



M.D.R.A. Report

Volume 7, Number 2



Cover: Rob Bazinet's Iris on his EX motor.
Photo by Rob Bazinet.

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Editor Bob Utley

Lets see March/April newsletter was to be out first part of May. What was I doing in May, oh yea, the Liberty Project, up to my eyeballs in motors and electronics.

Well the good news is the newsletter is free so I won't have to refund anyone money. The bad news is, it's late, Liberty or not, I'm sure there are some who could care less about TLP and just wanted their newsletter out.

This will be a short one, followed by the May/June newsletter followed by a special Liberty Project newsletter. So if you are not a member you better join before the Liberty Project comes out or you might miss it.

Getting a little more serious I want to thank Dave Olson again for taking over the web pages. He brings fresh ideas and seems to be able to get things done much faster then I could. Also all the web pages and links work, which in my mind is a big plus for a web site.

Since Dave is doing the web site, all photos should be sent to him. I guess you won't be seeing as many of my rockets now since you don't have to include a picture of my rocket if you wanted yours posted.

Finally if you receive ER maz. Check out the back for upcoming launches, MDRA is there and as long as we have the date soon enough, they will be posted on ER.

So on to the newsletter and seeing your name in print....

ESL #71

Higgs Farm

3/13 & 3/14 2004

After a long, cold and windy winter the MDRA faithful were finally able to greet the long, cool, windy spring. The weather forecast was promising, however the reality

was slightly different, yet we forged on. Saturday started out with some good participation for the set up of the range. Time is slowly changing the membership's attitude as they come to realize that MDRA is club for all the members to participate in and the more help we have the easier it all goes. For the new helpers you all know who you are. The guys and gals that are always setting up, breaking down and running the launches appreciate your help. So where are the rest of the helpers?

Ivan Barnsley flew 4 times with his up scale midget on a D-12. You get some kind of an idea of how small this rocket is at normal scale if the up-scale is powered by a D-12. Ivan also flew his Whistler and his 6X Quark powered by G-35's. Ivan's biggest project of the day was is Loud As It Looks, a "whistling" type rocket that was powered by a J-350 and subsequently air started 2 G-54's. Jeanie Barnsley Got in 4 flights also. She had her Venus Probe, Goblin and Pencil rockets flying in the A, B and C range. Jeanie's most notable flight was her Tripoli Level One Certification Flight. I am happy to say that Jeanie became another MDRA High Powered Women, even at 18 years old with her successful flight of her venerable rocket called Hat Trick powered by an H-165. Congratulations Jeanie, "you go girl!"

Rob Bazinet was down from Connecticut to fly his Mass Exodus on a K-600. Rob's motor did have a mass exodus of fire and smoke for a great flight. Rob also teamed up with Todd Harrison for two other flights. Their rocket called Little John raced into the air on an L-900 Blue motor and a K-600 Sparky motor. Scott Brown got into the act with two flights. Scott flew his Stinger on a K-200 and his J-400 powered lo. Both flights screamed into the sky and were nicely recovered. Doug Cameron was down from the "city that never sleeps" to launch his Nike Smoke on a K-665. Doug showed up almost completely prepped and basically took the rocket out of the car and went straight to the RSO process and on to the pads. The Cessoroni motor lit immediately upon the push of the button. The rocket was recovered via an ARRD for a picture perfect flight.

Glenn Davis flew his newly built rocket that is Glenn's Tribute to the Space Shuttle Columbia. The rocket flew on a Medieval Motor Works (MMW) 2%

aluminum motor. The rocket got out of Dodge quickly and was recovered intact. Al Goncalves had his big yellow rocket called Yellow...go figure...on the away cell tower for a spectacular flight on an M-2500. Al was down from Rhode Island and I am sure that he enjoyed the open skies and fields that MDRA had to offer. Augie Gray was also out at the away cell with his rocket we have all seen before called Kodiak. The rocket was powered by an M-1419. It is interesting to note just how close the BMW motors replicate the industry standard Aerotech motors. The flight and the recovery were perfect and we can look forward to seeing future Kodiak flights and Kodak moments.

Tim Hetland, another new member from Rhode Island trudged out to the pads twice on Saturday. Tim launched his Exocet on an L-850 Red motor. The rocket appeared to get hung up on the rail for a moment, but continued on its way skyward for a nice flight. Tim also launched his V-2 on a K-570 with apogee deployment to finish up his day. Keith Holt made his way to the pads after a long duty at the RSO table. Keith flew his Lil'Nuke on a G-64 for a fun flight and his Kaotic Bliss on a MMW sparky load for a rip snorting flight on a long trail of dark smoke and brilliant titanium sparks. Mike Kitto was reaching for the stars with his rocket called No Epoxie. Mike flew the bird on its high flying adventure with L-1060 power. Unlike a previous attempt at Coverdale, Mike got all the bits and pieces back in good shape. At Coverdale Mike could have re-named his rocket from No-Epoxie to No-Rocket. Scott McCluskey opted for using the Standard ARM upper stage of his planned two stage project for a single stage flight due to wind conditions at the time. As fate would have it, Scott made the right decision. The rocket was powered by a BMW L-850 White Load for an inspiring lift off. The rocket was to be recovered via ARRD. Unfortunately for Scott and his wallet, (Scott paid for the ARRD upgrade that was suppose to eliminate the early deployment that many people have been experiencing), the ARRD did deploy at apogee. The good news is that it didn't happen at 12,000 feet. The single stage flight saved a potential loss of the finely finished rocket with an apogee deployment of the main at about 4,500 feet.

Jerry O'Sullivan joined the BMW user group with his flight of Ntropy on an L-850 White Load. The rocket tore off the tower on a long trail of flame and thick white smoke. The recovery was looking good until the rocket approached the ground in an area of the field that had not seen a rocket all day. Those of you that have flown at Higgs know the small patch of woods off to the left in the big back field. The woods have gone un-named for years, well the time to name it has come. I would like to suggest it be called O'Sullivan Woods, due mainly to Jerry's pin point landing into the woods. Luckily for Jerry, our benevolent and helpful land owner Tommy Higgs came to the rescue and was a huge help getting the rocket out of the trees. Team work at its best. John Ritz was at the away cell with his M-1600 powered KC-1. The white smokey propellant did its job and the rocket took off...well like a rocket, for a great flight and recovery. Joe and Michael Ruzzi combined for five father and son flights. Michael was responsible for the flights of b-6 powered No Name rocket, Skywinder on a C-6 and his Big Daddy on a D-12. Joe got a little more bang for his buck with the F-23 powered flight of his Up-Scale Optima and his G-40 powered Excel. Allie Scrimgeour flew her Sparkle on a C-6 and Dad Kevin flew his Blue and Gold on aG-35. Ross Sorci got in two Big Daddy flights on D-12 power. Ross also blasted off his Black Brant on a G-40.

