



Maryland Tripoli Report



Cover: Bob Bookers Level 2 Flight. At ESL #25.

Editor's Corner :

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 Editor Bob Utley

As most of you may know, this is the end of flying at Higg's Farm till September. Check the calendar at the end of this issue for other clubs launches so you will have some place to fly during the summer.

NAR is now setting up for Level 3 which will follow TRA level 3 for motors M-N-O. Now if someone with a NAR card wants to fly an O motor at one of our launches they can. The NAR will also have a school (they hope in May) for RSO's. So we should be able to fly with them to, like we didn't before when they had a launch.

I'm sure you will let me know what you think of the smaller font. With all the info. I am trying to keep the newsletter to under 30 pages.

Treasurer report:

Treasurer David Weber

March 25, 1999. The bank had \$2764.79 of the club money in it.

April 22, 1999. The balance was \$3060.15

Meeting summary:

March 25, 1999

D. Bullis was running a little late so Mr. Weber gave us the Treasurer Report. Mr. Utley passed out the new flight cards for suggestions and corrections. That was followed by the New Maryland Tripoli Membership Applications, again for suggestions and corrections.

Once D. Bullis started the meeting it became apparent there was nothing much to talk about, except ourselves. So we went around the room and talked a little (some more than others) about how we got in to the sport of rocketry.

April 22, 1999

I have to confess, my notes are bad for this meeting. I do not have a clue what was discussed at this meeting.

Upcoming launches:

See Calendar at end of newsletter for local launches for March and April 1999.

Launch summary:

ESL # 25 & 26

ESL #25

March 20 & 21, 1999.

The final hours of winter were ushered in with 50-degree temperatures and the smell of Ammonium Prechlorate in the air. As it should be. The sun was out and winds were relatively light for this time of year for ESL #25 on Saturday. Sunday the first day of spring changed dramatically for the worse. Cold, windy and rain by noontime. The rain put an early end to an otherwise enjoyable weekend.

There were 145 rockets launched over the two-day event. It would be interesting to see what the real launch to recovery ratio really is. I just hope mine is not reflective of the club as a whole, or is it "hole". Not that it really matters because most of us are already formulating plans for two or three rockets down the road, let alone the next one.

The clear sky enticed everyone to breakout most of their personal arsenals. Mike Ash flew 4 rockets with great success, except for the one that really mattered. His Level One, second attempt, with the superbly detailed Gemini Titan on an I-161. Once again Mike had the same problem of having the lightweight fins blow off at the end of the powered accent. The rocket did a couple of loops and then the crowd held their collective breaths as the rocket began to fall to earth. Motor ejection saved the rocket about 20 feet off the ground. Hopefully three times is a charm. Brian Bellerose had 7 flights ranging from C to I motors. Brian had four flights on his Aerotech Initiator, 2 Estes flights and his high power flight of the day with his PML

Patriot on an I-211. All flights were successful. John Boatwright had 3 flights ranging from B to G motor size on his scratch built rockets. Two of the 3 were recovered as planned.

This was the day Bob Booker was loosing sleep over. His Level 2 certification. Having aced the test some time ago it was the day of reckoning. Bob flew his Loc Warlock successfully on a J-350. Nice loud and smokey flight with parachute deployment right at apogee. Congratulations Bob, now it's time to start planning that M project. Bob also sampled the middle of the alphabet with G, H and I motors. Ed Brun flew 2 rockets. His scratch built SodBuster on an I-161 fared better than the scratch built Gone Plum Loco on a J-350. It separated at apogee, though I am sure we will see it again. Dave Bullis demonstrated once again that it's all in the hours of meticulous preparation. Dave flew one of his Mini Monsters he called Dressed For Battle on a Kosden L-1860. As the rocket was approaching Max Q, it decided that it might be a good time to disassemble it self. What followed was the most spectacular shred of the day. As bad as it was, the booster section core sampled from about 1000 feet and doesn't have a scratch. Way to build them and fly them Dave! Please note the lack of comment regarding recovery, but then again, recovery is for wimps.

Dave Young and JR flew their joint venture Ultimate Endeavor - Over Budget on a K-550. Great flight with a separation at apogee. Fortunately the drogue on the booster and the altimeter deployed main saved both sections of the rocket. Guy DeStefano was 2 for 3 flying G and I motors. He had 2 good flights on his Loc and Rocket R & D rockets, but had a separation problem on his PML ¼ scale Patriot flying on an I-357. Kathy Gilland was also 2 for 3 thanks to Bob Utley's help with motor selection. Kathy had a couple of successful as well as fashion conscience flights on her V-2 and Aerotech Initiator. Then Bob got involved and all bets were off. Bobs selection of a motor accessories for Kathy's 2 The Stars was an I-100 that barely lifted the rocket off the launch rod before pitifully dropping the rocket on the ground. The nice thing about the I-100 is that it has a fairly long burn time. This allowed for a

spectacular show of the rocket land sharking through the launch area and setting the field on fire. Rumor has it that Bob will assist any of the other club members with motor selection for a small fee. Or is it that you pay him a small fee not to have him help. I'm confused.

