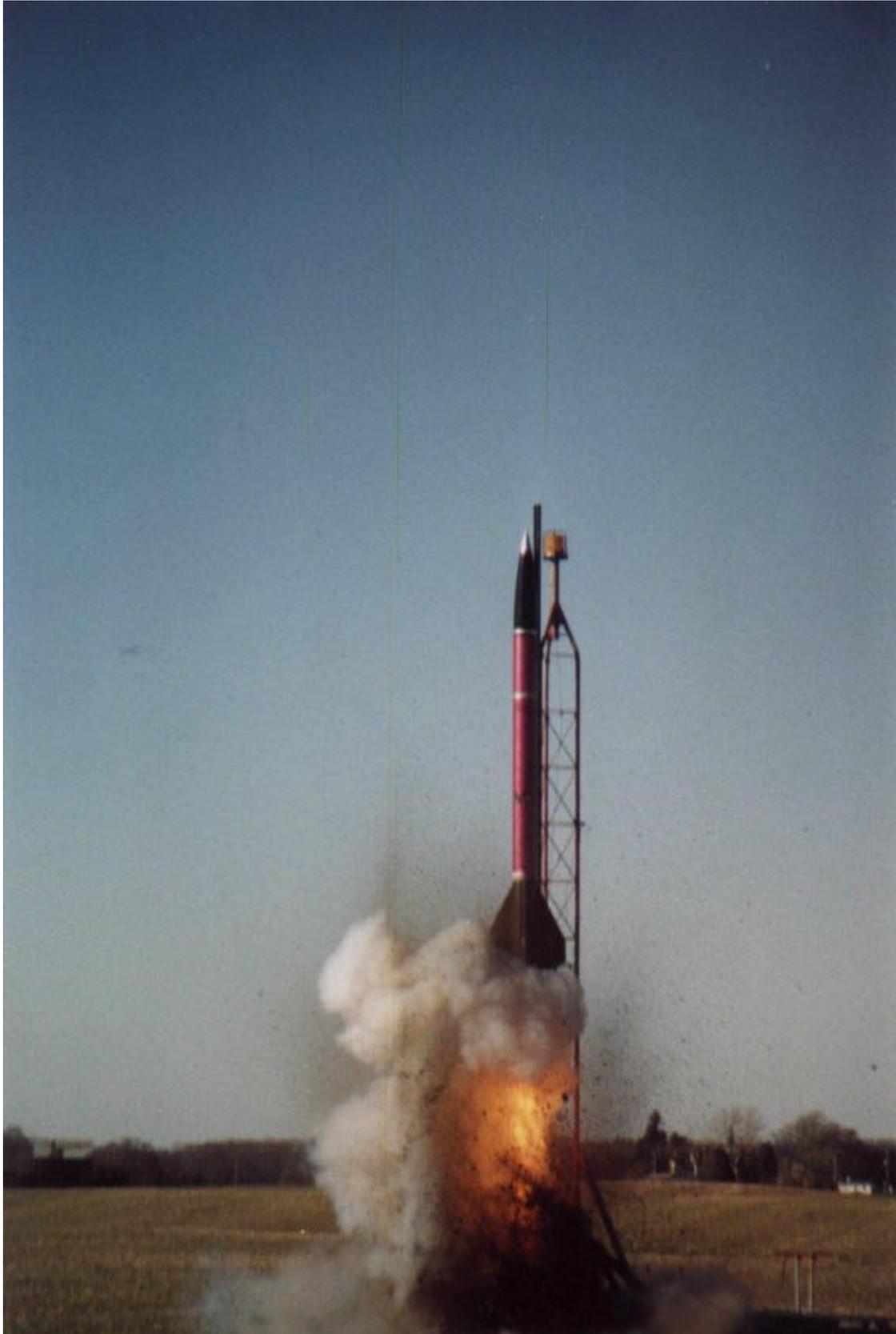




Maryland Tripoli Report

Volume 3, Number 2



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Cover: Neil McGilvray's rocket on a M2400.

Editor's Corner :

<http://www.erols.com/robertu>
 email: robertu@erols.com
 Editor Bob Utley

The Price and Delaware fields are closed till the fall so off to other fields to launch. Remember we live close to other fields both North and South of the DC area. Check the Calendar for the launches and of course there is LDRS in July followed by Small Balls at Whitakers.

TREASURE REPORT:

Treasurer Dave Weber

January 27 the treasury had \$2917.00 in the bank.

February 24 the treasury had \$1523.00.

MEETING SUMMARY:

January 27, 2000

A very short meeting, once Ken Allen walked in.

The FAA is looking into restricting the air space and had an open forum for input. (As of this date, no action was taken). Most of this was due to the CAT and X prizes.

March will be the last launch at the farm till fall.

February 24, 2000

The launch this coming weekend (2/26&27) is going to be without Tripoli insurance. We were unable to meet the requirements to have their insurance. Knowing that we might have a problem for over a month, Mr. Bullis was able to buy insurance for the club, so the launch will take place.

More on this in MD/DE Insurance.

Launch Report:

ESL # 31 February 26 and 27 2000

The first launch of the new millennium was forecast to be warm and clear relatively speaking of February. Well,

chuck up another dismal failure for the weatherman. It is a good thing that they didn't decide to become pilots or brain surgeons. However, the true spirit of Maryland Tripoli came through and we did manage to loft 219 birds into the sky. High winds and threatening cloud cover did not deter the faithful this weekend.

This was also the first launch of the The Maryland / Delaware Rocketry Association. MDRA operates parallel in most aspects of Maryland Tripoli, with a few exceptions. Due to conflicts that our benevolent land owner, Tommy Higgs had with the Tripoli insurance policy, we or should I say Dave Bullis was able to secure private insurance that the membership dues to MDRA will support. With the insurance in place and a happy landowner at our side some decisions had to be made. The long and short of it is as follows, keeping in mind that nothing is cast in stone. 1) MDRA will adhere to all Tripoli and Federal safety policies. 2) You must be certified by Tripoli or the NAR to fly anything over a G. 3) Since we are still a Tripoli Prefecture you can be certified at our launches. 4) At the discretion of the landowner you will be allowed to fly Non-Tripoli certified motors. As a group we feel that this policy is in the spirit of what brought us to this level of rocketry. Without editorializing the issue, we feel that there is no reason that we should be held hostage and limited in our choice of motors due to what most will concede to be in house bickering and politics. The overriding concern is safety and that takes precedence over all other concerns. Other than that you will not see any difference in a MDRA launch from a standard Tripoli launch.