Jeff Taylor was doing some flight testing with his rocket called Sandy. Jeff's first flight was on an H-200 that barely was able to overcome the wind at the time. The rocket took off so slowly the altimeter never armed and the rocket literally floated down with no recover assistance and was fine to fly again. The second flight had a little more umphh and the J-500 did the trick for a good flight and recovery. Bob Utley was a busy beaver with the continuation of the on going Liberty Project Motor Testing, "what a long strange trip it has been". Time and technology, new knowledge, passing of torches over the years. Many hands have taken turns driving the bus now we have a Bozo at the wheel. After all "We are all Bozos on this Bus". Currently Bob Utley with the help of John Ritz is crunching numbers and before the day ended crunching casings. At this point in time it looks like the Liberty motors will be a combination of

Bates Gain geometry and Star Grain geometry. This is one of those deals that look easier on paper than in reality, yet the goal is achievable. The goal is to be able to provide enough thrust to lift a 1,300 pound world record attempt rocket into the air and recover it safely. The tests included two successful 1440 ns firings, one successful 3000 ns firing and a 7,600ns firing, that was less than successful. The 7,600, 3" motor over pressurized and the nozzle was liberated from the casing and the load cell was destroyed as a result. Better it happen on the test stand rather than in the rocket. Back to the drawing board. Dave Weber got in one flight with his V-2 on an I-211 for a nice flight and apogee recovery.

Sunday was better day weather wise. The wind was down and the temperature was up, slightly. It still is March yet quite pleasant compared to the previous couple of sub freezing launches. Dave Bathras had heads cranked back viewing his 6" Strong Arm on an L-1000 MMW sparky load. The rocket roared off the pad and the sound continued to echo for many seconds after the motor shut down. The flight was spectacular and the recover was successful. Rob Bazinet was back at the away cell with his flight of an M-2000 powered Blue motor in his Iris. The up part worked as advertised; unfortunately the down part was not as planned. The main chute appeared to either tangle or get tied up in it's self. The rocket was built strong and will be flown again. Rob also launched his Python on an L-800 for a perfect soup to nuts flight. Rob once again teamed up with Todd Harris with his flights of Unfinished Business that was powered by two D-11's, two B-6's, two E-9's and a D-12. The flight worked as predicted and designed. It goes to show that a rockets success is all in the preparation. Rob and Todd also launched the rocket called Outer Limits. The rocket reached for the Outer Limits on L-810 power.

Scott Brown re-created his Saturday flights of his Io and is Stinger on J-400 and K-800 power respectively. Carl Bryant launched his 1/4scale Patriot on an H-123 for a nice flight. Doug Cameron was back at it again with his Nike Smoke. Today's flavor of the day was a K-665. Once again the rocket tore off the pad for a perfect ARRD recovery. Jim Cox flew his Executioner on a G-75. Glenn Davis got in two flights. Glenn

flew his DBNP's on an H-165 and his Tribute to the Space Shuttle Columbia on a K-600 MMW motor. The flight was loud, high and required some extra walking to recover the rocket. Luckily Higgs Farm has the needed recovery area. Mike deBey flew three times. Mike launched his Bohica on a G-64, his Stretch Explorer on an I-250 BMW motor and then shot the works on a J-600 Blue motor in his Fresh Paint. I predict that it will be sooner rather than later when we see Mike out at the Away Cell placing that Level Three Project on the rail. Don't let us down Mike.

Angelica and Dad, Rob Friemayer ran the gambit of rockets and motors with six flights. The father and daughter team flew everything from A motors to G motors, all with great success. Kathy Gilliland launched her rocket To the Stars on a BMW K-400. To the Stars was leaving the pad and on its way to the moon. The rocket topped off at over 6,000 feet for a rip roaring flight. Al Goncalves made another trip to the Away Cell with his rocket called Falcon, formally know as Yellow. This day's flight would be on an M-2300 purple load. Once again the big yellow rocket boogied into the cloudy sky above Higgs Farm and was recovered successfully. John Gramick made his way to the pads twice. John flew his Onyx on an F-20 and his Eliminator on a G-35. Tim Hetland launched his North Star on a Purple L-850. Nice flame, nice flight and nice recovery. Richard Hickok got in four launches. In the F and G range. Richard is slowly moving up in the power range. That is a good thing to see, maybe Richard will be fighting with Mike deBey for using the Away Cell Tower for those multiple M flights. It could happen. Maggie Hier wobbled to the pads three times with her Big Daddy and Sky Dive. Tom Hier Showed Maggie how daddy does it with a nice flight on his L-700 powered Nike Smoke.

Neil McGilvray launched Cracked Actor on an N-3300. The 6" diameter, 85 pound rocket ripped off the pad only to decide that it might be a good idea to drag separate after burn out and more importantly after breaking mach at about 2300 feet. Thankfully the strong construction saved the rocket from any visible damage. The only loss was the drogue chute. All the altimeters and rocket survived. The ARTS altimeters showed the rocket exceeded 800

MPH. I guess I was just finding a new way to disassemble a rocket. Liam Mitchell got in three C-6 flights on three different rockets. Curt Newport, the master of finding lost things needed some more practice. Curt launched his Proteus II on a BMW J-372 White Load. The unpainted Hawk Mountain constructed rocket raced to a pint of completely disappearing in the gray sky. Two hours later Curt returned with rocket in hand and a big smile on his face. There is nothing like getting them back in one piece. Joseph Nicholas launched his F-52 powered Comet for a nice flight and recovery.

