



M.D.R.A. Report

Volume 4, Number 2



Cover: Neil McGilvray's "hOly Cow" O motor rocket. Got Milk?

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Editor Bob Utley

The mud slinging stopped and the votes were counted, Neil McGilvray is the NEW Prefect for Maryland Tripoli. Dave Bullis stepped down after being voted in as President of M.D.R.A.

Mr. Bullis still sets up the launches with the land owner (Mr. Higgs) and other duties, he will not be doing certifications anymore. Mr. McGilvray will be doing all Tripoli duties at the launches, you can find him with a death grip on the microphone at most launches at the LCO table.

NAR members, Dave Weber, Kathy Gilliland and myself have been doing certifications, so if you need to get cert. for NAR see one of us, we are usually as far from Neil as possible.

I want to thank Neil McGilvray, Jerry O'Sullivan and Bill Mantell for their help in this issue.

ESL 37: 03/17&18/2001

What more could you ask for? Winter was finally leaving us behind and the prospect of an early spring was on everyone's minds. Clear weather, warm weather, weather with no winds. When you finally wake up from your dream and realize that you are going to attempt to fly rockets in Maryland in mid March, you can file this under NEVER! What I have observed over the past couple of years flying rockets in Maryland is that when El Nino or La Nina are working in the Pacific then we stand half a snowballs chance in Hell of having decent weather in the fall, winter and spring. With things quiet in the Pacific this year we get what we get. As one of the greatest Thespians in modern time, Ted Knight, was quoted in his near Academy Award winning performance in Caddy Shack as he was yelling at his nephew Spaulding. "You'll get nothing and like it" And nothing was exactly what Mother Nature dished out. Cold, cloudy and just to add insult to injury, windy.

But the members of MDRA pressed on despite the cold and the wind. William

Adams, who must have entirely too much time on his hands, had three great flights with some upscale Estes rockets that looked like something right out of The Thunderbirds. Not the Air Force's flight aerial acrobatic team. The second best team in the world next to the Navy's Blue Angles, but the futuristic puppets from the 60's. Lest I digress so early in the report. William flew his Scorpius on a G-40, Photon Disruptor on an H-242 and his Sally's Starlight on a H-123. All for nice flights. Mike Ash, the no weight wonder, was back at it again with his Gemini on a D-12, Standard Arm on an F-20 and his big Gemini Titan on an H-112. Mike does beautiful work with the scale detail on his rockets while building them big and lite. Unfortunately Mike will have a chance to put his detail expertise to the test as he blew a forward closure on the H-112 and had more fire coming out the front of his Gemini Titan then the nozzle of the motor. Grease those delay elements Mike. It is the best way to cut down having to make more parachutes out of garbage bags.

Ivan Barnsley was not going to let little wind dampen his fun. Ivan launched his Whistler Jr. on a G-54, Upscale Quark on a G-104 and his Box on a D-12 staging to a C-6 for an interesting flight. Kurt Beckman had two flights. Kurt launched his uniquely named rockets Bob and Shane on an E-23 and a H-242 respectively. Rick Brown was suffering from a severe case of AP withdrawal and was launching come Hell or high water or wind and cold. Rick launched 5 rockets including some D, F and G powered flights. Ricks most impressive flights were his I-161 powered Charlie's Pride and his J-415 powered Red Dart.

Roger Dwyer was slumming with a D-21 in his rocket called Snitch and a F-20 in Starlight. Lewis Garrow launched his Martian Pescador on an E-15. Kathy Gilliland took a break from the M-1939's to return to her roots. Rocket roots not the roots of her hair, to fly her Initiator on a G-80 for a nice fast flight and a long walk. Lloyd Gold had his G-Force in the air five times. Four on G-80's and once on a H-55. Richard Hickok did not let the inclement weather rain on his parade. He came to launch rockets and that is exactly what he did. Richard launched 12 rockets on everything between an A and a G-80.

Bill Mantell launched his Saturn V on a G-64. Bill also co-launched the C powered Lepricon for two action packed flights. Joe May had his hand in getting 5

vehicles into the air. Joe had three flights on the F and G powered Aristocats and two flights on the radio controlled Shark UAV. Joe enlisted the help of landowner Tommy Higgs to take the controls of the Shark UAV. Tommy did a phenomenal job controlling the plane and wowed the crowd as he demonstrated his and the Shark's acrobatic abilities. Mitch Pines launched his no name rocket on a G-80. The Potters, Jeff, Charlotte and Jeff Jr. combined for eleven flights in the A to D range. Ted Proceus had three flights with his Extreme 66 on an H-135, and two flights on his mini Pyramid.