Larry Harris had 3 good flights ranging from D to H power on his Pringles Light, made from old Pringles cans, Arreaux and his Mirage. David Henning flew his NASA scout on a C-5. It was recovered without deployment of a chute. Mark Henning had two flights. One was his Level One certification attempt on his 4X Mars Snooper. This was an upscale of an old Estes kit. This rocket was too beautiful to fly and I'm sure Mark wishes he didn't now. The parachute did not deploy properly and the resulting impact will require some major surgery to repair this rocket. I hope we see this rocket succeed next time. Greg Kendig flew 3 rockets successfully. His PML AmRaam on an H-350 was a neck cranking high flight, as was his NCR Old Glory on a G-80 and his PML Bood Fella on an H-120. All safely put back in their box. Dave Lucas had 2 flights and one recovery. His Aerotech Instigator flew great on an H-123. Then he joined the rack from Hell later in the day. Dave launched his 3" AmRaam on an I-435 only to once again witness what Max Q likes to do to overpowered rockets. In a word, Kaboom, no more rocket. Bill Mantell did his usual flawless job flying his Aerotech Tomahawk on a G64 and his PML Aerial on an I-300 for super fast flight.

Joe May put on the big show of the day with his 12" diameter, 15-foot tall rocket that he calls Draco. This rocket flew on a Urinsco M-2100. This motor is actually a baby N by a few Newtons. Safety Safety Safety. Joe is always extremely careful and knowledgeable about all aspects of his projects. However, "Murphy" was assisting him Saturday. Joe barely dodged serious personal injury when his main ejection charge fired while the rocket was in a horizontal position being assembled on the ground. Granted it was only 15 grams of black powder, but who's counting. The force of the premature ejection blew the nosecone 50 feet, deployed all the chutes and pushed the parachute section of the rocket back to into the booster section. The problem was that Joe also had his hand between the

booster and the parachute section. Ouch! Once he had recovered, the rocket was reloaded and was ready to fly about 4:30. Just the size of Draco is impressive standing up at the away cell. This thing looks like a real rocket. Lift off was true to form on a rocket of this size. It started off slow and kept building speed, with a long almost smokeless flame trailing behind the rocket. Draco reached an altitude of about 5400 feet, arched over and deployed the drogue chute. The drogue was a surplus 500-pound bomb chute. At about 700 feet the altimeters kicked in deploying what looked like hundreds of chutes. Actually Joe had 3 15' mains and various colored pilot and smaller chutes. It looked like a clown car, they just kept coming. The rocket landed about 300 yards from the pad, "as planned".

Sean McAndrew was cutting new high power ground with 3 flights. He wowed the crowd with his ½ A3 Mercury Redstone, his A3 Mars Lander and really pushed the limit with his scratch built Sparky on a colorful E 25. Lots of sparks. Kevin McGee joined the club certifying Level 1, congratulations Kevin. Kevin performed this wallet-emptying event on his PML Ariel on an H-128. Kevin also flew 3 other times all on an F-62 in both his Phantom 4000 and Eliminator rockets. Speaking of emptying wallets, Neil McGilvray Flew the all fiberglass Amazing Grace on a Kosden K-800, complete with black smoke and all. The other all fiberglass rocket flown was Socially Unacceptable on a K-550. This was a beautiful flight with a disastrous finish. The rocket broke apart at apogee as planned, however the extra wrap of tape on the nose cone was enough to hold it in place even after the ejection charge went off. It wasn't the 5000-foot fall that did all the damage; it was that sudden stop. But stay in the bunker because Socially Unacceptable is in the process of being repaired and will fly again. Glenn McNenar had 4 flights on Saturday. He flew his Tomahawk on an H-128, his Thunder and lightning on an H-123. Glenn also opted for the economical route with 2 D-12 flights.

Kevin Mitchell stayed true to form. He is one of those guys that when you here his name announced you pay attention. Kevin's always up to something, usually in excess of 10,000 feet. This day was an

exception however. Kevin never exceeded 10 feet with his Minni Mag on an H-120 and 3 G-40s. Does the term Land Shark conjure up any vivid images? Kevin was able to exceed the Land Shark altitude, by a whole lot. How about the Psychoscreamer launched with a K-185? After lift off this rocket was like the Energizer Bunny. It just kept on going. Unfortunately the rocket suffered separation at apogee and while the payload / parachute section was recovered the whereabouts of the booster are still unknown at this writing. Speaking of flying high, Tim (Let the big dogs bark) Nist was back in action with us on Saturday. Tim likes those big motors because they make his rockets go hiiiigghhh! They two he launched on Saturday were no exception. Tim Flew Arcas on a K-550 and his Eclipse on a J-415. Both flights where picture perfect, except for the fact that you could grow old waiting for them to return to earth.

Ryan Pinder flew his Estes Tidal Wave on a cluster of 3 C-6s for a nice flight. Mark Polosky had 2 flights. One on his Aerotech Blue Thunder with a F-22 for propulsion and one flight on his Loc Expediter with an H-123, for a nice high flight. Doug Pratt and family made an appearance on Saturday. Doug showed off his newest invention, a 22-mm D motor. This was flown on his Tomahawk kit and performed quite well. Doug may be going into the motor business soon to give Frank and Gary a run for their money. When do we see the M motor Doug? Doug also had a spectacular disassembly on his scratch built Test 1 powered by an I-260. It appeared to be another one of those Max Q shreds. Brian and Valerie Pratt also flew their rockets in the A to D power range. Ted Proseus got 4 rockets into the air. He flew his Smoldering Remains on an E-18, his Extreme 29 on an F-24, Born Again Bertha on 2 C-6s for an interesting cluster flight and Rigel EXT on an H-128. All four rockets were recovered safely.