Dave Olson launched his F-52 powered Air Spike for a picture perfect flight. Jerry O'Sullivan was back with the repaired Ntropy. The short stint in the trees of O'Sullivan Woods was not kind to Ntropy, however Jerry got to work and the repairs were complete by flight time. Today's flight would be on an L-1200 BMW White Load. All of Jerry's hard work paid off and Ntropy was flown and recovered intact. Wayne Parker had a good flight with his G-64 powered rocket called Lucky. I always thought that was the name of the one eyed, three legged, mangy lost dog? Goes to show what I know. Mark Polansky joined us from Pennsylvania to launch his rocket called Silver Bullet on a J-450 for fast and high flight. Ted Proceus wanted to test his "Eagle Eyes" with his Nike Smoke on K-600 power. It must be nice, yet lonely to launch rockets only you can see. Which begs the question, "If a rocket is launched and no one can see it, was it ever really launched?" John Ritz took some time out from Liberty Project motor number crunching to launch two rockets. John let his Scratchy on an H-200 and his Falcon on a J-330. Both worked as advertised and were recovered in tact.

Chelsea Roberts launched her Maniac on an E-15. Since this rocket is designed primarily for a D motor the E provide a neck cracking flight. Rob Roberts flew his fat Boy on a D-21 and was also Certified Level II with the perfect flight of his Un-E-Z-I on a J-270. Congratulations Rob! Ed Romanni had one flight in two attempts the attempts were his Black and red on a J-300 purple motor and his No Name rocket on a G-100 Sugar motor. You tell me which one worked. The winner can have a cookie at the registration desk when you sign up at the next launch. Sounds like a good deal to

me. Michael Ross flew the Super Falcon on a D-12. Fred Schumacher let go a huge load of BMW red propellant with his balls to the wall launch of Money Shot. The bright red flame left a burning sensation for some time after the spectacular flight the climaxed in a toe curling recovery.

Allie Scrimgeour tied last years consecutive launch record, previously set by her. Allie got 14 birds in the air over the course of the day. All the flights were in the C and D range. Dad, Kevin Scrimgeour tried but couldn't keep up the pace with only half that amount. That is seven launches for those of you that are mathematically impaired. Kevin launched his seven rockets in the D to F range. Twenty one rockets in one day for the Scrimgeour family, who wants to take them one? Jack Stopak was out to the pads a mere five times. Jack was on a mission with his flights consisting of practice and qualification flights for the upcoming Team America Rocket Competition that will be held on May 22 at the Great Falls Equestrian Center in Virginia. Each year hundreds of students converge on this launch to walk away with the prize for the closes to achieving a predestinated altitude. This year it is 1,250 feet AGL and you have to do it as two stage rocket with two eggs that must remain intact. Piece of cake right? Ask Jack, he got second last year when the altitude was 1,500 feet. He missed it by less than five feet. We wish him luck with this year's event. George Tiger got in two flights with his Cherokee D on E-30 power and his Arcas powered with a F-50.

Bob Utley proved that there never a reason to get "antsy" when you have a 50 pound, M-2200 powered rocket on the pad with the altimeters armed and batteries burning. What's the rush? Bob is known for his patience and pleasant disposition just follow Bob's lead when you can't seem to get the rocket in the air. There are those days when you wonder if you ever should have put the rocket on the pad. Well, as my Grandmother use to say, "after a fashion" Bob was finally able to see Bada Bing take flight on an awesome trail of BMW white smoke and flame. The up part was great and the down part went off without a hitch. The picking up the recovered rocket part did get Bob's attention. The webbing between the booster and the payload section literally came apart in Bob's hand when he picked it

up. It seem that the fire blankets was smoldering all the way down and had burned through the webbing but not until the rocket was safely on the ground. God looks out for fools and rocketeers. Fred Wallace was on hand to launch his Mag-It on a J-350 for a classic flight. Dave Bullis and Larry Walz teamed up for a pair of flights. The Bullis / Walz Team fired off Blue Thunder on a J-120 and Bird Shot on a J-240 Green Gorilla. Both rockets were nice high flights with text book apogee deployments of the chutes. Due to higher upper level winds the team did spend some time enjoying a pleasant country drive to recover the rockets.

The MDRA is growing and bringing in more regional members as we continue down our chosen path. All of the "New Guys" are arriving at the same realization that the "local" members knew all along. The MDRA offers the best deal in town or in rocketry as the case may be. This isn't happening by accident. There is a lot of hard work that goes on behind the scenes. We don't just happen to show up and launch rockets. We live and operate in the post 9-11 paranoia that changes the perception of things. As a group we are as good as our weakest link. Keep that in mind as you make public statements on the various forums, how you prep and fly your rocket, how you present yourself at the launch and away from the launch. Perception can be our biggest ally or our worst enemy. Do your part and perception will remain out friend.

One thing is for sure concerning perception that never changes. That is benevolence of our land owners. Without people like Tommy Higgs and his brothers none of this would even be possible. As a group we thank them but as individuals make sure you thank them also. Until the next time, fly high and recover low.

Neil McGilvray

ESL #72 Higgs Farm 4/3 & 4/4

It seems that we just got back on the big field at Higgs Farm and we already have to pack back up and move to the Sod

Farm. I guess time does fly when you're having fun and what could be more fun than planning prepping and launching rockets? I know one answer is recovering all you hard work in tact and being able to fly it again. I believe I may have read somewhere that actually recovering the rocket is a very satisfying feeling. I hope to experience that one day and am able to write about it first hand.

Since it was our last scheduled club launch or the year all the previously nice weather decided to leave us with typical Maryland Eastern Shore spring wind and clouds. Who would have thought the weather would turn just because we scheduled a rocket launch? I think I saw black helicopters just over the horizon.

Dave Alewine launched his Rocket Boyz on a J-400 for a nice flight but the rocket will need some TLC after the landing. Dave and Bill Alewine combined for an impressive two stage launch of their Bumper Wac. It was a scale of a V-2 with a WAC Corporal riding on the nose of the V-2. The rockets were powered by K-570 staging to an F-20. The liftoff of the V-2 was very realistic looking and the staging looked right on cue. Recovery of both the vehicles was successful. The V-2 sustained a small amount of damage and will require some modification, but we look forward to another impressive flight. Wayne Anthony flew his rocket called Thunderbird on an I-154. A TARC rocket called Cloud Breaker was flown on 3 D-12's.

Glenn Davis flew a pair of BMW K-400's in two different rockets. They were his PAC-3 and his Gold Member. Both rockets performed well and will be seen again. Mike deBey got 3 birds in the air over the course of the day. Mike flew his Arrenux on an F-20, Stretch Explorer on an I-300 and his Big Ugly on a J-800 BMW Blue 13. Mike also fired a static test of the BMW Blue 13 in the H-10 configuration. The Spring Grove TARC Team flew their Denny's #5 with the help of Glenn Davis. I was nice to see MDRA members like Glenn stepping up to assist the younger members with their projects to give them every benefit to succeed with their flights. Richard Hickok flew eight rockets in the A to G range.