Lynn Reamy became yet another of the High Power Women of the MDRA. Lynn certified on a rocket she called Ms. Monster; I have no doubt that Lynn was describing her personality with that name. Right ?? Lynn?? The rocket was powered by a K-1100 in what can only be characterized as a bold gesture considering the conditions. A fast, high, perfect flight was flowed by a textbook recovery. (She got the rocket back in one piece). Congratulations on being the newest female Level 2 in the MDRA. You go girl!! Bill Rossi of Smokin Rockets fame launched his AMRAAM on a K-500. Mike Rudiger had four flights with his V-8 twice on E-30 power. Old Red on a G-150 and a Patriot on an H-100. Dave Russell didn't mind the cloudy, damp conditions at all. It probably reminded him of home in Jolly Olde England. Dave launched his Endeavor on an H-123.

Fred Schumacher was back at it with his Miss USA on an I-435 for a nice flight. Gary Singer made the walk to the launch pads six times to have the button pushed on everything between a D-12 to an I-161. Robert Taylor flew three rockets with his daughter Nikki, but the most important flight was his Level 2 Certification flight on his IQSY Tomahawk powered by everyone's favorite motor, the K-550. A loud and smokey flight was follow by a perfect recovery right on queue, (before the rocket used the earth as a recovery device). Congratulations Robert!! Tom Thompson also combined for three flights with his daughter Caroline. Tom and Caroline flew Astro on a G-80, Mars Boomer on a F-22 and Rosie Rose on an H-123.

Kara Turner launched her Thunder on a C-6. Curtis Turner had the crowd's heads turning with his finely finished 1/2scale

Sidewinder on an I-155 and his 1/2scale Bull Pup on a K-700. It is nice to see that when some people come to a rocket launch they launch rockets. Unlike Bob Utley who once again demonstrated that if you put a motor in anything it will probably fly. Bob flew his Baby Crayon, I guess you could call it a rocket, I,m sure NASA would be impressed. The Crayon flew on a H123 and exhibited its ability to write all over the sky. The recovery was marginal; hence we will see the "Return of the Crayon".

Fred Wallace put two birds in the air. Fred launched his Little on an H-60 and his 4 By 5 on a J-500 for a nice flight. Dave Weber rounded out the days activities with two flights of his own with an "interesting flight of his SA-14 Arched on an H-125 "air-starting" two G-80s. Dave also launched his Minnie Magg on an I-161.

The conditions on Sunday were not much of an improvement over Saturday. But carry on Rocketeers. If there is juice in the batteries we are going to launch some rockets. That the majority of the rockets launched were on the smaller size, it only served to build the anticipation for the next time the Big Dogs barked.

Bill Alewine had a lucky 13 flights plus one, all in the D, E and F range. Bill also flew his 100th flight on his V-2 powered by an E-15. That is always an accomplishment when a flier can get one of these models into triple flight digits. Dave Bullis flew his Armor of God as what would turn out to be a sacrifice to the Rocket Gods. Dave flew this rocket on a H-480 off his tower never to see it again. Rumor has it that the rocket has been seen in China when it poked through a rice paddy. Clark Carrington trudged to the pads seven times to launch his quiver of rockets on F to I power.

Mike DeBey had two flights with his Chad 2 on an F-39 and his Aerohawk on a H-180. Ken Gadueh launched two rockets on B and C power for a white-knuckle ride. Jonathan Gaeta launched his Gnome on an A-3. Richard Hickok launched his Phoenix on an E-15. Billy and Brian Higgins combined for ten flights covering the alphabet between A to I. Carson and Madison Leone launched one apiece. Carson launched his Big Sal on a G-80 and Madison launched her All Of Us on an E-15. Bill Mantell and Dave Weber combined their

brainpower to launch Bill's Arreaux on a F-101, for a fast high flight. Gary Meier launched 5 rockets in the E to G range. Dick Moran launched his Banshee on a c-6. Brittany Mumford launched The Wonder 2006 on a B-6. Ken Paducah launched his Shadow on a D-12. Jeff Potter Jr. launched seven Estes rockets in the A to D range.

Tom Rodilosso put Kierby I up twice on F-25 power. Dave Russell had the Initiator in the air two more times on an F-22 and F-40. Kevin Scrimgeous cranked his neck back eight times on C to G power. Nicole Stevens flew her Hayfield Hawk on a C-6. Patrick Sween flew an upscale Alpha on G-35 power twice on Sunday. Nikki Taylor flew her V-2 on a D-12. Tom Thompson lit up the sky with his Weezer on I-161 power. Curtis Turner gets the Big Kahonas award for putting the 1/2scale Bull Pup back up on K-700 power. Woof Woof!! Thomas Warpinski became the newest Level one on this fine day. Tom flew a Loc Forte' on a H-180 to begin his High Power journey to Level 2 and 3. Dave Weber got one bird in the sky with his Mustang on F-50 power.