So with no further ado, Mike Ash launched 3 rockets on Saturday. Mike is getting quite a reputation for building what appears to be K and L sized rockets that weigh a fraction of what their size seems indicate. Mike was true to form with a half scale Patriot on an I161. The Patriot flight was successful as was his Gemini Titan on a D-12 and a Standard Arm on a F-20. The Barnsleys, Ivan and daughter Jeanie got 9 rockets into the cloudy sky. They flew all sorts of shapes and size motors in the H and down range. I'll leave it to your imagination with names such as Money For Nothing, Let's Color, Box, Snack Pack, Whistler, Hat Trick, Eyore and Huey, Dewey and Louie.

David Bathras flew successfully in the F range with his Strong Arm and Initiator for a total of 3 flights. Bob Booker had his Mid Power Kits out and about. Bob Flew his

Pterodactyl Jr. on a H-180, V-2 on a G-75, Initiator on a F-25, and Sidewinder on a D-12 and his Binder Excel on a H-123. Getting a feel for the type of day it was, yet? The Bradley family Sean, Cameron and Dad. Tyler Flew 7 times, most notably was Tyler's Level 2 certification flight. The level 2 certification was attained on a Tomahawk Cruise Missile inspired rocket called Jabberwocky. The flight was a success on a J-480. Congratulations Tyler.

Prefect, Dave Bullis was slumming with a D-20 in a rocket called Dave. How original...But later in the day Dave got everyone's attention in the way that Dave does best. With a 6" diameter 10' plus tall rocket that he used Liquid Nails to attach every structural member, fins and all. The rocket flew on a K-1100 with an arrow straight boost. Then things got interesting. Due to an altimeter failure the rocket turned nose down at apogee and never recovered. Needless to say Tommy Higgs has one extra posthole in his field. Moral of the story Liquid Nails works as an adhesive, Alts have their moments. Lino Crossotti not to be out done by Mr. Bullis flew a rocket on a F-20 that he called Lino. Am I missing something here? Charles Curry flew 6 rockets in the A to C range. Roger Dwyer was down from Pennsylvania, only to launch 1 rocket into the gray sky. It was a Rocket R&D kit he called Robin on a G-80. Timmy Elliott flew 3 rockets in the A, B and D range. Ken Gaduch flew one rocket on an E-30.

Kathy Gilliland went skyward three times with her V-2 on an E-30 and a D-12 and on her Impulse with 2 D-12's. Yes Kathy the rockets contrasted beautifully against the cold gray February sky. Justin Gleiter busted north real fast with his Thoy Falcon on a H-360. Augie Gray felt right at home in the overcast with his Minnie Magg on a H-128. Dave Green had the creative juices flowing as he launched his Pyramid on a D-12 and an E-30 and his Bottle Rocket on a D-12. Dave also launched an Alpha on a D-12. Steve Hacket launched 6 rockets in the E, F and G range. Larry Harris launched 8 rockets in the A to H range, covering most of the alphabet in between. Mike Henry put an E-23 and a G-64 up and away. Mark Herman did the same on an A-10.

Richard Hickok followed suit with the lower powered contingent and flew 9 rockets in the A to D range. It should seem

obvious by now that this was not one of our better weather days at Higgs Farm. Speaking of Higgs, Adam flew his rocket called Ziggy on a B-6. Allen and David Hosmer flew 10 rockets combined in the C and D range. Greg Klendig got 2 in the air. The bigger being his Patriot on a H-124. Arthur Lenstutis defied the common logic of the day and flew two high-powered rockets and two low powered rockets. The high-powered rockets were his Big Head Too on a J-415 and his Patriot on an I-300. Way to go Art. Speaking of defying common logic, your author, Neil McGilvray couldn't stand it anymore and launched Cowabunga on a K-1250 Skidmark along with two H-124s that were air started. Very impressive flight, with a less impressive landing. The main never came out due to a lame ejection charge. Two 5-gram charges just don't do it for me. The rocket is rebuilt and is stronger and heavier than ever, so look for it a launch near you soon.

Kevin McHugh launched 5 rockets in the C and G range, the G-75 being the motor of choice. Kevin Mitchell launched his cigar shaped rocket named Monica twice on a G-35. What was he thinking?? David Morris flew his Loc IV on a H-180 and his Lil Nuke on a F-52. Rick Oasen toyed around in the lower alphabet flying 5 rockets. The largest on this overcast day was his Lilac Time on a F-39. Jerry O'Sullivan, (you think this guy has any Irish in him?) flew 3 rockets on Saturday. His Tomahawk on a G-33, Public Enemy Honest John on a H-180 and his PML Honest John on an I-161. Even Honest John has an Irish ring to it. I can't wait till Jerry flies Danny Boy.

Ken Paducah got busy with 5 rockets the biggest being his Estes Super Bertha on a G-38, quite a bold jester. Jeff Potter, who has been clawing his way up the high power ladder, went north 4 times. He flew with his son; Jeff Jr. the most notable flight was his Warlock on a J-350. Very nice under such conditions. Ted Proceus flew his Vaughn Brothers Javelin on a G-64 and a H-180. Kevin Quire launched his D-Region Tomahawk on a H-123 for a nice flight. Kenny Rumbley flew 3 rockets in the B to D range. Fred Schumacher and son Josh combined on 2 flights with Spike on a F-20 and Mew Two on an impressive I-300. Fred likes that quick blue flame. Bill Schworer looked up three times with 2 maniac flights

on a D-12 and an E-15, see ya! He also flew an Amraam 2 on a G-33.

Brian Slogick was down from New York to launch 6" Electric City on a J-235 and as I recall there were 2 smaller air starts, you never know with Brian, he is just full of surprises. If my feeble memory serves me correct this flight included a standing back flip and a triple sow cow. But the rocket was recovered in tact and we can look forward to more interesting flights from our friend Brian. George Smyth broke out an H-128 and a H-180 to fly in his EZI 42. George also put up a B-4, just for good measure. The Thomas', James, Keith and Phillip flew a total of 17 rockets between them. Most of the flights were in the lower power range, however Keith was able to get in a G-40 and a G-80 flight. Bob Utley needed some exercise to keep warm so he flew his lightweight Crayon rocket on a J-435. Way to go Bob. It was sure quiet while you were off searching for your rocket. Keep flying it. Bobs son Robert flew two rockets, on a D-12 and C-6. Someone with the last name or maybe it is his first flew 2 A-8s. Jacob Villwock launched his Lance Beta twice on F-50s. Megan Wallace put her Estes Big Bertha up on a C-6. Nelson Wallace kept it together with 2 F-23 flights in his Barracuda and Cheetah rockets.