Tom Hier completed what must have seemed like a long journey with his Level III attempt. Tom was ready to go once

again and now it was just a matter of the weather cooperating. Tom finally got his shot as the clouds cleared and the winds diminished. Tom was flying his 50% scale Nike Smoke powered by an AMW M-1850. The rocket tore off the tower and performed as advertised to secure Tom in the Level III ranks. Congratulations Tom, now do it again and again! Keith Holt did a static test on a Red Motor that he had been toying with. It was a K-400 and produced a nice flame and authoritative noise. Bill and Otto Kuehrmann combined for five flights. They flew in the C to G range.

Neil McGilvray flew his, (my), rocket called Utter Madness. The rocket was powered by a DPS L-1000 and proved once again that Jim makes some of the nicest motors out there. The flight was straight and true, chutes deployed on cue and the payload section with and Altacc and ARTS electronics were promptly deposited in about 2 feet of water in one of the many drainage ditches that are on the farm. I have always tried to be prompt with cleaning my casings after a launch but this is the first time that I had to wash off my electronics with water. I always seem to be breaking new ground, both literally and figuratively. The electronics appear to be fine and will fly again. Any volunteers? The Navigators TARC Team flew their Snot Rocket for a Team America qualification flight.

Curt Newport had his day in the sun, well at least through the breaks in the heavy cloud cover to attempt his level III. Curt scratch built a rocket he called Proteus III, appropriately enough. The rocket was powered by an AMW M-1350. When the time was right the 6" diameter rocket raced for the sky on a long trail of smoke and flame. The rocket arched over at apogee with a perfect booster / payload separation. The mains were out as scheduled and most importantly Curt didn't need to use side scanning sonar to locate the vehicle as it landed right in front of the LCO table in good shape. Congratulations Curt! It is great to see more and more MDRA members becoming Level III as it clearly shows the direction of the club and our rocket flying capabilities.

Jerry O'Sullivan brought out the big dog on this cloudy day. Jerry was prepping his big ¾scale Nike Smoke that would be powered by a BMW O-3200. The rocket

weight was well over 200 pounds on the pad and you have to love that. The Rocket Gods wanted to see this big bird fly and opened up a major hole in the clouds witch signaled that launch time had come. With the battery operated drill safely stowed in its case Jerry was ready to have the button pushed on his project. The 6" diameter, four grain BMW formulation came to life with a distinctive roar as the rocket left the tower on its way to over 13,000 feet. The motor burned for upwards of 9-10 seconds for an impressive boost. Jerry had re-configured the air frame to be two stage recover. A drogue was deployed at apogee and the rocket was looking like it might land right back on the field. Close, but no cigar! The booster section achieved the impossible, a pin point landing on a telephone pole and the rest of the vehicle was draped over the power lines. There was some shorting of the 13,000 volt power lines that eventually burned through the webbing and dropping the rocket back to the ground where it was safely recovered. Jerry thought he had modified the rocket for 2-stage recovery. What he didn't realize is that he actually set it up for 3-phase recovery.

There were two static tests for the up coming MDRA Liberty Project. There were both successful and boded well for the "Fat Lady". The motors were a down scale O-Motor in that was fired as an M-2000 and the P-Motor that was fired as an M-2500. Both were in 3" cases. The Raven TARC Group flew four qualification tests for the upcoming Team America Rocket Challenge. Rob Roberts got two birds in the air with his Un-EZI on an I-170 and G.P.J. on a J-200. Rob qualified Level II with his flight on the G.P.J. rocket. Congratulations Rob! Level III is just around the corner. Mike Rossbach flew his Phobos on a G-80, Nike smoke on a G-64 and his Ariel on an H-128. All the flights went as planned.

Dick Stafford trucked out to the pads 7 times. Dick flew his Hat of Death on a G-35, Cluster Bomb on a G-80, EI-Cheapo Pyramid on 3 E-9's, three small cone stabilized rockets on C-6's and his small Endeavor on a G-64. Jeff Taylor launched his Boston Terrier on a J-200 and then finished up his day with his venerable V-2 powered by an OPL-M-3000 for a neck cracking flight. The rocket spent no time lingering on the pad as it raced for the

heavens. The rocket appeared to be recovering with in the big field, but took a turn for the worse and drifted into the northern tree line. (At this writing the rocket has been recovered and will fly again.)

George Tiger had three launches with his Arcas on an F-25, Bull Pup on a G-64 and his Tomahawk on a G-64. Fred Wallace flew his LOC V-2 on K-650 power for a nice flight and recovery. It has been a while since Fred has had the time to get a bird in the air and it was nice to see him burning AP again. Dave Weber had Super Tuber back in action. The big green and orange rocket was to fly on a BMW M-2000. The design of this rocket always makes for a straight and noisy flight. Today was no exception. The rocket left the pad on a long, thick trail of BMW white smoke and bright white flame. The recovery got a little confused, but the rocket shook it off and will be recovered on a single chute in the future. Christopher Wood qualified for the TARC with his rocket called Vomit Comet. Darren Wright took the MDRA Experimental guys another step closer to motor lighting Nirvana. Darren flew his Monster manic powered by an OPL M-2000. That was all well and good. The rocket flew, the rocket was recovered, Blah Blah Blah! We have seen this a million times. What was really outstanding was Darren's introduction of the "Thermite Ignition System". While I am not going into great detail as to what it is I will say what it does. It lights the motor instantaneously. When I pressed the button I had not even finished depressing the button and the rocket had left the pad. There was none of the usual ramp up, smoke, wisps of smoke and finally thrust. It is instant thrust. Let me think what kind of a cluster might we want to light with this new found treasure? Can you say a P, two O's and two N's? ☺

This will wrap up our normal Higgs Farm Launch Season. We need to remember how rocket friendly the Higgs are to us and our hobby. Thank Tommy when you see him at the Road Kill Café'. Without benevolent people like Tommy Higgs none of this can happen, especially as the MDRA expands and grows with bigger and more complex projects.