While the weather did not cooperate, the camaraderie of friends meeting with a common interest more than compensated for the lack of the High Power we have become accustomed seeing leave the surface of Higgs Farm. The inclement weather days make you appreciate the good days that much more. But in Maryland if you wait for perfect weather to launch your rockets then you may never launch. Despite all that, Mother Nature threw at us our main goals were achieved, we had safe fun thanks to everyone looking out for one another. We are also indebted to Tommy Higgs once again for the gracious use of his property. Remember to thank him when you see him at any future launches. Fly high and recover low.

Neil McGilvray

ESL 38: April 7 & 8 2001

When we last left our heroes they were lamenting over the lousy weather that was dealt to them at the last launch at ESL #37 in March. Fear not mere mortals the

Weatherman will be coming to our rescue. Sun and low wind and if we treat him just right we might be launching in shorts and tee shirts. As the weekend approaches the Weatherman appears to have been overcome by some alien substance called Reality. As much as he believed in himself and his superhuman abilities and as much as we wanted to believe Reality brought us back to our knees.

Who could have created such a diabolical substance? Don't they know that we had a rocket launch scheduled? Don't they know that we have been waiting months to fly our big stuff? Don't they know that there are four Level 3 flights scheduled and an O motor just for fun? The Weatherman promised, how could have Reality zapped his strength so quickly. Earlier in the week he was a King among Kings. He had all the right answers. He told us what we wanted to hear and it made us happy. Was it possible that the weatherman could be beaten? Sadly the answer is yes. Alas, he failed us.

What to do? Press on without the Weatherman? Yes. Send him back to his hot studio lights and smiling suns and frowning clouds. Press on without him and take our chances alone. So it goes. What looked ripe for the picking withered on the vine Saturday at Higgs Farm. But wait there is still hope, maybe we can make Reality work for us and just wait. There is an idea. And while we wait for the weather to improve we could launch some rockets. Now we are thinking like Rocket Scientists.

Tom Anderson launched three times with his Onyx and his Warhog on F power. Alex Baker scratched the bottom of the low cloud cover with his Bakers Best on an E-18 and his Air Plane on a G-35. Ray Bastaich took to the skies five times on F power with rockets like his Little El-Cheapo and of course the Big El-Cheapo. David Bathras looked upward three times with his Cheetah on an F-12, SA-14 Archer on an H-180 and his Black Brant 2 on an I-154. Clark Carrington got four birds in the air on Saturday including his Io, Initiator, Cirrus Dart and Starbird on D and H power.

Mike DeBey flew his Explorer on a G-64 and his Arreaux on an E-18. Guy DeStefano flew his V-4 on an H-180 and his Spirogyra on a G-64. Doc Bevans flew his no name rocket for a successful Level One

Certification flight on a H-238. Congratulations Doc! Richard Hickok flew two C powered models. Tom McDonald flew his Quasar on a H-124 for a nice flight. Jerry O'Sullivan decided that it was time to wake some people up and remind them what we came to Higgs Farm to do. Launch rockets. Jerry flew his High 5 on a J-350 for a trademark fast high flight. Robert Roberts flew two rockets, his Graduator and his Vulcanite on an F-22 and G-180 respectively.

Fred Schumacher flew his Miss USA on an I-435, just to liven things up. Fred figured that if he could show the sky some blue then it might get the idea. Bob Utley decided that he would truly conger up a tornado with the squirrely spiraling flight of his Baby Crayon on an H-123. The problem with this rocket is that it keeps coming back. Neither Fred nor Bob got the wishful results from the weather. It stayed winding and cloudy. Darren Wright launched his Hawk Mountain Transonic for a subsonic but nice flight on a H-480. Dave Young flew his Daddy's Boy on an I-284 and his Sentinel on an H-242. Both for nice flights considering the conditions. But then it was a good day for a walk and walk most of the fliers did.

Saturday night brought renewed hope in the Weatherman. He had to be right just once and please let this be the time. Sunday morning brought more low clouds with the added bonus of rain. Did the Weatherman's infliction with Reality mean that he has no super powers? Did it mean that he really couldn't accurately predict the weather? Sad to say but, yes. The Weatherman has been unmasked for the fraud he is. He is a mere mortal like the rest of us wearing bad suits.