Dave Weber, who builds some of the more unique rockets, flew 5 or his creations. I killed Kenny on a E-30, Kick the Bucket, which wasn't much more than a motor tube and a plastic bucket for fins, on a F-20, I Hope It Works on a H-128, Norad, at least this looked like a rocket, on a G-80 and finally the venerable Tuber for a successful flight 105 on a G-75. You should have that record with M motors Dave. Speaking of Dave, Dave Young flies when he comes to fly. Dave launched his 7 1/2" diameter Patriot on a K-550 with a beautiful flight and perfect recover. Looks like all the gremlins are worked of that rocket. Joe Zaloga got some high power AP cooking with 2 flights. His Amraam on a H-180 and his Chungas Revenge on a J-350.

All in all Saturday was not a bad day considering the weather. Sunday the 27th would prove to be a clearer day if a tad on the blustery side. The foul weather Saturday kept some of the fliers away on Sunday but those that did attend were in for a couple of high power treats.

David Bathras was back to put 2 D-12s into the air. Rick Brown launched his Brut on a G-35. Dustin Crabtree provided treat number one with his awesome flight of Big Red on a L-1600 to over 10,000 feet. You go boy! The flight was everything a high power flight should be. Big rocket, big motor, big noise, big flame, big air and most important big successful recovery. I want to see this fly again when we are wearing shorts and a tee shirt. Lino Cressotti flew 2 Estes rockets on a B-6 and a C-6. Roger Dwyer broke out the big gun and flew his Black Brant on a K-550 for another one of those loud, smokey K-550 flights that's gets everyone's attention. Kathy Gilliland strutted down the catwalk accessorized with a V-2 on an E-30 and her Sky Taxi on an I-161. Dave Green flew his scratch built Mosquito on a F-50 for a "Let's stop what we are doing and watch this" flight. Richard Hickok had the A, B and Cs going for 6 flights. Adam Higgs started out slow and finished big with 4 flights starting at the A level and finishing with a G-33 in his Aerotech Mustang.

Scott McCluskey leaned into high power with his Stars and Stripes on a H-238 and an Amraam 4 on an I284. Kevin McHugh flew a D-12 in his Explorer and a C-6 in his Red Dog. I thought you were supposed to drink that?... Kevin Mitchell fired up what he hopes will be his cert level 3 rocket on a J-460 for a nice flight. Now do the math on this one. Kevin's rocket flies comfortably on a J motor; I wonder what it will do on an M? Stay tuned.

Speaking of Ms, it wouldn't be a Maryland launch without one. This time it was the Big Dog himself, Tim Nist down from New Jersey with the intent of sending everyone to the Chiropractor on Monday with neck sprains. This would be the second big treat of the day. Tim launched his Smokin Rockets Honest John with a M-1939 in the business end for his Level Three attempt. Yes it was loud, yes it was fast and since it was Tim's rocket, yes it was high. Yes, yes, yes, Tim is now Level 3. Congratulations and now we really want to see if bite is worse than the bark.

Ted Proceus was back to launch his Tomahawk on an E-18. Fred and Joshua Schumacher were also back. This day had Fred loading up an I-435 in his Saber Rocket for a nice flight. Just keep burning

that blue stuff, Fred. Joshua launched a C-6 in his Snitch rocket. Bill Schworer lit up a G-33 and a D-12. George Sechrist got out of the walk in long enough to punch his V-2 skyward on a H-97 and his Minnie Magg on a H-123. The Shughrues, Chris, David and Katie were looking up nine times under B and C power. Rob Super had 2 D-12 flights in his RI and V-2. Norwood Truitt launched his Photos on a G-80 and his Sandhawk on a H-124. Meagan Wallace put her Maniac up on a D-12. Nelson Wallace was back at it with his Barracuda on a F-20.

Conditions could have been better, but if there are batteries, wires and launch rods in an empty field then you can be sure rockets will be soon to follow. It once again gives us a chance as a group and individually to consider how lucky we are to have Tommy Higgs as a friend and a supporter of this activity. Without people like Tommy Higgs and Dave Bullis none of this would be possible. Till next time, fly high and recover low.

ESL #32 March 18 and 19 2000

The second launch of the 2000 took place under high clouds and mid 40-degree temperatures. The MDRA membership had been chomping at the bit for clear weather with low winds. While not perfect we were going to play the cards that were dealt us. Many of the bigger rockets that were grounded in February would make an appearance this weekend.

Mike Banz had a heavy AP Jones that he needed to take care of as he launched 3 rockets. Mike sent his Modified Magnum up twice on a K-550 and a Kosdon K-777. Both turned in beautiful flights. The K-777 is one impressive motor, something unusual for a Kosdon. It has a long burn and smoke trail with lots of reverberating noise. Mike also launched his Caliber ISP on an I-195. David Bathras and son, David Jr. were testing the skies with some lower and mid powered rockets. Father and son put up 7 rockets in the C to G range. Tyler Bradley has had better days. Tyler was determined to go five for five on Saturday, however it wasn't to be the five for five results he wanted. Tyler experienced every rocketeers'

worst nightmare, Gremlins. It seemed no matter how well Tyler prepped his rockets gravity took over before complete recovery systems were out and functioning. Tyler launched all scratch built rockets that were returned in various pieces. They were his Kedge on a G-80, Jabberwocky on a J-400, Maverick on a G-80, Oozin Illusion on a J-230 and Grimaldi on a H-124. Don't despair Tyler, we all have had those days. Learn, improve and move onward and upward.