The membership participation has been steadily growing over the course of this past season. That is the good news; the bad news is that we still need your help. If you

are Level II and definitely if you are Level we expect you to put an hour or so in to help run the launch. It is very clear who does what and who doesn't. Consider being one of the members that do versus one of the members that don't. It is unfair to leave it up to the "Do'ers" to carry the weight of "Don'ters". We are all in the same boat and need to row in the same direction. The MDRA has the best gig in rocketry and as we grow keeping it the best gig in rocketry requires work. The more people that help the less time they will have spend on the effort. Give us a hand it is fun and satisfying. See you at the next launch. Fly high and recover low.

Neil McGilvray

Interview: George Sechr ist

How long have you been into HPR?

I, first got started in rocketry in 1965 and left the hobby in 1970. I returned in 1996 and discovered high power.

Why did you start?

My nephew, Jared, found our 30+ year old rocketry collection in his attic and got us all excited about rocketry again.

Why won't you stop?

I believe a fair description would be addiction . I recently moved and it took 4 truck loads to move my rockets and paraphernalia and 2 truck loads for everything else.

What about rockets does "it" for you?

The whole process, from concept, to design, building and flying.

What is the deal with attempting a Level III with an N-2000? Most people go with a Baby M.

It is currently the largest certified motor and when you are going for the highest cert level why not use the largest motor!

Ever consider making the attempt with the fins staying on the rocket for the duration of the attempt?

It seems to me that everyone does it with the fins on for the whole flight, Im just trying to push the envelope a little

Do you have other non-rocket related hobby activities?

Yes I enjoy scuba diving and sky diving.

What do you do for work?

My brother and I are fifth generation in a family business of meat processing.

How do you find the time for rockets?

I'm shocked by this question, you should know that we don't find time for rocketry, we make time for rocketry.

I understand you have a little bit of experience with parachutes, care to elaborate?

I was Penn State in the early 70s and the Penn State Sport Parachute Club needed one more member to qualify for University funds to attend the Collegiate Championships in Oklahoma, so I became a sport sky diver.

Life has a way of throwing you twists and turns when least expect them, how has (if at all) that one bad day changed your out look on things? (optional, might help people put the less important stuff in perspective)

My father had always lived by a set of simple rules; dont waste time complaining about something, change it; if you cant change it, learn to live with it. I had an industrial accident in 1982, the result was

the loss of my right hand. Thanks to my father I've never looked back.

What are you looking to build next?

I've recently obtained a JVC GRDVM50 digital video camera which I hope to add to my level 3 project.

How far do you usually travel to launch a rocket?

Usually about 160 miles round trip.

How much time do you put into the hobby over the course of a normal week?

Generally about 7 to 10 hours per week.

What changes to the hobby, (obsession), have you observed over the years?

First the motors have increased from Ds to Ns and building materials have gone from paper to aerospace composites

Where would you like to see things go with MDRA?

I think MDRA is on the right track of providing a great place for all rocketeers from the model to the experimental. We have what most clubs can only dream about. Freedom to Fly.

What would you like to change in rocketry if you had a magic wand?

I'd bring some clarity to the minds of certain regulatory authorities that flammable solids are not explosives.

Any words of wisdom?

Yes, a very large THANK YOU to all the members of MDRA, who have been so kind to me and recently to a young group of TARC members that I was mentoring. This is truly the greatest part of MDRA, the people.

Bob's Questions,

When do you think you'll be trying again for L3 and your not getting help from Neil right?

I'm hoping for October, and Neil was there for my level 2, without Neil we wouldn't have had that rather exciting delay on the chute deployment! Just kidding.

I notice your one of the members who show up at each club meeting, how far is it and what do you like best of the meeting.

Its about 100 miles round trip, but well worth it to meet people like Astronaut Tom Jones and Curt Newport, not to mention all the expertise you gain from members. Besides anyone who has ever attended a seminar knows you learn more in the bar than the classroom.

Since you jump out of good airplanes, would you consider doing the same out of a rocket?

Sure, just outside of the ISS. Also remember that most airplanes crash after they take off, so it only makes sense to get out half way and eliminate all the risk.

Can you teach Neil how to use chutes, can anyone?

Oh, I think Neil has demonstrated some pretty impressive skills with parachutes.

Thanks George for taking the time to answer our questions and participate in MDRA's

interview.

Knots:

I don't know about you, but I can't remember knots. At one time as a Boy Scout I did, even 5 years ago when my son was working on knots for Boy Scouts, I just can't remember.

Curt Newport showed me a couple of knots I can add to my list of forgotten knots. Knowing my knot forgetting way, Curt gave me a link, which helps, <http://home.earthlink.net/~ecjoe/id8.html>. Check it out there is knot just for nylon webbing.

Robert Utley

PERFORMANCE HOBBY

<http://www.performancehobbies.com>

AMW, has a deal, buy 3 or 4 reloads and get the hardware for free.

See you at a launch soon!
Phone (202) 723-8257, fax (202) 723-0010.

NEXT ISSUES:

- More words from Neil.
- Launch report of May & June.
- Events for July & Aug.
- The Trip to LDRS 23.
- Interview with other Famous Fliers.

M.D.R.A.

Freedom to Fly

<http://www.mdrocketry.org/>

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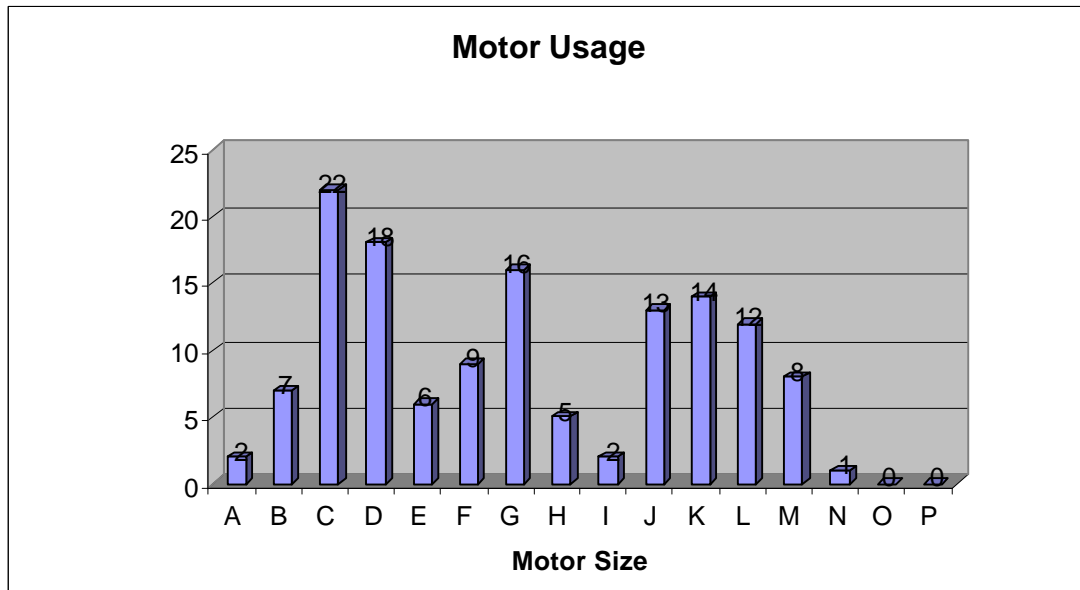
Log March 13-14, 2004 ESL #71