The rain and low clouds lasted to noon then a miracle happened the rain stopped and the ceiling rose. Hope was restored to the flight line and launching commenced. Alex Baker launched his Quest Army on a C-6 six times. Speaking of six. That is the number of times that Ivan Barnsley launched his plethora of rockets with names like Leftovers and Ideas, Auction Block Special, Money for nothing and Whistler Jr. Which means that there is a senior out there somewhere. Ivan launched everything between a B and H motors. Dave Bathras thought it might be a good idea to put a K-185 in a 3" AMRAAM. Good idea if

you never want to see it again. Unfortunately that was the result. Beautiful flight only to be sacrificed to the Rocket Gods. Too bad Aerotech doesn't have a delay that burns twice as long as the highflying K-185 for tracking purposes. Don Brown flew his Quark on Steroids twice and his Hell Fire and Wart Hog to celebrate his Level One Certification on an H-123 with his Phoenix. Congratulations Don!

Clark Carrington loaded up the racks seven times on D to I power. Clark's two feature flights were his Two Stage Terrier / Mini BBX on an I-357 staging to an H-238. His most important flight was his Level Two Certification on the always-popular J-350 in his Endeavor. Congratulations Clark! Bill and Colin Davidson flew their Bull Puppy on an I-385 and their Rude Rat on a G-80. Both for very nice flights. Gary Deaver burned up two I-161's with his V-2 and Pioneer rockets as well as an H-220 on his L-1. Mike DeBey meandered in the D and E range with three rockets that he flew.

The skies finally cleared well enough for some of the Big Dogs that had been in the kennel for months waiting for a chance to stretch their legs. As well as their owners wallets. One of these was Lewis Garrow. Lewis was down to certify Level 3 on what finally turned out to be a nice day. If you can consider the hours between 2:00 and 7:00 a day. Lewis was flying his Smokin' rockets Psycho on an M-845 Hybrid motor. This relatively lightweight rocket and the long burning M-845 turned in quite an impressive flight. Lots of fire and surprising smoke from the Hybrid. The altitude appeared to be in the 5500-foot range and recovery was perfect. Congratulations Lewis, come on back and fly with us again. M's are always a welcome sight. Kathy Gilliland flew three rockets including her V-2 on a D-12, Initiator on a F-25 and an impressive flight of the Sun Seeker on a K-450. It looked like that flight did the trick and found the sun which slowly burned all the clouds away and diminished the winds of the previous day and morning to next to nothing.

Frank Giorgianni had one thing on his mind as the clouds parted, to certify Level three. Frank was going to make his attempt on another beautifully finished Smokin' Rockets Nike Smoke. This bird flew on M-1419 power. Skies were clear and the

range was clear as the Nike Smoke leapt off the tower on a long trial of the distinctive white column of trademark smoke produced by the 1419. Once again the recovery was perfect and Tripoli had yet another Level Three certification produced at Higgs Farm. Congratulations Frank. Justin Gleiter took to the pads four times. Justin likes to slam his rockets off the pad. He flew an E-15 on his V-2 to warm up and then flew his Lil'Nuke on a H-480. Justin also had two-neck cracking flights on his Osprey powered by a K-1000. Don't blink when Osprey flies on these motors or you will miss the entire show.

Mark Henning of True Modeler fame had five of his meticulously finished models in the air on Sunday. Mark stayed with the front end of the alphabet, A to F, to power these flights on his Nike Smoke, Honest John and Sentry rockets. Richard Hickok marched to the flight line 12 times to dispose of as much black powder as possible. Richard flew in the A to E range. Carson and David Lappert burned up two E-15s and a D-12 in their Big Daddy and Black Brant. Dad Dennis Lappert had bigger plans for the day. Dennis was going to join the rest of the pack and certify level Three. Dennis joined the Smokin' Rockets club and chose Bill Rossi's model of a Black Brant II for this flight powered by a M-1315. Like the others the flight was flawless as was the recovery. Fred Wallace had his work cut out for him on this day and proved up to the task at hand. All the Level Three attempts went off like seasoned veterans. Kudos to the tap members and to the fliers. Congratulations Dennis.

Dave Liss has an important flight on this day also. Only Dave was beginning his high power journey. Dave certified Level One on his Big Brute on an H-55. Dave also flew five other rockets between D and H power. Not to be out done, Barbara Matney joined the High Power Women of the MDRA and certified Level One. Barbara's rocket was called Heaven Bound. That is probably a better place than most of us will end up in, but at least we will be in good company. Heaven Bound was powered by a H-55 and was recovered intact. Amazing feat considering Bob Utley's fingerprints were detected on the airframe of the rocket. It appeared that Heaven Bound not only certified Barbara, but also performed a

miracle and didn't crash after Bob's attempt at "helping". Congratulations Barbara.