Joe Robinson joined the High Power club by certifying Level 1 on his 3" PML AmRaam. Congratulations Joe, welcome aboard. Mike Rudiger was back in action with some of his beautifully finished rockets. Mike had two successful flights with his scratch built V-2 on an F-24. I'm sorry to report that he didn't have as much luck with his 4-Fin on a J-800. That sudden stop

without a chute deployed gets you every time. I know the extended wait on the pad while some small children were rounded up couldn't have helped. (More on this latter in the report) Dennis Sauer had 3 flights and went two for three with those. Dennis got his Cirrus Dart and his Raptor back in good shape, but experienced a separation on the Bull Puppy powered by an H-242. Aaron Schaubert clustered 3 C-6s in his sidewinder for a good flight. Don Shope had 6 flights ranging from Es to Is. I believe that Don went 5 for 6. Success was flying with his I-300, H-124, E-30, G-35 and G-40 flights. Don's scratch built rocket on an F-39 did experience a tangled chute but should be back in action.

Bryan (I have money to burn) Slogick had 3 flights that were all quite memorable. His scratch built Wham Bam Thank You Mam, flew on a K-550 and 2 G-64s. Thunder and Lightning flew on an I-300 and I believe that the second stage never fired on an H-112. Both rockets were recovered in tact. Brian's crowning achievement for the day was his StarDust flight. I won't go into detail here, but I will offer to take the K-700 grains off your hands the next time you fly this combination. George Tiger threw his Bull Pup on a G-80, Vulcanite with an H-123 and Initiator on a G-104 into air. All returned and will fly again. Nice flying George. Norwood Truitt was launching rockets and functioning as Production Coordinator. Norwood attempted to record the sounds of the launch on a reel to reel tape recorder for future dubbing to his videotape. That's one of the things you have to love about rocketers, they can never leave well enough alone. Always trying to build a better mousetrap. Norwood went 2 for 3 on Saturday. He had two good flights on his M100-B on an H-160 and his Patriot on a G-40. Norwood's bigger project; a scratch built Aerobee on a J-275, of the day unfortunately suffered one of those pesky separations. Shawn Tyding had two good flights on patriot with an H-128 and his Bomark on a G80 for a nice fast flight.

Bob Utley actually got his rockets back, in one piece. What's this world coming to. Next we will have a President that is unfaithful to his wife. Bob cracked the sky with his Screaming Attitude, flying on a J-415. This rocket, correct me if I'm wrong, now holds the Maryland altitude record of

9500 feet. Bob claims, among other things, that this rocket broke mach at 1.2. Did anybody beside Bob hear a sonic boom? Bob then moved on to his biggest motor to date. Always a crowd favorite, a K-550. He flew this in his Sandhawk for a great flight and recovery. Better watch it Bob, K-550s can become addictive. Fred Wallace got 2 ½ rockets into the air on Saturday. He had two great flights with his Wahoo on a G-80 and his Dynacom Bull-Pup on a J-460. Fred timed it just right for chute deployment at apogee. Fred also joined the infamous rack from Hell with his Special Mission flown on 4, count them 4, G-40s. The only problem was that only one, I believe fired and the rocket made a nice lazy arc at about 20 feet of altitude before planting it self nose first into the ground. While on the subject of Wallace, Nelson Launched 7 rockets on Saturday. Nelson also had a relatively successful day, only trashing one rocket. That was his Silver Spike on an Ellis Mountain J-330. Who says Ellis Mountain motors don't have any ass? Nelson's rocket attempted to break mach when the whole rocket blew into a million pieces. It looked like Chaff in the air after the shred. Nelson likes to cover his rockets in shinny Mylar, which made for a nice reflective flurry. Nelson also had some memorable flights with his ½ scale Patriot on a Kosdon K-700, his Initiator on an H-120, an Areotech Mirage on an H-320. Nelson also flew some smaller clusters with his camera rockets. Two flights on his Silver Streak with 2 D-12s and his Camera on 2 D-12s. Nelson was burning some fuel on Saturday, nice job.

Dave Weber let 7 birds loose on. Dave was exploring the middle of the alphabet in the E to H range. Dave had successful returns with his Minnie Mag on an I-112, Norad on a G-80, SA-14 Archer on an H-180, Yellow Jacket on an F-62 and the Minnie Mag again on an H-123. Dave got one step closer to the century mark with his venerable Tuber, flight 97 and counting. I wish I could keep a rocket for one flight, let alone 100. Go get them Dave. Dave also flew and killed his Kervorkian inspired "I Killed Kenny" and did just that, again. Clarke Woodfin had a good day with 6 flights. Those were his Initiator and Mirage on G-33s, Check Sixx on a D-12, Loc IV on an H-97 and two more Initiator flights on G-33s. Apparently Clarke likes G-33s. Clark

needs to build a bigger rocket and launch 4 K-550s per launch, what do you guys think? Dave Young and JR were back at it on Saturday. They flew 3 rockets with some mixed results. They had a great flight on their TCB Thunder powered by a J-275. Luck wasn't with them on the PML US Army flying on a G-80. Does road dart elicit any images? Luck was with them on the flight of their Ultimate Endeavor called Over Budget. It suffered a separation at apogee, but due to pre planning and good fortune of having the drogue remain attached to the booster section, they got both sections back alive. Altimeter deployment of the main went off as advertised, after a few heart-stopping seconds of free fall.