Ray Carlino flew his Kant Kink on a H-124 and his HV Arcas on the same motor. Charles Corry flew his Manlac on a D-12. David Crosby put up his Mars Taxi on a G-40 and his CC63 on a H-128. Charles Curry had two D-12 flights on his Maniac and a C-6 flight on his Fat Boy. Jeff Davenport got everyone's attention with mega cluster in his Dynamo 2. Jeff had 7 motors in one rocket, not a bad one shot use of AP. The configuration was a J-300, to 2 F-100s to 2 F-72s and 2 F-32s. The beauty of this flight was that it all worked. A wonderful clinic in clustering. Bob DeRosa had high power fever with 3 rockets. He launched his Big Brute on a G-80, Performer on I-161 and his Minnie Magg on an I-357. Roger Dwyer got necks cracking with his scratch built Nike Smoke on an I-300. Kathy Gilliland contrasted the light blue sky with her 2 The Stars on a K-450. You could feel the crackling goodness. She also launched her Impulse on 2 D-12s. Justin Gleiter put his Thy Falcon up on a H-180.

Augie Gray had the crowd squinting as he powered his Eclipse with a J-350, got to love those motors. They give you a lot of bang for the buck. Dave Green was toying with different motor combinations in his Pyramid. He flew it successfully on a D-12 and an E-15. If it could be flown more than once than it was 100% successful. Dave also put his Crayon rocket up on a H-123. The Grossman's, Edan and Tal launched 4 rockets in the B and C range. Steve Hackett punched 3 rockets into the sky above Tommie's fields. He launched his Lance Beta on a G-125, Sandhawk on a H-124 and Maxi Beta on an I-357. Wayne Heizer flew his Childs Play on an E-15 and his unique Bumble Bee on a H-128. The Hosmers, David and Allen put up 8 rockets in the A to C range.

Jim Jannuzzo got the crowd to look out at the away cell with the launch of his fiberglass rocket that he calls Deep Purple. I wonder if it has anything to do with the color he painted it or is Jim a fan of 70's hard rock band. Regardless, an L-1500 is enough to make even the most seasoned rocket veteran take notice. Jim did serve notice. This was to be the warm up flight for his level 3 attempt. The rocket tore off the pad and blasted to every bit of 7000 feet. The recovery was perfect, right on cue. We wish Jim the best of luck with the M-1400. Vince Leonardi went through at least 4 igniters with his launch of Exoskell on a D-21, Mustang on a F-23, Pterodactyl Jr. on a H-242 and Blues Clue C on an I-161. Paul Long put his Explorer up twice with two different motors. First on a G-80 and then on a H-128.

Joe May re-created a previous flight that did not finish to his satisfaction. But this time Joe was going to add a little extra. The venerable Dave Bullis design Monster on a Black smoke M-1015 with 6 H-238s. All the motors lit and the flight was spectacular. Recovery was what we have come to expect from Joe, perfect. The wind had other ideas though. The wind direction put the Monster into a 50-foot grove of trees in the middle of the field. The tree climber was brought in, but diminishing daylight was making the recovery a dangerous proposition. Recovery from the trees was put off to the next day. The rocket was recovered relatively in tact, but still not to Joe's satisfaction. Which only means one thing, another M-1015 flight of the Monster. Sean McAndrew launched his Thoy Falcon on nice high J-350 flight.

Neil McGilvray, your truly, launched the 65 pound all fiberglass Cracked Actor on a Kosdon M-2240. The flight was your basic butt kicking Kosdon M 2240 flight, straight up on a 10-foot tail of fire. Recovery went as planned with one parachute shroud tangled over the main. But with a fifteen-foot chute you do have some margin for error or Murphy. The most impressive and comical part of the flight was the 1-foot deep, 3-foot diameter crater that the thrust left in the ground. It sure put a smile on all faces that saw it. Joe Montemaran Put up 5 rockets in the A and C range. Tim Nist put up his eye catching Wac Corporal on a J-460 Booster to an I-132 Sustainer. Once again Tim did not let us down. The flight was picture

perfect and ignition of the second stage was right on the money. Tim even got it all back after an awesome, high flight.

Ken Paducah launched 3 Estes rockets on some non-Estes motors. He flew his Fat Boy on an E-15, Shadow on a F-24 and his Super Big Bertha on a G-38. The Potters, Jeff and Jeff Jr. headed to the pads 3 times. Jeff Jr. launched an A-6 while Dad launched his Crayon on a G-80 and Warlock on a J-350. Ted Proceus put 2 birds into the sky. One was his Javelin on a H-160 and then he launched Threes Crazy with a H-180 and 2 F-100s for a little air staring fun. Bill Rossi put up an I-145 Red Eye motor on his Ok Terrific for a nice flight. Kenny Rumbley lit 2 D-12s. One in his Beedrill and the other in his Ironman. Fred Schumacher burned some AP with 2 flights. Fred launched his YoYo Dyne Saber on an I-284 and his Saber 2 on a J-800 for two fantastic flights. Son Josh also launched his YoYo Dyne Mew Two on an I-211. What's this a smokey motor from the Schumacher's. Bill Schworer put up 4 Estes rockets using Cs and Ds as power plants. Kevin Serdula put up his Estes Comet on a D-12 and his Glory on an I-357. Jay Sessler was down from New York with AP on his mind. Jay launched an Arcas on a F-50, and then moved on to the higher Octane, Jay put his Eclipse on a J-350 and just because it's cool he launched his big American Flyer on a K-550 and 2 I-211s. Keep bring them on Jay we love to see it. Dick Stafford was a very confused individual on Saturday and couldn't make up his mind, so he launched everything. Dick launched 6 rockets from Bs to Is and everything in between. The biggest being his So Much Fat on an I-211. David Stoetzer launched a couple of the coolest flights of the day. One was in a rocket he called T-2000 on a J-415; you have got to love that motor. The other with possibly the best-looking rocket on the range was his Harpoon Missile on a K-700. This looked like the real thing and the flight was out of this world. I really hope we get to see this rocket again. James Thomas put up 2 B-6s and a G-80 in his Little Foot. Thomas Trancucci rumbled the pad with the K-550 in his Patriot. Norwood Truitt had everyone smiling for the birdie on his Endeavor Cam with the always-popular J-415. Norwood also launched a G-80 in his High Frequency just for good measure. Fred Wallace had a

picture perfect flight on his Military Justice with a J-340. Very Nice. Nelson Wallace shredded his overpowered Maniac with a G-140. Andy Weber put up a PML Ariel on a H-123.