Neil McGilvray, yours truly, eclipsed the Big Dogs and brought out the Big Cow. This was a project that had been a year and a half in the making. The rocket is called h'O'ly Cow and was powered on this day with an O-6800. The rocket weighed in at slightly over 300 pounds was 12.75 inches in diameter and is 17.5' tall. This is the biggest and most powerful armature rocket to be successfully launched this side of the Mississippi. The rocket was painted with a Cow motif, hence the name. With the skies clearing the race was on to prep this beast and get it into the air by the end of the day. With the help of many people, you all know who you are; the daunting task of assembling the rocket began and was completed as the Level Three Certifications were coming to a close. It is amazing that even strangers to me would stop flying their rockets to assist with this project and to that I am truly grateful.

With the help of Fred Schumacher the Cow was trucked to the pad, set up and prepped for flight. A couple of heart felt thank you's and we were ready to go. This being the first O motor to be launched in this part of the country added to the anticipation and the nervousness. When the button was pushed the O roared to life, but the rocket sat on the pad for a split second. Then it began to slowly rise up the tower. With the O pushing and belching a 20-foot long trail of flame the rocket kept accelerating and continuing its straight path upward into the clear Maryland sky. After motor burn out the rocket continued to climb, a testament to O power in the business end of 300 pounds. Apogee was controlled by two Transolve P-6's, a Transolve P-2 and a Missile Works WRC, Wireless Remote Control Unit, provided back up. All charges fired as scheduled and the rocket fell under drogue 2400 feet to the main deployment altitude of 1500 feet. As heavy as it was the Cow appeared to be falling back to earth almost as fast as it left. At 1500 feet the main was blown by the P-2 and the Missile Works unit simultaneously. The 35 Pound Nose Cone Section came back on its own 17 foot military chute and the rest of the Cow was recovered under a 28 foot canopy. All the components of the rocket were recovered intact making this what appears to be the

heaviest 2-stage recovery, ever. Another first for the MDRA, setting standards and breaking records.

Kevin and Mike McHugh combined for six flights between C and J-350 power. Their hardest hitting flight of the day was awesome AMRAAM flight powered by the J-350. Ed Miller had two flights. Ed flew his Thoy Falcon on a J-415 and his Tekyon on a H-238. Tim Nist tore up some air space with his crowd favorite WAC Corporal powered by a J-460 in the booster and a J-135 in the sustainer. Tim took to the flight line a second time with his LOC Magnum powered by a K-1250 and two I 200's. The Big Dogs barked on this flight. Woof!! Richard Oasen flew twice on F power with his Stovi and Lilac Time.

Jeff Potter launched his Crayon on a H-120 and his V-2 on a D-12. When the shies cleared Jeff brought out one of his big guns, his Upscale Maniac. This finely finished rocket was powered by a K-1100 for a predicted 6000-foot flight. All was going well until apogee. The K-1100 blasted the rocket on an arrow straight trajectory. Unfortunately the main deployed at apogee and the rocket literally drifted over the tree line / horizon never to be seen again. A tough loss but I know Jeff will be back at it again soon with more of his superbly detailed rockets. Rob Roberts had his Vulcanite up twice on G-64 and H-238 power. As well as his LOC IV on an H-180. Joe Ruzzi got to the pads four times to launch his Warthog, Excel, big Daddy and Sandhawk on E to G power.

Fred Schumacher unveiled his new rocket Overkill. Fred had been working on this project for about eight months. Overkill was powered by a L-850 and two air-started I-400 motors for it's maiden voyage. After a mis-fire on the first attempt the rocket tore off the pad on it's second attempt, with a real igniter. The air-starts went right on queue. The recovery was as expected for a fine flight. Jay Sessler was down to fly his American Flyer on a K-700 and two air-started J-350's. The flight looked picture perfect on the ascent as the J motors appeared to fire as scheduled. That was until the rocket approached main deployment altitude and the second J-350 fired as the main was deployed. No damage was sustained to the rocket but I am sure in elevated Jay's pucker factor to at least 8.79.

Jay also flew his Eclipse on a J-415 for a much less pucker-esck flight.

Rob Super flew his Deadilus on an E-30 and his Gangster Of Love on a G-35. Curtis Turner had been waiting for this day for some time. Curtis is know for flying beautifully finished big rockets in the L power range. On this day Curtis was going to crank it up a notch and certify Level Three. The rocket of choice for this flight was his scratch built Acorn powered by a M-1130. As with the other certification flights, Curtis rounded out the 100% success rate, with his flight. Congratulations Curtis.

It was bound to happen, since it keeps coming back. Bob Utley flew the Baby Crayon once again. But this time it actually flew relatively straight. That is the good news, the bad news is that it was recovered and will fly again. Maybe Bob could land it in a busy road? Food for thought. Dave Weber continues to make history every time he flies the Tuber. On this day the Tuber would accomplish a successful flight 120. Amazing. Dave also flew his Sticker Shock on an I-161.