Sunday was a different story. The weather turned its ugly head and provided us with a low cloud ceiling and threat, (which it made good on), of rain. As usual for a rocket launch the winds kicked up to 19.99995 MPH. Sean McAndrew started the day off with his 24mm Minimum Diameter on a D-12 to test the winds. As suspected they were there. Sean also flew 3 other rockets, his Shadow (twice) on 2 D-12s and his Keeps Coming Back on an E-25 into less than favorable conditions. Neil McGilvray, never one to let a few clouds and some wind get in the way, was next to launch with his scratch built and rebuilt and rebuilt Pieces of Eight. This rocket was flown on K-185 with a less than favorable thrust to weight ratio into less than favorable conditions. But with Bob Utley's help, what could go wrong. Well let me tell you. It only took 4 tries to light the motor and after an extremely slow take off the rocket climbed to 4400 feet. Only to fail to deploy the main at 880 feet as planned. Oh well, maybe the next version will be Pieces of Nine. Randy Burst flew his L-1 on an I-211, which resulted in a long walk to recover the rocket. Roger Dwyer flew hi Sparrow Hawk on an F-25 for a nice high flight. Fred and Josh got their HV Arcas into the air on a G-40. Bill Mantell did his usual good job launching his Arreaux on a G-64. Gary Meier flew two rockets. His Initiator on an F-40 and his Lil Nuke on an E-18. Ted Proseus tempted fate and the winds by putting up his Rigel EXT on an I-150. Norwood Truitt flew two rockets before the rain set in permanently He flew his Shadow on 3 D-12s and his Viking on a G-40. Dave Weber broke out some more of

his H inventory and flew his V-2 on an H-238 and his SA-14 Archer on an H-180. Dave needs a bigger motor mount in that one. 700 feet and high power shouldn't be used in the same sentence, but who am I to talk. Dave Young flew his Quasar on an H-242.

By the time these rockets were flown the rain had set in and it was time to break down the launch site for another day. Once again we flew safely and all in attendance had a good time. But as always there were a couple of items of concern. We have to remember that we are guests on Tommy Higgs property. Please treat it, as you're own or better than your own. Be responsible for your trash and crashed rockets, don't leave anything behind. You don't want to be the individual that causes the group to lose one of the best fields on the East Coast. Not to mention causing heartache to one of the most congenial land owners out there. Tommy doesn't have to let us fly there, but he does because we are respectful and considerate of him and his property. Secondly, please know where your children are at all times. This is a working farm and people can get hurt on farms, as we all know. Couple this with Bob Utley's rocket going out of control at 500 mph and we could have a disaster. So, keep an eye on the little ones.

Other than that, I know we all look forward to the next launch. With the help of everyone it will be safe and enjoyable.

Neil McGilvray

ESL # 26

April 10-11, 1999.

When it rains it pours, or so the saying goes. Live television launches, 2 day launches, questionable weather forecasts all the things that make rocketry what it is. Unpredictable. That's one of the beauties of this hobby, the one thing you can count on is absolutely nothing. Everything is subject to change, usually when you least expect it and hopefully in someone else's rocket.

The weekend started off early for some of us at 4:00 am on Friday, 4-9-99, for a live televised launch from Higgs Dairy Farm (Tommy's house). Dave Young, who had previously been interviewed by WJZ channel 13 in Baltimore left such a good impression they contacted him to schedule

a live launch for their morning show, "Coffee With" Marty Bass and Don Scott. After a scrubbed attempt due to "unseasonable high winds" we were on for 4-9-99.

The weather still looked questionable, but as a wise man or is it a wise guy once said, "weather is not a launch criteria". Final confirmation was made at 4:00 that we were on and the appropriate phone calls went out. The predicted rain looked like it would hold off for us to launch. The launching participants were Dave Young launching his Thunder rocket, 4.5" in diameter on a J-350, Dave Bullis launching his Thoy Falcon Instant Access on a H-242 and Neil McGilvray flying Amazing Grace on a K-550. We all got to the site and set up the launch rods and launching system with time to spare. The helicopter was to arrive at 6:30 and right on cue Dave young received a phone call on his cell phone from the pilot saying he was on his way. About a minute later they were hovering on site.

The first launch was to be at 6:50 and we decided to start big with Amazing Grace with the K-550. Once 6:50 arrived they did a quick interview with Dave Young and before we knew it we were counting down. The 20 pound 4" diameter rocket exploded off the pad to the cheers of the Higgs clan, who had stopped milking cows to watch the launch and us, rocketeers. The rocket flew past the elevation of the helicopter and kept on going. The helicopter was about half a mile away, but with a 700:1 zoom they were able to get a great shot. The rocket rose to an altitude of 4480 feet and deployed the drogue. At 880 feet the main came as advertised. The camera lost the rocket after it had flown by, but required it, under chute, after it had got back into camera range.

The next rockets to launch were Dave and Dave's. At 7:05 we were back on the air and Dave young launched his Thunder with the J-350 on a nice fiery column of smoke. Once that was under chute at about 2400 feet Dave Bullis let Instant Access "Rock and Roll" on an equally impressive but slightly lower flight. At apogee Instant Access was under chute. 100% success, 3 for 3, now to get them all back. As fate would have it the clock had run out on Dave Young's good luck. His rocket landed in the 100-foot tall grove of

trees behind the barns and at this writing is still MIA, even after two major searches. Keep your eyes peeled for that rocket; Dave really would like the casing back.

All in all it was well worth the early morning rise to launch rockets. It proves that they are not just for breakfast anymore. The perspective from the helicopter gave us a never before seen view of a launch. The huge puff of fire and smoke is actually a huge ring of fire and smoke. If you have a chance to see the video, check it out. It was still rather dark when the K-550 lit. The sun had officially been up for about 10 minutes and it was over cast with an 8000-foot ceiling. When the motor ignited it lit up the sky, really cool stuff. I guess that is why we do this, because it is cool. The commentators at the television station couldn't believe what they were seeing. It was all summed up in two words when Marty Bass looked right into the camera and said "That's cool". He really meant it.

Saturday 4-10-99

Day one of the scheduled two day launch. Clear blue skies and a moderate breeze that slowly diminished as the day went on. It looked like it would be another great day for launching rockets on the Eastern Shore. There were going to be over 120 flights made on Saturday and in alphabetical order here's the wrap up.