Dave Weber, who loves to push air out if the way with things that don't fly so well put up his beer bottle shaped Kiss My Heiny. For the expected twisting and turning results. Dave likes his beer shaken not stirred. Dave also launched Black Hole Betty on a H-128, Generic on a F-10 and Tuber for flight 106. I think we might see 200 out this rocket. Wayde Winazak took some time away from the camera to fly 3 rockets. Two were in his Silver Lining on F-50s and one flight was on a H-242 in his Air Wave. Dave Young had the Patriot back in action with another perfect K-550 flight. Everything went up and off right on cue. Can you do that for WJZ, Dave? Joe Zaloga showed us what excessive rocket motor heat would do to Quantum Tube. It melts it as it did on his 2" Amraam powered by an I-200. The flight was one of those that you tell your friends about the next day. Joe also launched his Chungas Revenge on a J-350. I don't know who Chungas is but I know I can't out run a J-350.

Sunday, March 19th was slightly cooler, windier and overcast. So what else is new? Rockets were made to be launched, not placed on a shelf. And launch we did.

William Adams launched his Flying Tiger on a G-35. This rocket is covered in tiger fur, the airframe and the fins. After a couple of fits and starts the Flying Tiger did fly. Cool rocket and a cool flight. Aerodynamics be damned. David Bathras and Dave Jr. were back for day 2 of the activities. Dave Jr. launched 5 smaller rockets ranging from C to F range. This was just a warm up for dad's big flight, his Level 1 certification flight. David Sr. flew a SA-14 Archer on a H-238 for the attempt. The flight and recovery were perfect, it had to be as David is now certified Level 1. Congratulations Dave. Rich Brown launched two rockets. One was his Oooops on an E-15. The other was Kathy's Ugly Rocket on a G-80. I can attest to this rocket being ugly, as a matter of fact it looked like it had been beaten with an ugly stick. Kathy, Rich is having a fashion emergency, please help. Dave Bullis, who spends most of our launch days helping others found a few spare

moments to launch his Armor of God on a H-180.

Ray Carlino launched 3 rockets. His Vulcanite on an H-120 and a H-242 for a couple of nice flights. Ray also put his Top Fuel Eliminator on an I-435. This rocket has a Dragster motif and with the I-435 pushing it along it took off with Dragster like speed. Jeff Davenport likes to put what would be a full days worth of launching in one rocket. This time it was in his J.D. Cluster. This rocket had a J-570 for the core motor and 4 G-80s for his air starts. Needless to say full attention was drawn to a magnificent flight. Gary Deaver lofted 2 rockets into the sky, Gemini DC on a C-5 and his Black Pulse on a F-62. Guy DeStefano blasted off with his I-Roc on an I-284. Roger Dwyer had one flight with his Wasp on a H-128. John Evans loaded up his Rude Rat for his Level 1 certification flight. The motor of choice for this flight was an I-357, BAM, cert Level 1 was in his pocket. Congratulations John. Jim Jones was passing out free grape Kool-Aid, just kidding. Actually, Jim was burning lots of AP. Jim flew 5 rockets including his Laser on a G-35, Hazmat on a G-33, Azer on a G-80, Allen BMF on a H-123 and his Iris on a J-330.

Richard Lovell launched twice and recovered once. Richard got his Cheetah back after a flight on a G-384???? Yea that's the motor. Richard didn't have quite the same luck with his big ASP. For some unknown reason Richard thought that it might be a good idea to launch this fine looking rocket on a L-850. What is wrong with that you might ask? Well, let me tell you. An L-850 using motor ejection as the only means of recovery. No one saw the crash but I do know that Richard got the rocket back and hopefully salvaged some of the more expensive components.

Neil McGilvray, yours truly, launched his Pumpkin Lofting rocket, Up Chuck. Though I was suffering from amnesia and forgot what I called the rocket the last time I launched it, so I called it Blue Jacket. The flight was on a K-700 for a nice bright, loud flight. Recovery was as planned with the 60" Sky Angle drogue out and slowing the decent nicely. At 800 feet the 90" main came out right on cue. What could go wrong? Since it is my rocket let me tell you. The rocket drifted about a mile and a half away to land mere feet from a penned in

herd of cows. From the distance I could see some, the landowner gathering up the rocket a chutes. Time to meet the neighbors again I thought. As it turned out the owner was a very nice man and as I approached the landing area I realized that he was actually doing me a big favor. You see the cows are also let out of the penned in area but kept close to the barn and as fate would have it they are not real particular as to where they do their duty. All I could do was laugh knowing the clean up task I had at hand. Guess you could say I had a real Shit Eating Grin.

Kevin McHugh put up 2 C-6 rockets, his Red Dog and Long Fin. Gary Meier launched his Exocet on an E-18, Onyx on a F-40 and Arcas on a G-40. Tim Nist lit up the sky on a K-1250, air starting 2 I-200s. The K-1250 really gives a rocket a nice kick in the butt for a sparkly motor. The flight was awesome. Deep bass loud and after the sparks stopped it was time for the smoke right on cue. A very entertaining flight. Aye, Jerry O'Sullivan was clustering also. Jerry launched his rocket Take 5 on an I-200 air starting 2 G-80s. Once again if you want to get the crowd to take notice a big cluster is a sure bet. Jerry also launched one of those pretty sparkly motors in his Murphy's Law. The motor of choice was a K-450 for a spectacular flight. Scott Pearson looked up twice at his rockets. He launched a G-64 and a F-40. William Pooce launched his Amraam 4 on a J-350. This was a special flight for William as it was his coveted Level 2 certification flight. What I can say is that the higher the certification level you attain is directly proportional to the lack of money in your pocket at the end of a launch day. William's pockets are much emptier these days.

Charlotte Potter joined the Level 1 ranks with her successful Bull Pup fight on a H-238. Congratulations Charlotte I am sure that the Level 2 project is not far off. Ken Potter launched his Callisto on a H-124. Kevin Potter launched his ¼ scale Patriot on a H-124. Doug Pratt was entertaining us once again with some Hybrid RATT Motor flights. Both Motors were H-70; long burn for a Nitrous Oxide motor. Very cool flights, all flame and no smoke. Kevin Quire put up his Ms. Jillion on a J-415. I really like the J-415, not enough to actually buy one, but they remind me of a K-550 for a lighter rocket.