Flyer		Manufacturer	Model	Motors	Result
?	Keith	Scratch	Kaotic Bliss	K500	
?	Keith	LOC	Lil Nuke	G64	
Barnsley	Ivan	Scratch	Loud as it Looks	"J350,G54,G54"	
Barnsley	Ivan	Scratch	6x Quark	G35	
Barnsley	Ivan	Scratch	Whistler	G35	
Barnsley	Ivan	Scratch	Upcale Midget 3X	D12	
Barnsley	Jeanie	Scratch	Hat Trick	H165	*Cert 1*
Barnsley	Jeanie	Estes	Venus Probe	"B6,B6,C6"	
Barnsley	Jeanie	Estes	Goblin	C6	
Barnsley	Jeanie	Scratch	Pencil	A10	
Bazinet	Rob	Scratch	Mass Exodus	K600	
Bazinet/Harrison	Rob/Todd	Scratch	Little John	L900	Blue
Bazinet/Harrison	Rob/Todd	Scratch	Little John	K500	sparky
Brown	Scott	Scratch	Stinger	K200	
Brown	Scott	Scratch	lo	J400	
Cameron	Douglas	Performance Rocketry	Nike Smoke	K665	
Davis	Glenn	Scratch	Shuttle Columbia Tribute	K600	MMW 2% alum
Goncalves	Al	Scratch	Yellow	M2500	
Gray	Augie	Scratch	Kopian	M1419	
Hetland	Tim	Dynacom	Exceot	L850	
Hetland	Tim	LOC	V2 7.5	K570	
Kitto	Mike	Scratch	No Epoxy	L1060	
McCluskey	Scott	Scratch	Standard Arm	L850	BMW WL
O'Sullivan	Jerry	Scratch	Ntropy	L850	BMW WL
Ritz	John	Scratch	KC1	M1600	WL
Ruzzi	Joe	Scratch	Excel	G40	
Ruzzi	Joe	Scratch	Upscale Optima	F23	
Ruzzi	Michael	Estes	Skywinder	C6	
Ruzzi	Michael	Estes	Big Daddy	D12	
Ruzzi	Michael	Scratch	no name	B6	
Scrimgeour	Allie	Scratch	Sparkel	C6	
Scrimgeour	Kevin	PML	Blue N Gold	G35	
Sorci	Ross	Estes	Big Daddy	D12	
Sorci	Ross	PML	Black Brant	G40	
Sorci	Ross	Estes	Big Daddy	D12	
Taylor	Jeff	Scratch	Sandy	J500	
Taylor	Jeff	Scratch	Sandy	H200	
Ultey	Bob	Scratch	static test	M2200	Liberty Test
Utle	Bob	Scratch	static test	K450	Liberty Test
Utle	Bob	Scratch	static test	K450	Liberty Test
Utle	Bob	Scratch	static test	L1500	Liberty Test
Weber	David	LOC	V2	I211	
14-Mar					
Bathras	David	Scratch	Strong Arm	L1000	MMW Sparky
Bazinet	Rob	Scratch	Iris	M2000	Blue
Bazinet	Rob	Scratch	Python	L800	
Bazinet/Harrison	Rob/Todd	Scratch	Unfinished Business	"D11,D11,B6,B6,D12,E9,E9"	
Bazinet/Harrison	Rob/Todd	Scratch	Outer Limits	L810	
Brown	Scott	Scratch	lo	J400	
Brown	Scott	Scratch	Stinger	K800	
Bryant	Carl	PML	1/4 scale Patriot	H123	
Cameron	Douglas	Performance Rocketry	Nike Smoke	K665	
Cox	Jim	Scratch	Excitationer	G75	
Davis	Glenn	Scratch	DBNP	H165	
Davis	Glenn	Scratch	Columbia	K600	MMW
deBey	Mike	PML	Stretch Explorer	I250	BMW Blue
deBey	Mike	Scratch	Fresh Paint	J600	Blue
deBey	Mike	Scratch	bohica	G64	
Freimayer	Anjelica	Custom	Galileo	A8	
Freimayer	Anjelica	Estes	X-Rocket	B6	
Freimayer	Anjelica	Estes	Black Brant	D12	
Freimayer	Rob	Estes	Big Daddy	"D12,D12,D12"	
Freimayer	Rob	Art Applewhite	Earth Cone	G35	
Freimayer	Rob	Estes	Yellow Jacket	C6	
Gilliand	Kathy	Scratch	Two the Stars	K400	BMW WL
Goncalves	Al	Scratch	Falcon	M2300	
Gramick	John	NCR	Eliminator	G35	