Steve Appleton flew his 3" Amraam on an I-284. Lots of uumpphh! To this motor, maybe a little too much. Steve's rocket came apart in mid flight, but the pieces were recovered and this rocket should be back in action soon. Mike Ash was back at it again, this time with some new creations. Mike flew a couple of small C and D motors and then moved up to the bigger stuff. Mike had two flights on his scratch built Standard Arm, once on an F-25 and then on a G-35. The G-35 flight went well till the chute appeared to be tangled. The rocket was falling slowly, which gave it enough time and some coaxing by the younger members of the crowd to "OPEN" about 50 feet above the ground. Nice save. Mike also attempted his Level One Certification with his big Gemini Titan. Unfortunately the same problem occurred as in previous attempt. The fins blew off, but the rocket did come down under chute.

Hey Mike, stick an H in the Standard Arm or use stronger fin material, we want to see what your level 3 project looks like. A ¼ scale Saturn V maybe.

Pat Barber came down from New Jersey to fly some motors. Pat set his 3-H-124 clustered The Good The Bad and The Ugly up on the pad. But this was not to be Pat's day as one motor CATOed and flew out of the rocket and the other two burned inside of the rocket setting it and the surrounding grass on fire. Other than that, everything went perfectly. Better luck next time. Ivan and Jeanie Barnsley launched 11 rockets over the course of the day. Ivan has come up with some unique designs for his rockets. He reminds me of a black powder Ed Miller. The Barnsley's had a successful day, only trashing one or two of their rockets, with the most notable flight being the G-64 powered whistler flight, nice and loud. John Boatwright flew 3 rockets. All were scratch built. His Duck on 3 C-6's, Silly Goose on a D-12 and his Areas on a G-54 were all good flights.

Bob Booker started with 4 and ended up with 3 rockets at the end of the day. Bob flew his Thoy Falcon on an H-123, PML Patriot on an H-180 and Onyx on an E-18 successfully. Bob had a little bit longer delay than wanted on his 3" Wahoo as he attempted to aerate Tommy's field at 150 MPH. That rocket needed to be shortened anyhow. The Brown Family was back in action after a six-month hiatus. Between Adam, Rick and Sarah they launched (or attempted to) 9 rockets. The Browns were launching motors in the C to the H range. All were pretty successful with the exception being the Ken Allen (or U.S. Rockets according to Ken) F-22 powered Brute. This rocket blew a forward closure on the pad, which made for a short recovery walk. Ed Brun went 2 for three with his SodBuster on an I-161 and his Dart on an F-25. Ed did run into a few technical difficulties with his Air Walker on an H-128. It seems that the rocket walks on air better when it is recovered as one system, under canopy. Ed did experience a separation, but hopefully the damage was minimal. Terry Chalfant waited for the opportune time to show off his Kosdon I-310. The color of money and it stayed around about as long as money does in this hobby. Bam! Off the pad and heading north. Nice flight and recovery. Dustin

Crabtree proved once is not enough with two flights on his 4" Amraam. He flew it on two different motors. Once on an I-284 and once on an I-435. Both flights were awesome, nice and high with successful recoveries.

Jerome Craig was back at it with two flights on his scratch built rockets CF Wonder and Magg-Roc. They were flown on an H-180 and an I-435 respectively. Both flights were recovered in tact. Jim DiMambo had a nice flight with an I-132 on his I-Roc. Justin Gleiter had a couple of eye and ear catching flights. One was his Thoy Falcon on an H-255 and the second and most impressive was his big scratch built Sand Hawk on a K-1000. Lots of noise, fire and smoke for a very impressive high flight. A tumble recovery from the edge of space was followed by a main deployment at about 1000 feet. The rocket drifted right down on high tension wires by the road. But thanks to the ingenuity of Dave Bullis and his handy road flare Justin has his rocket back with just fried main parachute webbing and no injuries to life or limb. Augie Gray, who spent a good part of the day functioning as LCO got two rockets into the air. His Minnie Magg on an H-123 and his Sudden Rush, with fully functioning altimeter dual stage recovery. Augie took both rockets home without a scratch. Dave Green sent 4 rockets skyward; one of which was for a successful Level One Certification. Congratulations Dave, now empty that wallet into Kenny's truck. Dave got his Level One rocket and his Onyx and his Mosquito good shape. But the fate of the Crayon flown on an H-128 is unknown at this writing. The rocket fell victim to the power lines and Dave Bullis was out of road flares. Dave did attempt bring the rocket down with a rag soaked with Naphtha. The last thing I saw was a ball of flame that looked like the Chicago fire. Dave either got the rocket back or blacked out the Eastern Shore. Stay tuned. L&C and S&L Harris launched 9 rockets between the D and the I range. They flew an Estes Super Fat Boy, an Estes Shadow and an Estes Sidewinder on D-12s. A scratch built V-2 was flown on an F-12 and a Loc Graduator was flown on a G-35. They also flew a Mirage on an H-128, a PML Ege-oh on an H-123 and a Patriot on an H-240. Finally rounding off the day with a scratch built USA Male on an I-161. Good

flying and lots of it. Greg Kendig had his fingers in 8 launches. Three of which were a Fat Boy drag race on C-6s. I don't know who won Bill, Franko or Jack. Not that it matters, a good time was had by all. Greg did get some other rockets into the blue skies. They were his Public Enemy Patriot on an H-240, an NCR Old Glory on a G-80, an Areotech Initiator on an F-62 and a PML Amraam on an I-280. All nice flights. Vince Leonardi launched 3 rockets on Saturday. He sent his Moon Dog up on a very impressive A-10, his Mustang on E-30 and his Pterodactyl Jr. on an H-123. The H-123 seems to be a popular motor or is it all that Ken has left.