The most notable aspect of this day is that 90% of the listed flights were made between 1:00 and 7:00 pm. And in that short time is when most of the 130,000 ns / plus were launched. Credit goes out to all of those that volunteered to make the launch possible and for those that didn't volunteer, pitch in. many hands make the going light. The MDRA exists and functions through the unselfishness of its volunteers. Look around and see who works and who doesn't. If you have an hour or so help out being a pad manager, RSO, set up crew or takedown crew.

Special thanks go out to Tommy Higgs. Without his enthusiasm and benevolence we would not have the best club in all of rocketry. The weatherman failed us but Mother Nature finally came around and most people accomplished what they set to do. Until next time, Fly High Recover low.

Neil McGilvray

**MDRA member s
at Battl epar k, 2001**

Once each year in Culpepper, Virginia, Tripoli Colonial Virginia and EVARA co-host the high power rocket launch known as Battlepark. It gets its name after the Civil War battle fields at which our modern peacetime rocketry activities coexist with a landscape redolent in an atmosphere of bloody history almost palpable. According to Mike Showalter, Tripoli Central Virginia Prefect, .."the Cedar mountain location which is our current site saw a heavy calvary and infantry battle during the civil war and this site has been used for civil war reenactments in the past". Established in April, 1992, the Battlepark launch is one of the oldest HP launches in existence.

The new field this year was a welcome change from years past, with lots of recovery room. An empty grain silo was utilized for some interesting ICBM impersonations, the highlight of which was Roger Dwyers Beyond 2000, on an M-1939. The stack was still smoking many minutes later.

These Virginia boys are nothing if not laid back and relaxed, and so accordingly, the field was made ready at the liesurely time of 3pm, Friday afternoon. To be fair, Ed Rowe had trailered the launch equipment from North Carolina with his small pick up and was limited to about 50mph. A harrowing ride it was, as the heavy trailer wanted to flip the lightweight pickup truck at any turn. The things we do for rockets!

The flights of MDRA members, specifically those who responded to my request for flight information, and in no particular order, are as follows;

Ivan and Anita Barnsley arrived Friday evening and set up camp for the weekend. They supplied and manned the Estes launch rack, with a small amount of help for both days. There were a total of 186 flights from 1/4A through E powered, of which Ivan flew 18 with various clusters and staged flights. He also managed to get off three HP flights on Sunday. First, the Whistler, Jr. with a H128W-short which popped the nose off early for a spectacular crash, oops! Then the Auction Block Special on a H123W-short for a flawless flight. Finally, Ivan sent up Loud As It Looks on an I284W-short for a trademark Whistling Flight, with a undamaged recovery with a 48" chute. We

all thank you for handling the Estes Rack, Ivan.

Richard Hickok could only make it down to Culpepper on Sunday, but he reports he thoroughly enjoyed the field and the crowd. He and the crowd flew: Big Jim & the Twins - dual boost-glider on a D 12-3, a Harpoon, scratch-built sport scale on E 15-4, a AA-6 Acrid, scratch-built sport scale on E 15-4, and more than that, but which he can't recall for sure. All good stuff Richard.

On Saturday, Ivan Galysch flew a Loc/Precision EZI-65 on a Rattworks H70 hybrid motor with the C&P Technologies altimeter kit. He also flew a PML Phobos rocket on a G40 motor testing a custom built altimeter with an accelerometer measuring the G forces and altitude. The rocket experienced about 4 Gs at launch and reached about 820 feet in altitude which matched computer simulations within the resolution of the sensors. Both rockets were recovered successfully. Good job, Ivan. Which I understand translates from Russian into "John". Heeeerrrrrr's Johnny.....

Elaine Miller became what I believe is only the second woman in the East to certify Level 3 on her scratch built rocket sporting an M-2240, deploying the main at the top. Great job Elaine, and well deserved.

Ben Russell also had an "M" to burn in his scratch built project called "Ugly Mug" Unfortunately, the main failed to fully open resulting in destruction of the fin can. I'm sure by now it's mostly rebuilt.

On Saturday, Mitch Guess and son Matt arrived in the afternoon and only had time to make two flights before the big wind storm hit. Matt launched his LOC Expediter on an I-161. Dad flew his PML Endeavour on a J350 to 2775 feet. By the time he returned from the field with the Endeavour, the wind was just starting to blow, so the team packed up and left for the day.

On Sunday morning he returned and let go a scratch built Soccer Cone Rocket on a D12-3, a LOC Graduator with an F40-4, an Areotech HV Arcas on a G64-7, and finally a PML Endeavour riding a J350-14 to 2842 ft. Nice flying there Mitch and Matt!