Nice bang for the buck. Kenny Rumbley launched his Triple threat on a D-12 and 2 C-6s. Well you have start somewhere. George Sechrist launched twice. George launched his Minnie Magg on a H-112 and his V-2 on a H-128. Joshua Schumacher blasted his Mew Two on an I-284. More blue flame, Fred?? David Shughrue launched 8 times burning up lots of black powder in the B and C range. Brian Slogick once again felt compelled to load up the business end of his Electric City with lots of motors. This time it was a J-235 and some G-40s. If I remember correctly the lift off was fine then the rocket decided that it was time to do some dancing. The rocket was recovered after some high anxiety and will fly again. Rob Super flew his Goddard on a H-97 for a nice long burn. Phillip Thomas launched his Cool rocket on a G-35. Keith Thompson launched his AS on a F-25.

Nelson Wallace put his Cheetah up on a F-20 for a nice fast flight. Dave Weber headed north 3 times. His V-2 lifted off with a H-220, Sticker Shock on an I-435 and Minnie Magg on an I-211. What I want to know is how Dave got Sticker Shock to bend and basically stop in mid flight? I have seen a lot of bizarre flights, most of them mine, but I have never seen anything like that. Last but not least, Bradford Webster launched his Alpha III on an A-8.

Good Weather, Bad Weather, it we are launching it's all good. Good people, good friends and good times. We must always remember to thank our host Tommy Higgs. Did I mention good food? It wouldn't be a launch without the World Famous Road Kill Café'. Till the next time rebuild those crashed rockets, spruce up the paint, repack the chutes, and get ready for the next time that we can fly high and recover low.

Thunder & Flame:

Thunder and Flame class.

Jim Mitchell and Sunny Thompson have a class called Thunder and Flame. The class is designed to teach you a basic understanding of how to make propellant. Since the motor you will be making in class is a J motor, a Level 2 or above is required to attend the class. The class takes about 2

days to complete, counting the launch of the class motor.

I was planning on taking the class at LDRS, but heard that there might not be one then and that there was one in about 3 weeks at Whitakers. Not wanting to miss the class I signed up immediately. The class was held on a Thursday and Friday to coincide with the experimental launch at Whitakers being held on Friday, Saturday and Sunday.

I arrived Wednesday night at the hotel, they now use the Holiday Inn as the official hotel for Whitakers launches. The hotel is one exit south of where I usually go, but you can see it from 95 and it is a step up from the old one. Once there I met Ben Russell and Jim Mitchell who looked beat from 14 hours of driving to get there. We decided to meet at the hotel restaurant in the morning.

Thursday morning I was ready for the class, after about 1 hour and 5 cups of coffee, Ben and Jim showed up, and the rest of the class wandered in too. In all, there were 6 of us. Once we were done with breakfast we went to the hotel room to start the class.

After handing out the books and a log sheet for everyone to sign in, Sonny started the class by going over what we will and will not learn in the class. We will learn to make propellant the way they do, but will not be able to design our own propellant. I was happy with that, they have 6 different types of propellant to make motors up to M, yep, I was happy with that. We learned the terms that will be used in the class then moved onto the math of making slugs. This was followed by what goes into making the propellant and the relationship it plays on the motor once the propellant is made. Safety was a big issue, what to wear, what the chemicals are and what's in them. There were a lot of questions to help understand this part. The last part before actually making the propellant was what happens in the motor at the time of the burn. We've all heard of Bates, Moon burner and so on, but for a change I got a better understanding of it and the real effect it has on the motor.

Jim took over the class and broke us up into groups of three. I was in the first group to make propellant and Jim showed us how to make it with out using one of his kits. In other words if you were to go out and

buy the chemicals yourself. Believe me, his kits are much easier to use. Making the propellant in the mixer and packing the tubes was easy to do. Jim told us what to do and not to do. I like the part where Jim was really proud he had all his fingers. Waiting for the next day to cut and drill was the hard part. Once both groups were done, Jim showed us some of his handy work and the kits he has for the motors we were making. This took all of the first day.

Friday, again after breakfast we met at the hotel room. I was late, it took over an hour for me to get my order, and I'm so nice to waitress, but hey they charged me the same price as everyone else, that's fair. Today we needed to cut the long tube into 2-inch slugs. That was done with a razor knife and we put them in a Ziploc bag. At some point we had to mark the slugs with the date, our name and number them. Drilling the hole would be done at the field for safety reasons. After about an hour of cleaning up and checking out of the room for me (I had to leave by noon) we were at the field drilling the holes in the slugs. I had to leave before anyone got to fly their motor. But I knew there was a Delaware launch in which I could fly mine.

A couple of us that live close by, went together to buy a kit of 12 motors, that included the red, blue, green and smoke loads. That way we would each get one of each motor to try out. One Saturday we got together and made all the motors. It only took about 4 hours to do, and we were taking our time. We still had to wait for the next day before we could cut and drill the loads. I did this a couple of days later in about 2 hours, the next time it will be quicker now that I have a set-up to collect the waste.

At Rhodesdales on May 6, I flew my class motor in Kathy "Sun Seeker" a 12 lbs rocket. It lit fast and flew even faster, thick smoke and loud noise, a great motor. The rocket went to 2100' not bad for a J 650 motor that cost me \$22.50. I still had 4 more motors to fly, so I did the Green the next day at Maryland's launch. Again fast, loud and great.

I'm not going to tell you that this class is going to save you money in the long run, that you will be a better Rocketeer, or that you will be smarter. I will say that you walk away with lots of knowledge, another skill, more friends and the ability to spend

even more time on rocketry. I would suggest that everyone take this class, with the way motors are going or lack of, this is one way to assure you will have motors to fly in the future. Just for the record, I get nothing from Jim or Sonny for writing this article, with that said, hey Jim! what are you going to do with that leftover AP?

Bob Utley

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NEXT ISSUES:

- Launch reports for May 2000.
- Events for June & July.
- Lost Rockets?.