Dave Lucas had another one of those "Color of Money" flights on his Standard Arm with a J-400. Those Kosdons sure can go through AP rather quickly. A great loud, high flight complete with heart stopper recovery. The rocket did land back on the pad screaming to be reloaded. I think the rocket and Dave like that motor. Bill Mantell flew the same rocket, Tomahawk, built by two different manufacturers on Saturday. One was his Areotech kit on a G-40 and his PML kit on an I-357. Fast and loud on the I-357. The rocket came down on the streamer of a picture perfect 250-foot main deployment. Joe May got into the act latter in the day. First with his Plover that he was using to flight test the altimeter for his next flight of the Dave Bullis designed and built Monster. The Monster is 6" in diameter made of indestructible fiberglass. How do we know that it is indestructible? Well Dave still has his. They fly and recover equally well with and without parachutes. Joe seems to favor the parachute recovery technique. The Monster was flown flawlessly on an L-1000 to about 3800 feet a new record for the rocket with this motor. The main deployed at about 800 feet for a Kodak moment recovery shot. Sean McAndrew blasted to the sky with his Thoy Falcon on a J-450. Three words, fast, high, loud! Way to go Sean.

Stuart McGilvray launched his \$30.00 pre built V-2 on an H-55 for a nice flight and recovery. Neil McGilvray flew his 3" scratch built White Trash on an I-211 for a successful flight and recovery. Later in the day it was time for Socially Un-Acceptable on a K-700. The rocket weighed in at 20 pounds and blasted out of sight to an altitude of 6447 feet according to the

altimeter. The only problem was that the nosecone pulled the main out around apogee which provided for a long walk to recover. An early chute certainly beats no chute. Kevin and Mike McHugh launched into the clear Eastern Shore skies 10 times. Eight of the flights were on A to D power. The two high power shots were a PML Yellow and Black Brant on a G-75 and Mike's Level 2 Certification flight on a PML Amraam. Mike got his Level 2 flying the always popular and currently out of stock J-350. Congratulations Mike, time to start thinking about that M project. Shane Morris flew 3 rockets and got two back. Those were his Spik on a G-64 for a good flight and his Holey Cow on a J-350. Shane also had a Fat Boy he didn't like anymore because he put a G-200 in it, See Ya!

Rick Oasen put up 5 rockets, 4 in the F range and one, his V.B. Silver Fox on an H-260. Rick flew F-62s in his Loc Lilac Time and Aerotech Cheetah and F-72s in his Loc Stovi and Aerotech Red Arrow. Mike Paniccia had dual successful flights on his "Irenes Rocket" sporting a J-570 for each flight. Maybe if I named some rockets after my wife I would still be married. Nahhhhh! Mark Polosky launched his Amraam 3 on an I-161 and his Loc Expediter on an H-123. Both flights were as advertised. Ted Proseus went with the I-150s and altimeters on his Loc Javelin. Ted launched 2 times and will launch again, as both flights were a success. Way to go Ted.

Kevin Quire flew his Tomahawk on an H-123 and his Loc Forte' on a G-80. He got both back alive and kicking. Jimmy Seultharp attempted to break the sound barrier with a minimum diameter something or other on a G-125. Who knows it went fast and was gone. I think all sound barrier attempts should be made on minimum 6" diameter rockets on O motors. If you want to break the sound barrier do it in a big way. Bob and Bob Jr. Utley launched 3 rockets combined. Bob Sr. launched his Crayon rocket on an I-435, ouch! I believe there was some damage done to the rocket or maybe it was just wishful thinking after Bob Jr. almost squired yours truly with his ballistic Hyper X on a B-6. Bob Jr. also flew his Science Experiment #1 on a D-12 with less than favorable results. See what happens when I help your son prep his rockets Bob? Just kidding, but it is a funny

thought? " Don't worry about that parachute boy, these things always work".

Nelson Wallace was taking pictures with his Scratch built Mungrel on an H-240. Nelson also had a successful flight on his Areotech Cheetah with an F-20. Fred Wallace flew something with some kind of motor in it that had some problems as it was coming down. See what happens when you don't fill out a flight card. Any how, it was a nice rocket, Fred always does a great job, but now it's not as nice. Andy Webber joined the big spenders by certifying Level One with his PML Ariel on an H-123. Welcome to the club Andy. Hey Andy, for your information, you can certify Level 2 up to an L motor. Andy also flew his Areotech Strong Arm on a G-70. Speaking of Weber, Dave Weber AKA Mr. Sign up guy / Treasurer took to the skies 4 times on Saturday. Dave flew his finless Proboscis on an F-20. This rocket is basically a nosecone with dowels that have an egg shaped ball at the end of each for stabilization. It seems to work Dave keeps returning with it. As for returning, Dave is two flights away on his Webber Engineering Tuber. This rocket flew successfully for the 98th time on Saturday on a G-75. Quite an accomplishment and rumor has it that Dave is buying the beer for flight 100. Cal Ripkin, look out! Dave also flew his Lance Beta on an F-50 and his Sticker Shock on an I-284. All returned home safely. Wayde Winozak flew his Silver Lining on an F-50 and his Jessa Lyn on aG-40. Both are safe and resting well.

