook Park, OH, 44142.

Call me at 216-265-3093 for more info

We need your input!

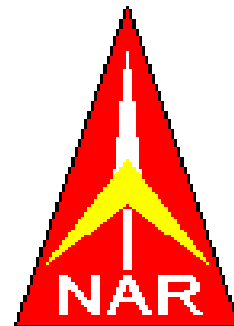
This newsletter is written *by* Sky Busters members *for* Sky Busters members. We need your contribution to make this newsletter worthwhile to other members. Articles can be written about anything rocketry related.

If you have built a kit recently, we would like to hear about it in a kit review. Maybe you've come up with some technique that would be useful to your fellow rocketeers, we would like you to share it with us. Like many of us, maybe you are a BAR (Born Again Rocketeer) who has rediscovered the hobby after many years. We would like to hear about your experiences.

See "Newsletter Information" (at left) to submit your article for publication.

Club Membership Dues

Please remember that your \$10 yearly club dues need to be paid for 2000. You can make payments to any of the club officers. Make checks payable to "Tri-City Sky Busters". Reminder: If you have NAR insurance, it also needs to be paid for 2000. You can reach the NAR headquarters at 1-800-262-4872 or the NAR web site at www.nar.org



Tri City Sky Busters

c/o Neal Bade
14055 Kathleen Drive
Brook Park, OH 44142



Inside This Issue:

- *Year 2000 Election Results*
- *The 47th National Model Plane Show*
- *Refurbished Low-Power Rail*
- *2000 Launch Schedule*
- *New High-Power Pads*