On Saturday, Scott McCluskey flew his LOC Magnum on a K700 to 5233 ft. He was busier on Sunday with flights of his PML

AMRAAM on a J350 to 4079 ft, a Yanke IRIS on a K185 to 3795 ft, an the old reliable LOC Forte on an Econojet G35 to 1600 ft. Nice little motor. Occassionally it's fun to just stick a motor in and go.

When he wasn't helping out on the range, Rich Custer on Friday flew his John Doe on a Rocketflite G160 Silver Streak. Really nice motor with a wonderful fan of silver sparks. On Sunday he let go his trademark Bumble on an I211, and a Bulldog on a cluster of a G80, and 2 G55s. Other than a slightly staggered ignition, and WAAAAAY too long delay on the Dog, all flights were perfect and all came home free of damage. After seeing the video of the Dog's flight, he was really surprised that neither a separation, or zipper resulted. Nothing but a bit of flaked paint.

Neil McGilvrey flew Udder Madness on an L-850 and air started two J-350's The J motors were air started successfully with a Transolve TA-1. The rocket was moooo-ving a little faster than expected at the 5600 foot apogee and the nosecone was knocked loose due to deceleration. The 5' drogue brought the 35 pound heffer back in one piece with the main still securely wrapped in the deployment bag. Good thing for secure wrapping and stout building techniques! By the way, when are we going to see O'ly Cow again????

Bob Utley reports he "flew jokes". I'll leave that for Bob to explain. But I'll thank him for his assistance with my Sandhawk.

On Saturday Will Schworer flew his Loc Aura on an Aerotec E-15 with a bonus delay.

The ejection charge went off right after it lawn darted. Fiberglassing worked great, despite hitting the ground at several hundred miles an hour, no damage occurred.....although Will and dad Bill had a heck of a time pulling it out of the ground. On Sunday morning Bill Schworer put up the PML Callisto on a H-128 to test the new beacon transmitter chip, for which RocSim had predicted 15 G's and about 2500 feet. The new beacon transmitter chip worked great and is ready for use this fall by club members with ham licences.

Ed Miller, usually associated with Blue Thunder motors and perfect rocket finishes flew his Tarsis on Sunday on an I357, and his Falcon on a J460 on Saturday. Naturally, all recovered perfectly.

On Saturday, Roger Dwyer let go his King Cobra on a cluster of 3 K1100's. Very cool and VERY loud.

Congratulations are in order for Rob Super who had a successful L2 Cert with his Navigator on a J350. At this time you may open your wallet Rob!

The flight of the Blacksky ARRD (Advanced Rocket Recovery Device) in a "kit bashed" Endeavour, flown by me and Bill Schworer on an AT I284, was a mixed bag. The new device let go the main at the top which was most assuredly NOT planned. The rocket recovered intact, although the device did NOT perform as advertised. It appears more testing on this is in order. We'll keep you informed.

On Saturday, Curtis Turner flew a full scale Arcas on a Aerotech J415 with Altacc 2A with an altitude of 4382 and perfect recovery, although everyone lost sight of it. Good job getting that one back, Curtis. Curtis certified L3 at Price, MD recently on a full scale 6" Arcon with a Kosdon M1130 power plant and 2 Altacc 2As for an altitude of 7264' and a perfect recovery. Congrats Curtis. The MDRA L3 club is getting crowded and that's good news!

Tom Thompson came ready to burn some AP. On Saturday he let go a stretch PML Pterodyctal on J-350 to 3524'. He reports it "Flew great..recovered great". This was to be a theme for Tom's flights, which are as follows..Loc Syonic on a J-415 to 2717 feet and max velocity of 419 ft/sec; Loc Syonic on K-550 which got 4866 feet (darn I just missed the mile!) at max velocity of 577ft/sec.

Greg Lockridge was having both successes and a bit of Murphy's law with the following....

On Saturday his Yank Iris flew on a J-275. Unfortunately, the forward closure blew by and need we say more. 869 very impressive feet Greg. He had better luck with his 4" carpet tube up-scaled Estes Mars Lander named Astro-Crab which he bravely let go on an AT J-350. The lander worked perfectly. The booster had no chute deployment AGAIN!. Maybe next time all will work according to plan. On Sunday, he flew a NorthCoast Bomark on something with black smoke. Cool flight...all went well. What a relief.

Jerry O'Sullivan managed to fly at least something each day. On Friday, High

Five, a 4" diameter 7' tall rocket was loaded with a red motor (appx an L 1300 equivalent - for a 12 lbs loaded weight) for a screaming flight to about 8,000' at Mach 1. I obviously have the luck of the Irish - it landed about a mile away just barely missing a huge tree and in a field that was a few hundred feet from the road. I even had a friendly police escort!!!