Dave Young not to be deterred with the apparent loss of his Thunder the day before at the early morning television launch put up his big ¼ scale PML Patriot. The motor selected for this flight by Dave and his joint venture partner JR was the always-popular K-550. A beautiful loud and smoky flight was followed by a drogue at apogee and main at about 800 feet. Nice job Dave and JR. Those big rockets make everyone's day, even if you are not flying them they are sure fun to watch. Last but not least, Tap Committee member Larry Zupnyk was down from New Jersey to rub elbows with the Maryland Tripoli members and fly a rocket. Larry flew a scratch built rocket he called Bits and Pieces. Boy can I relate to that. The rocket was flown on a J-415, the younger brother of the K-550.

Sunday 4-11-99

The entire day was rained out. No flights took place on Sunday. But..... If you do bother to head down in questionable weather, at least check in to see if you can help break down the launch site. Dave Bullis and company, (you know who you are Dave and Terry), shouldn't have to do all the work.

Once again a great time was had by all in attendance. Safety, always a prime concern, was unblemished with no loss of life or limb. Possibly some sore muscles and bruised egos, but we can live with that. The rocket season seems to come and go so fast, faster than our rockets fly. Tommy will be planting soon. Hopefully we can get one last launch in before summer, cross your fingers. Also keep your eyes out for potential fields that can supplement the ones we currently have available to us. There is nothing nicer than launching in warm tee shirt weather. Dave Bullis with the help of Terry Chalfant and Dave Lucas have been instrumental in securing our fields for the past couple of years, lets see what we can do to lighten their load. If you know of a potential summer field let Dave Bullis know, he will tell you how to go about convincing the land owner what a great idea it would be to let 100 strangers onto his land to launch rockets that exceed speeds of 500 MPH. It's all in the presentation, who wouldn't want us on their land!

Remember many hands make the going light. The more we all chip in just a little bit with set up, LCO RSO Pad Manager, break down, etc. the easier Dave's job is. Everyone has a say in the club and your help and comments are appreciated.

Neil McGilvray

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Next Issues:

- Launch Summary, May & June
- Events for July & August

New Members:

Welcome to Maryland Tripoli.

Randy Brust
6205 Domarry St.
Coopersburg, PA 18036

Fred Schumacher
4711 Cardinal Ave.
Beltsville, MD 20705

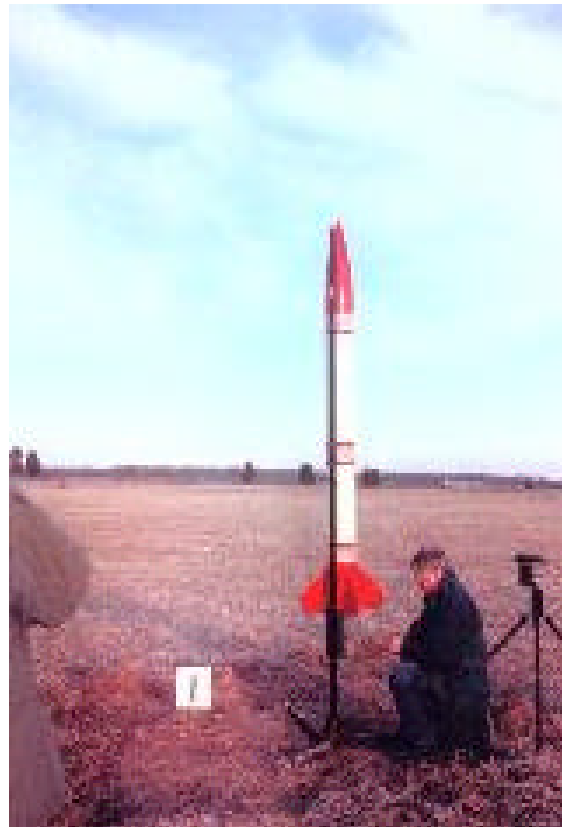
Tim Nist
34 Mansfield Rd. E.
Columbia, NJ 08022



©B. Booker 99
Ted Proseus Rocket on a EM H

Kevin McGee
2819 Glasgow Way
Chesapeake Beach, MD 20732

Ted Proseus
RD 6, Box 98A
Millsboro, DE 19966



©B. Booker 99
Fred Wallace hooling up a long burn motor.

KEEP THE POINTY END
UP AND THE FIERY
END DOWN
D. BULLIS

<http://www.mdtripoli.org/>
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Flight Log March 20-21, 1999 ESL #25