Flyer		Manufacturer	Model	Motors	Result
Gramick	John	LOC	Onyx	F20	
Hetland	Tim	Rocket R&D	North Star	L850	Purple
Hickok	Richard	Scratch	Vigilante	G64	
Hickok	Richard	Scratch	Javelin	F21	
Hickok	Richard	Scratch	Red Fox	G33	
Hickok	Richard	Scratch	Sea Skua	F24	
Hier	Maggy	Estes	Big Daddy	D12	
Hier	Maggy	Scratch	Skydive	B6	
Hier	Maggy	Scratch	Skydive	B6	
Hier	Tom	Performance Rocketry	Nike Smoke	L700	Blue
McGilvray	Neil	Scratch	Cracked Actor	N3300	
Mitchell	Liam	Estes	Sp99	C3	
Mitchell	Liam	Estes	LMR	C6	
Mitchell	Liam	Estes	Twirler Rocket	C6	
Newport	Curt	Scratch	Proteus II	J372	BMW WI
Nicholas	Joseph	Scratch	Comet	F52	
Olson	Davie	Aerotech	Airspike	F21	
O'Sullivan	Jerry	Scratch	Ntropy	L1200	BMW WL
Parker	Wayne	Scratch	Lucky	G64	
Polansky	Mark	Scratch	Sliver Bullet	J450	
Proseus	Ted	Scratch	Nike Smoke	K600	White
Ritz	John	Thoy	Falcon	J330	
Ritz	John	Scratch	Scratchy	H200	
Roberts	Chelsea	Estes	Mainiac	E15	
Roberts	Robert	Scratch	Un-E-Z-I	J270	
Roberts	Robert	Estes	Fat Boy	D21	
Romani	Ed	Scratch	Black & Red	J300	Purple
Romani	Ed	Scratch	No Name	G100	sugar
Ross	Michael	Quest	Super Falcon	D12	
Schumacher	Fred	Yo-Yo	Money Shot	M1450	BMW Red
Scrimgeour	Allie	Scratch	Sparkel	C6	
Scrimgeour	Allie	Scratch	Cro-mo Blue	D12	
Scrimgeour	Allie	Scratch	Goldfinger	D12	
Scrimgeour	Allie	Scratch	Goldfinger	D12	
Scrimgeour	Allie	Scratch	Sparkel	C6	
Scrimgeour	Allie	Scratch	Sparkel	C6	
Scrimgeour	Allie	Scratch	Sparkel	C6	
Scrimgeour	Allie	Scratch	The Widower	C6	
Scrimgeour	Allie	Scratch	Sparkel	C6	
Scrimgeour	Allie	Scratch	Sparkel	C6	
Scrimgeour	Allie	Scratch	Red White and Blue	C6	
Scrimgeour	Allie	Scratch	Sparkel	C6	
Scrimgeour	Allie	Scratch	Red White and Blue	C6	
Scrimgeour	Allie	Scratch	Red White and Blue	C6	
Scrimgeour	Kevin	V.B.	Big Red	E30	
Scrimgeour	Kevin	V.B.	Purple Haze	D12	
Scrimgeour	Kevin	V.B.	Big Red	E30	
Scrimgeour	Kevin	Aerotech	Stars & Stripes	F50	
Scrimgeour	Kevin	PML	Red N Gold	E35	
Scrimgeour	Kevin	V.B.	Silver Streaker	D12	
Scrimgeour	Kevin	PML	Sky Blue	F25	
Stopak	Jack	Scratch	No Name	"B6,B6,D12,D12"	
Stopak	Jack	Scratch	Mr. Putter	"C6,C6,C6"	
Stopak	Jack	Scratch	No Name	G80	
Stopak	Jack	Scratch	no name	"D12,C6,C6,D12"	
Stopak	Jack	Scratch	J & J	"D12,D12,C6,C6"	
Tiger	George	Scratch	Cherokee D	E30	
Tiger	George	Aerotech	Arcas	F50	
Utley	Bob	Scratch	"Bada Bing, Bada Boom"	M2200	BMW WL
Wallace	Fred	Scratch	Mag-it	J350	
Walz	Larry	Thoy	Blue Thunder	J120	
Walz/Bullis	Larry/Dave	Thoy	Bird Shot	J240	Green

A	2	5
B	7	35
C	22	220
D	18	360
E	6	240
F	9	720
G	16	2560
H	5	1600
I	2	1280
J	13	16640
K	14	35840
L	12	61440
M	8	81920
N	1	20480
O	0	0
P	0	0

135 TOTAL MOTORS 223340 NEWTON/SECONDS



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Looks like Richard Hickok rockets on stands.

Alien	0
Atlantic	0
Aerotech	3
Apogee	0
Art Applewhite	1
Binder	0
BSD	0
Centuri	0
Cluster R	0
Custom Rockets	0
Cosmo Drome Rocketry	0
Dynacom	1
Edmonds	0
Estes	16
Fliskits	0
Giant Leap	0
Hawk Mountain	0
High Flight Tech	0
Hobby Lab	0
Impulse Aero	0
JD Cluster	0
LOC	4
Launch Pad	0
Missile Works	0
MSH	0
NCR	1
Newton 3rd	0
Neubauer	0
PML	6
Performance Rocketry	3
Pratt Hobbies	0
Public Enemy	0
Quest	1
Rocketman	0
Rocket R&D	1
Rocket Teck	0
Rogue Aero	0
Rocket Vision	0
TCB	0
Thoy	3
True Modeler	0
Scratch	82
Shrox	0
Smokin Rockets	0
V.B.	4
Unknown	0
US Rockets	0
Vertical Concepts	0
Weber Eng.	0
Yankee	0
Yo-Yo Dyne	1

127 TOTAL ROCKETS



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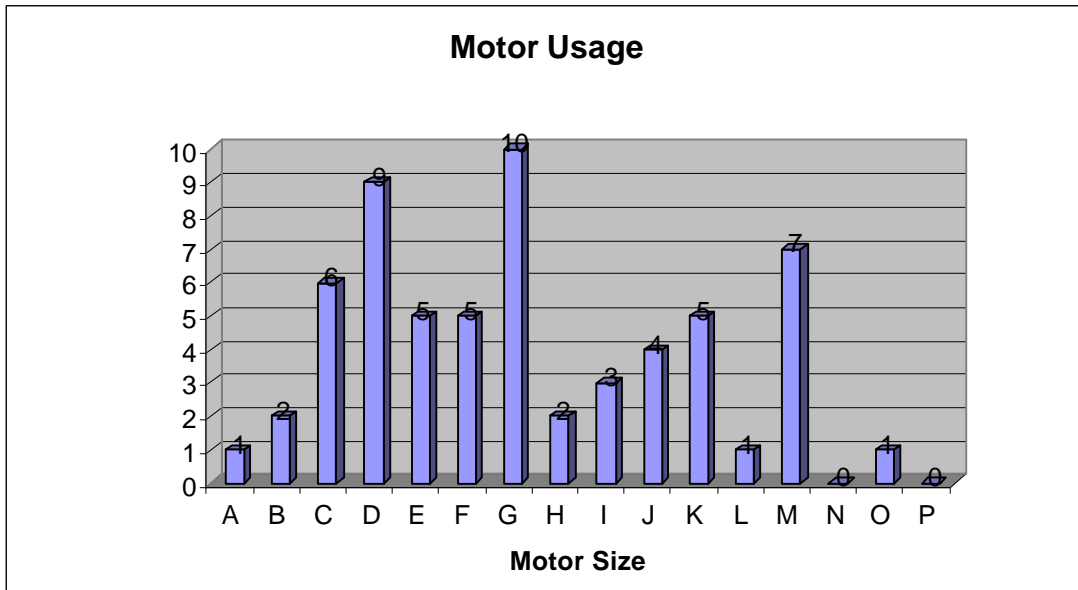
Big boys rockets.