Keep The Pointy End
up and the Fiery
End down.
D. Bullis

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***For more information, contact
Randy Brust at rcbrustee@aol.com.***

"Flight Log March 18-19, 2000 ESL #32"

Flyer		Manufacturer	Model	Motors	Result
Banz	Mike	LOC	Magnum 3 Modified	K777	
Banz	Mike	LOC	Magnum 3 Modified	K550	
Banz	Mike	LOC	Caliber ISP	I195	
Bathras	David	Estes	MK-109	C6	
Bathras	David	Estes	Longshot	D12/ C6	
Bathras	David	NCR	Patriot	G64	
Bathras, Jr	David	Estes	Phoenix	D24	
Bathras, Jr	David	Estes	Saturn V	D12	
Bathras, Sr	David	NCR	SA-14 Archer	G64	
Bathras, Sr	David	Aerotech	Strong Arm	F52	
Bradley	Cameron	Estes	Jack & Jill	A6	
Bradley	Sean	Estes	Wizard	A8	
Bradley	Tyler	Scratch	Kedge	G80	
Bradley	Tyler	Scratch	Jabberwocky	J400	
Bradley	Tyler	Scratch	Maverick	G80	
Bradley	Tyler	Scratch	Oozin Illusion	J230	
Bradley	Tyler	Scratch	Grimaldi	H124	
Carlino	Ray	Scratch	Kant kink	H128	
Carlino	Ray	Aerotech	HV Arcas	H100	
Corry	Charles	Scratch	Manlac	D12	
Crosby	David	PML	Mars Taxi	G40	
Crusby	David	Scratch	CC 63	H128	
Curry	Charles	Scratch	Maniac	D12	
Curry	Charles	Scratch	Maniac	D12	
Curry	Charles	Estes	Fat Boy	C6	
Davenport	Jeff	JD Cluster	Dynamo 2	J330/F100/F72/F32	
DeRosa	Bob	LOC	Minie Magg	I357	
DeRosa	Bob	Public Enemy	Performer	I161	
DeRosa	Bob	NCR	Big Brute	G64	
Dwyer	Roger	Scratch	Nikie Smoke	I300	
Gilliand	Kathy	Binder	2 the Stars	K450	
Gilliand	Kathy	Estes	Impulse	D12 (2)	
Gleiter	Justin	Thoy	Falcon	H180	
Gray	Augie	PML	Eclipse	J350	
Green	David	Scratch	Pyramid	D12	
Green	David	Scratch	Pyramid	E3	
Green	David	Scratch	Crayon	H123	
Grossman	Edan	Estes	R2D2	B6	
Grossman	Edan	Estes	Fat Boy	C6	
Grossman	Edan	Estes	Hi Jax	C6	
Grossman	Tal	Estes	Alpha 3	B4	
Hackett	Steven	Scratch	Maxi Bata	I357	
Hackett	Steven	NCR	Lance Bata	G125	
Hackett	Steven/Charles	Scratch	Sandhawk	H124	
Heizer	Wayne	High Flight	Childs Play	E15	
Heizer	Wayne	High Flight	Bumble-Bee	H128	
Hosmer	Allen	Estes	Alpha 3	C6	
Hosmer	Allen	Estes	Sky Winder	C6	
Hosmer	Allen	Estes	Sky Winder	C6	
Hosmer	Allen	Estes	Sky Winder	C6	
Hosmer	David	Estes	Rampage	A8	
Hosmer	David	Estes	Rampage	C6	
Hosmer, Jr	Allen	Quest	Viper	C6	
Hosmer, Sr	Allen	Estes	Scramble 2	D12	

Flyer		Manufacturer	Model	Motors	Result
Jannuzzo	Jim	Scratch	Deep Purple	L1500	
Leonardi	Vince	Binder	Blues Clue C	I161	
Leonardi	Vince	PML	Pteradactyl Jr.	H242	
Leonardi	Vince	Estes	Exoskell	D21	
Leonardi	Vince	Aerotech	Mustang	F23	
Long	Paul	PML	Explorer	H128	
Long	Paul	PML	Explorer	G80	
May	Joe	Scratch	Monster	M1015/H238(6)	
McAndrew	Sean	Thoy	Falcon	J350	
McGilvray	Neil	Scratch	Cracked Actor	M2240	
Montemarano	Joe	Estes	Mosquito	A10	
Montemarano	Joe	Estes	Nike-Arrow	A10	
Montemarano	Joe	Estes	Ninja	A10	
Montemarano	Joe	Estes	Sky Winder	C6	
Montemarano	Joe	Estes	Bail Out	C6	
Nist	im	Scratch	Wac Corporal	J460/I132	
Paduch	en	Estes	Shadow	F24	
Paduch	en	Estes	Super Big Bertha	G38	
Paduch	en	Estes	Fat Boy	E18	
"Potter, Jr"	Jeffrey	Estes	Little Super Nova	A8	
"Potter, Sr"	Jeff	LOC	Warlock	J350	
"Potter, Sr"	Jeff	Scratch	Crayon	G80	
Proseus	Ted	Scratch	Javelin	H160	
Proseus	Ted	Scratch	Threes Crazy	H180/F100	
Rossi	ill	Scratch	Ok Terrific	I145	
Rumbley	Kenny	Scratch	Beedrill	D12	
Rumbley	Kenny	Scratch	Ironman	D12	
S	evin	Scratch	Lost	G80	
Schumacher	Fred	Scratch	Yo-Yo-Dyne Sabre'	I284	
Schumacher	Fred	PML	Sabre Too	J800	
Schumacher	Josh	Scratch	Yo-Yo-Dyne MewTwo	I211	
Schworer	Bill	Estes	Python	D12	
Schworer	Bill	Estes	Sizzler	C6	
Schworer	Bill	Estes	Long Shot	D12 (2)	
Schworer	Bill	Estes	Fat Boy	D12	
Serdula	Kevin	LOC	Glory	I357	
Serdula	Kevin	Estes	Comet	D12	
Sessler	Jay	Aerotech	Arcas	F50	
Sessler	Jay	LOC	American Flyer	K550/I211	
Sessler	Jay	PML	The Eclipse	J350	
Stafford	Dick	Scratch	X Wing	D21	
Stafford	Dick	Scratch	unnamed	B2	
Stafford	Dick	Estes	Atlas	E15	
Stafford	Dick	Scratch	So So Fat	I211	
Stafford	Dick	Impulse Aero	Mach Buster	G55	
Stafford	Dick	Scratch	Glass Rocket	G80	
Stoetzer	David	Scratch	T2000	J415	
Stoetzeyz	David	Scratch	harpoon AGMB4	K700	
Thomas	James	Scratch	Know Nothing	B6	
Thomas	James	Estes	Little Bit	B6	
Thomas	James	Scratch	Little Foot	G80	
Trancucci	Thomas	PML	Patriot	J415	
Truitt	Norwood	Scratch	High Frequency	G80	
Truitt	Norwood	PML	Endeavor Cam	J415	
Wallace	Fred	Scratch	Military Justice	J340	