On Saturday, Brian Bellerose and I loaded up our respective 5.5" Sandhawks for a drag race on AT M1315's. Ok, I admit, I had the "higher" ground at the start. The countdown commenced, and just when it looked like things would be really interesting, disaster struck! Brian's nozzle failed, resulting in a most impressive cato and complete destruction of his beautiful rocket.

Luckily, I averted that misfortune and the Sandhawk flew beautifully to 6800' with a perfect recovery in the field we were flying from. Happily, Brian has reported that Aerotech is making good on the motor warantee.

Brians wife Vicki showed us all how it's done with flights of her Bruiser on an I-284 and again on the Blue Thunder equivalent of an I-437, for 2 successful launches and recoveries. Way to go Vicki. By the way, when are going to see your L3?

On Friday, Fred Wallace launched his 11 pound, 5.5" rocket, "Military Justice", on the Kosdon 1050 case and three slugs of propellant of his own design, called "Blue Light Special". Fred will be happy to share the details of this formulation if you like. The altitude was around 2500'. Long walk over hill and dale to recover, but worth it, reports Fred. And worth it to the crowd - nice motor Fred!

On Saturday although he didn't launch a rocket, with the help of mother nature's freakish wind storm he flew his second EZ-up tent in two years. Needless to say the recovery was not nominal. Fred, I think I'll buy some of that EZ-up stock.....

When Sunday dawned, he came back with his 4" down-scale of a Magnum, affectionately called "Maggot", on a Kosdon J450. Apogee was ok but the altimeter failed to deploy at 500' and the rocket met the big brown recovery area under streamer. NO DAMAGE, not even a scratch after falling for about 2800'.

Then he got it home, where it promptly it fell over, dropping the nose cone

on the coffee table, breaking off about an inch of the tip of the nice composite nose cone.GO FIGURE.

Even with the LITTLE problems, Fred says he had a great time, and the scenery was great.

It's good to see Virginia, with 2 Tripoli Prefectures now has one good field to fly from. I hear a fall launch is planned as well. With our luck it probably will conflict with both a Maryland and Delaware date, but I think most folks would agree it's much better to have more choices in this matter than the alternative!

Jerry O'Sullivan



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Brian's sandhawk aftermath. Nice paint job goes bad.

Kosdon Motors Legal or not?:

Most of you should know by now that TRA has decertified all Kosdon motors as of August 31, 2001. You will NOT be allowed to fly any Kosdon motor at ANY TRA sactuion launch, reg or exp.

Now on the other hand what about the motors that NAR certified? Good question, if you check out the NAR web page you will find that there is some concern on what will happen. For now I would suggest that you check out the web pages of TRA and NAR and form your own opinion for now.

PERFORMANCE HOBBY

<http://www.performancehobbies.com>

Aerotech new RED motors are out and PH will have them in stock as soon as Aerotech releases them.

Almost anything you could need they should have. Phone (202) 723-8257, fax (202) 723-0010.

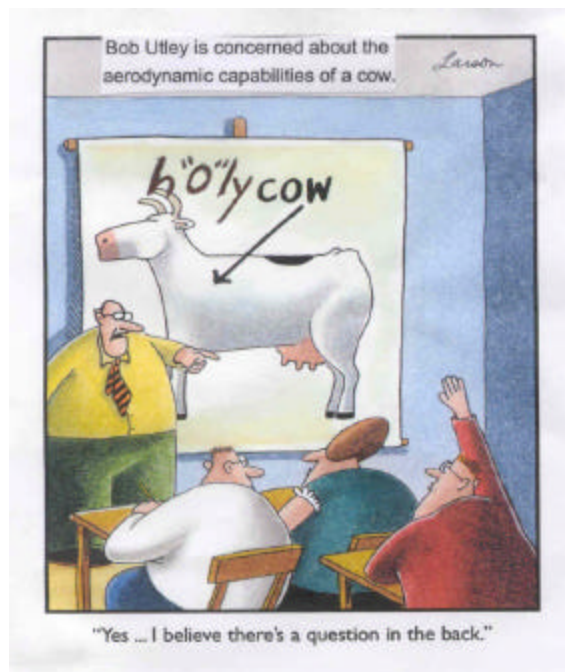
NEXT ISSUES:

- Launch report of May & June.
- Up coming Projects
- Events for July, August.

Keep The Pointy End
up and the Fierly
End down.
D. Bull is

<http://www.mdtripoli.org>

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©F. Wallace 2001

Neil McGilvray and h"O"ly cow.



©B. Mantell 2001

Believe this is Ted Proseus flying pyramird of death.

July 2001

Rocket Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday																																																																																				
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