Log April 3-4, 2004 ESL #72

Flyer		Manufacturer	Model	Motors	Result
Alewine	Dave	Scratch	Rocket Boyz	J400	
Alewine	Dave & Bill	Scratch	Bumper Wac	"K570,F50"	
Anthony	Wayne	Scratch	Thunderbird	I154	
Breaker	Cloud	Scratch	No name	"D12,D12,D12,D12,D12,D12,"	TARC
Davis	Glenn	Scratch	Patriot PAC-3	K400	BMW white load
Davis	Glenn	Scratch	Gold Member	K400	BMW white load
deBey	Mike	PML	Stretch Explorer	I300	
deBey	Mike	Scratch	Big Ugly	J800	BMW Blue 13
deBey	Mike	Aerotech	Arreavx	F20	
deBey	Mike	Scratch	static test	H120	BMW Blue 13
Grove	Spring	Scratch	Denny's #5	"D12,D12,D12,D12,E9"	T
Hickok	Richard	Scratch	Harm	21	
Hickok	Richard	Edmonds	CiCi	B4	
Hickok	Richard	Estes	Phoenix	E18	
Hickok	Richard	Scratch	Bunker Buster	F21	
Hickok	Richard	Scratch	Flex-wing	A8	
Hickok	Richard	Scratch	AA-9 AMOS	G64	
Hickok	Richard	Scratch	Harpoon	E18	
Hickok	Richard	Edmonds	CiCi	B4	
Hier	Tom	Performance Rocketry	Nike Smoke 50%	M1850	*Cert 3*
Holt	Keith	Scratch	static test	K400	red
Kuehrmann	Bill	PML	Small Endeavour	G40	
Kuehrmann	Bill	Scratch	Astrobee 1500	D12	
Kuehrmann	Bill	PML	Explorer	G80	
Kuehrmann	Otto	Estes	Big Daddy	D12	
Kuehrmann	Otto	Estes	Sky Winder	C6	
McGilvray	Neil	Scratch	Udder Madness	L1000	DPS
Navigators	What	Scratch	Snot Rocket	"D12,D12,D12,D12,C11,C11,C11,C11"	T
Newport	Curt	Scratch	Proteus III	M1350	*Cert 3*
O'Sullivan	Jerry	Scratch	Nike Smoke	O3200	BMW white load
Project	Liberty	Scratch	static test	M2000	
Project	Liberty	Scratch	static test	M2500	
Raven	Mr.	Scratch	Raven	"D12,D12,E9"	TARC
Raven	Mr.	Scratch	Raven	"D12,D12,D12 "	TARC
Raven	Mr.	Scratch	Raven	"D12,D12,D12"	TARC
Roberts	Rob	Scratch	Un-Ezi	I170	
Roberts	Rob	Scratch	G.P.J.	J200	
Rossbach	Mike	Cosmo	Nike Smoke	G64	
Rossbach	Mike	PML	Ariel	H128	
Rossbach	Mike	PML	Phobos	G80	
Stafford	Dick	Scratch	Hat of Death	G35	
Stafford	Dick	Scratch	Cluster Bomb	G80	
Stafford	Dick	Scratch	El Cheapo Pyramid	"E9,E9,E9"	
Stafford	Dick	Art Applewhite	Scimitar	C6	
Stafford	Dick	Art Applewhite	Qubit	C6	
Stafford	Dick	Art Applewhite	Stealth	C6	
Stafford	Dick	PML	Small Endeavour	G64	
Taylor	Jeff	Scratch	V-2	M3000	OPL
Taylor	Jeff	Scratch	Boston Terrier	J200	
Tiger	George	Aerotech	Arcas	F25	
Tiger	George	Scratch	Bullpup	G64	
Tiger	George	Aerotech	Tomahawk	G64	
Wallace	Fred	LOC	V-2	K650	
Weber	David	Weber Eng.	Super Tuber	M2000	BMW white load
Wood	Christopher	Scratch	Vomit Comet	"C11,C11,C11,C11,C11,C11,D12,D12"	T
Wright	Darren	Scratch	Monster Maniac	M2000	OPL

A	1	2.5
B	2	10
C	6	60
D	9	180
E	5	200
F	5	400
G	10	1600
H	2	640
I	3	1920
J	4	5120
K	5	12800
L	1	5120
M	7	71680
N	0	0
O	1	40960
P	0	0

61 TOTAL MOTORS 140692.5 NEWTON/SECONDS



©J. Kelly 2004
 Jerry O'Sullivan's rocket recharging his ARTS battery.

Alien	0	
Atlantic	0	
Aerotech	3	
Apogee	0	
Art Applewhite	3	
Binder	0	
BSD	0	
Centuri	0	
Cluster R	0	
Custom Rockets	0	
Cosmo Drome Rocketry	1	
Dynacom	0	
Edmonds	2	
Estes	3	
Fliskits	0	
Giant Leap	0	
Hawk Mountain	0	
High Flight Tech	0	
Hobby Lab	0	
Impulse Aero	0	
JD Cluster	0	
LOC	1	
Launch Pad	0	
Missile Works	0	
MSH	0	
NCR	0	
Newton 3rd	0	
Neubauer	0	
PML	6	
Performance Rocketry	1	
Pratt Hobbies	0	
Public Enemy	0	
Quest	0	
Rocketman	0	
Rocket R&D	0	
Rocket Teck	0	
Rogue Aero	0	
Rocket Vision	0	
TCB	0	
Thoy	0	
True Modeler	0	
Scratch	35	
Shrox	0	
Smokin Rockets	0	
V.B.	0	
Unknown	0	
US Rockets	0	
Vertical Concepts	0	
Weber Eng.	1	
Yankee	0	
Yo-Yo Dyne	0	
	56	TOTAL ROCKETS

Space Facts:

Mike Collins was the first astronaut to lose a camera during Gemini 10 space walk.

Last Page Funny



Over the years we have gotten taller, bigger and I would hope smarter. What some of us looked like about 8 years ago.

No one is exempt from this page, we are starting at the top and working our way to the bottom of the barrel.