Flyer	Manufacturer	Model	Motors	Result
Wallace	Nelson Estes	Maniack	G140	
Weber	Andy PML	Ariel	H123	
Weber	David Weber Eng.	Kiss My Heiny	G40	
Weber	David NCR	Black Hole Betty	H128	
Weber	David Weber Eng.	Generic	F10	
Weber	David Weber Eng.	Tuber	H97	Flight # 106
Winazak	Wayde Scratch	Silver Linning	F50	
Winazak	Wayde Scratch	Silver Linning	F50	
Winazak	Wayde PML	Air Wave	H242	
Young	Dave PML	Patriot	K550	
Zaloga	Joe PML	AM Ram	I200	
Zaloga	Joe Scratch	Chunga's Revenge	J350	
"Flight Log March 19, 2000 ESL #32"				
Adams	William Scratch	Flying Tiger	G35	
Bathras Jr.	David Estes	Flash	C6	
Bathras Jr.	David Aerotech	Cheetah	E15	
Bathras Jr.	David Aerotech	Strong Arm	F50	
Bathras Jr.	David Aerotech	Warthog	F24	
Bathras Jr.	David Estes	Long Shot	D12/C6	
Bathras Sr	David NCR	SA-14 Archer	H238	*Cert 1*
Brown	Rich Scratch	Cathys Ugly Rocket	G80	
Brown	Rich Scratch	OOOPS	E16	
Bullis	Dave Scratch	Armor of God	H180	
Carlino	Ray LOC	Vulcanite	H120	
Carlino	Ray LOC	Vulcanite	H242	
Carlino	Ray Scratch	Top Fuel Eliminator	I435	
Davenport	Jeff JD Cluster	Magnum Twin	J570/G80(4)	
Deaver	Gary Estes	Gemini DC	C5	
Deaver	Gary Scratch	Black Pulse	F62	
DeStefano	Guy LOC	I-Roc	I284	
Dwyer	Roger LOC	Wasp	H128	
Evans	John PML	Rude Rat	I357	*Cert1*
Jones	James Binder	Iris	J330	
Jones	James Scratch	Lazer	G35	
Jones	Jim Scratch	Hazmat	G33	
Jones	Jim Scratch	Azer	G80	
Jones	Jim Scratch	Allen BMF	H123	
Lovell	Richard Aerotech	Cheetah	G384	
Lovell	Richard Scratch	ASP	L850	
McGilvray	Neil Scratch	Blue Jacket	K700	
McHugh	Kevin Scratch	Red Dog	C6	
McHugh	Kevin Scratch	Long Fin	C6	
Meier	Gary LOC	Onyx	F40	
Meier	Gary Aerotech	Arcas	G40	
Meier	Gary Scratch	Exocet	E18	
Nist	Tim LOC	Magnum 3 Modified	K1250/ I200	
O'Sullivan	Jerry Scratch	Take 5	I200/G80(2)	
O'Sullivan	Jerry Scratch	Murphy's Law	K450	
Pearson	Scott Scratch	Double "D"	G64	
Pearson	Scott Binder	DD	F40	
Pooce	William PML	Aaram 4	J350	*Cert 2*
Potter	Charlotte PML	Bull Puppy	H238	*Cert1*
Potter	Ken PML	Callisto	H124	
Potter	Kevin PML	1/4 Patriot	H125	
Pratt	Doug Pratt	Ole Yeller	H70	

Flyer	Manufacturer	Model	Motors	Result
Pratt	Doug PML	Black Brant IX	H70	RATT Demo
Quire	Kevin Rocket R&D	Ms. Jillion	J415	
Rumbly	Kenny Scratch	Triple Threat	D12/C6 (2)	
Schrist	George LOC	Minnie Magg	H112	
Schumacher	Joshua Scratch	Mewtwo	I284	
Sechrist	George Scratch	V-2	H128	
Shughrue	Chris Estes	Hyper X	C6	
Shughrue	Chris Estes	Goliath	B6	
Shughrue	Chris Estes	Goliath	B6	
Shughrue	Chris Estes	Goliath	B6	
Shughrue	David Estes	Hyper X	C6	
Shughrue	David Estes	Spit Fire	B6	
Shughrue	David Estes	Spit Fire	B6	
Shughrue	David Estes	Spit Fire	B6	
Slogick	Bryan Scratch	Electric City	J235/G40	
Super	Rob Scratch	Goddard	H97	
Thomas	Phillip Scratch	Cool	G35	
Thompson	Keith Scratch	AS	F25	
Wallace	Nelson Aerotech	Cheetah	F20	
Weber	David MSH	V-2	H220	
Weber	David Weber Eng.	Sticker Shock	I435	
Weber	David LOC	Minnie Magg	I211	
Webster	Bradford Estes	Alpha III	A8	

A	8	20
B	11	55
C	22	220
D	19	380
E	7	280
F	16	1280
G	29	4640
H	32	10240
I	22	14080
J	19	24320
K	9	23040
L	2	10240
M	2	20480
N	0	0
O	0	0

198 TOTAL MOTORS 109275 NEWTON/SECONDS

Atlantic	0		
Aerotech	10		
Apogee	0		
Binder	4		
Centuri	0		
Cluster R	0		
Custom Rockets	0		
Dynacom	0		
Edmonds	0		
Estes	49		
Hawk Mountain	0		
High Flight Tech	2		
Hobby Lab	0		
Impulse Aero	1		
JD Cluster	2		
LOC	15		
Launch Pad	0		
MSH	1		
NCR	6	121	"March 18, 2000"
Neubauer	0	65	"March 19, 2000"
PML	19	186	Total Flights
Pratt Hobbies	1		
Public Enemy	1		
Quest	1		
Rocketman	0		
Rocket R&D	1		
Rogue Aero	0		
Rocket Vision	0		
TCB	0		
Thoy	2		
True Modeler	0		
Scratch	67		
Smokin Rockets	0		
V.B.	0		
Unknown	0		
US Rockets	0		
Weber Eng.	4		

186 TOTAL ROCKETS