Flyer		Manufacturer	Model	Motors	Result
Ash	Mike	Scratch	Gemini Titian	I161	<cert1> no go
Ash	Mike	Scratch	Old Reliable	A8	Good flight #10
Ash	Mike	Scratch	ASAT	D12	Good Flight
Ash	Mike	Scratch	Osmitatan	C5	
Bellerose	Brian	Aerotech	Initiator	F62-6	Good Flight
Bellerose	Brian	Aerotech	Initiator	G80	Good flight
Bellerose	Brian	Aerotech	Initiator	G80	Good flight
Bellerose	Brian	Aerotech	Initiator	G40	Good flight
Bellerose	Brian	Estes	Ranger	C6 (3)	
Bellerose	Brian	Estes	Black Brandt II	E6	
Bellerose	Brian	PML	Patriot	I211	
Boatwright	John	Scratch	Ugly Duck	B6 (2)	no chute
Boatwright	John	Scratch	Dog Gone It	G40	
Boatwright	John	Scratch	Silly Goose	D12	
Booker	Bob	PML	AmRaam	H128	
Booker	Bob	LOC	I Roc	I161	
Booker	Bob	LOC	Forte	G64	Good flight
Booker	Bob	LOC	Warlock	J350	<Cert2> GOT IT!!
Brun	Ed	Scratch	Sod Buster	I161	Good flight
Brun	Ed	Scratch	Gone Plum Loco	J350	Separation
Bullis	David	Scratch	Dressed for Battle	L1860	Kaboom
Dave	& JR	PML	Over Budget	K550	shock cord failure
DeStefano	Guy	LOC	My Pretty Little Adriana	I435	
DeStefano	Guy	Rocket R&D	Peacock	G64	Good flight
DeStefano	Guy	PML	Patriot 1/4	I351	separation
Gilliand	Kathy	Binder	2 the Stars	I100	Land Shark
Gilliand	Kathy	MSH	V-2	D12	Good flight
Gilliand	Kathy	Aerotech	Initiator	F25	Good Flight
Harris	L	Aerotech	Arreaux	G40	Nice Flight
Harris	Larry	Scratch	Pringles Light	D12	
Harris		Aerotech	Mirage	H128	
Henning	David	True Modeler	NASA Scout	C5	no chute
Henning	Mark	Scratch	4X Mars Snooper	I284	<cert 1> did not get
Henning	Mark	True Modeler	Nike Smoke	B6 (2)	Good Flight
Kendig	Greg	PML	AmRamm	H350	
Kendig	Greg	NCR	Old Glory	G80	
Kendig	Greg	PML	Bood fella	H120	
Lucas	David	Aerotech	Instagator	H123	Good flight
Lucas	David	PML	AmmRamm 3	I435	Kaboom
Mantell	Bill	Aerotech	Tomahawk	G64	
Mantell	Bill	PML	Areial	I300	Perfect Flight
May	Joe	Scratch	?????	M2100	Perfect
McAndrew	Sean	Scratch	Sparky	E25	Out of Sight
McAndrew	Sean	Neubauer	Mercury Redstone	1/2A3	Good flight
McAndrew	Sean	Estes	Mini Mars Lander	A3	Good flight
McGee	Kevin	NCR	Phantom 4000	F62-6	
McGee	Kevin	PML	Ariel	H128	<cert1>Got it.
McGee	Kevin	NCR	Phantom 4000	F62-6	Very Nice
McGee	Kevin	NCR	Eliminator	F62-6	Good Flight
McGilvray	Neil	Scratch	Socially Un-Accep	K550	no chute
McGilvray	Neil	Scratch	Amazing Grace	K800	
McGilvray	Neil	Scratch	Amazing Grace	K800	Perfect
McNenar	Glenn	PML	Tomahawk	H128	
McNenar	Glenn	PML	Thunder & Lighting	H123	

Flight Log March 20-21, 1999 ESL #25

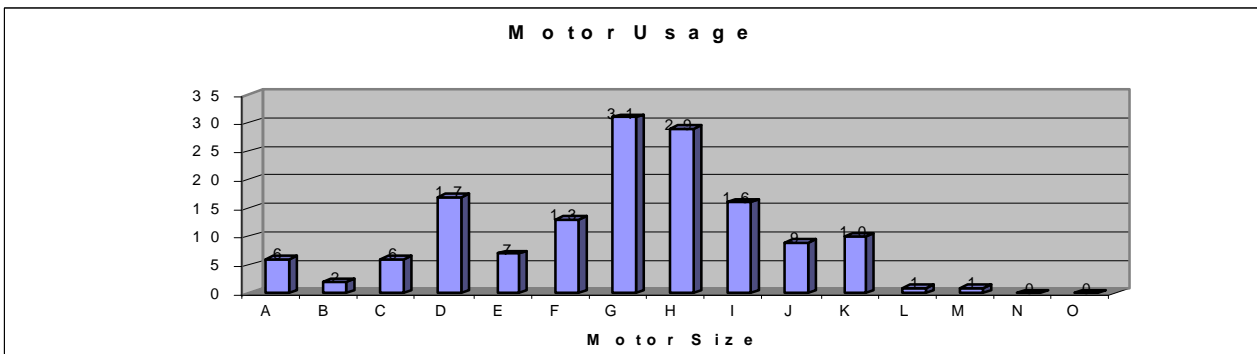
Flyer		Manufacturer	Model	Motors	Result
McNenar	Glenn	Estes		D12	
McNenar	Glenn	Scratch	Tomahawk	D12	
Mitchell	Kevin	LOC	Mini Magg	H120, G45	Land Shark
Mitchell	Kevin	Scratch	Psycoscreamer	K185	Good flight
Nist	Tim	Rocket R&D	Arcas	K550	Nice flight
Nist	Tim	PML	Ecclipse	J415	
Pinder	Ryan	Estes	Tidal Wave	C6 (3)	
Polosky	Mark	Aerotech	Blu Thunder	F22	
Polosky	Mark	LOC	Expiditer	H123	
Pratt	Brian	Estes	X-Wing	A10-3T	
Pratt	Doug	Scratch	Test 1	I260	Self Destruct
Pratt	Doug	Estes	Maniac	D18	Good flight
Pratt	Doug	Pratt	Tomahawk	D20	Nice motor
Pratt	Valerie	Estes	Moondog	1/2A6	
Proseus	Ted	Scratch	Smoldering Remain	E18	Good flight
Proseus	Ted	V.B.	Extreme 29	F24	
Proseus	Ted	Estes	Born Again Bertha	C6 (2)	Good flight
Proseus	Ted	Scratch	Rigel Ext	H128	
Robinson	Joe	PML	AmRaam 3	H242	<cert 1>
Rudiger	Mike	LOC	4 fin	J500	
Rudiger	Mike	Scratch	V-2	F24	
Rudiger	Mike	Scratch	V2	F12	
Sauer	Dennis	PML	Bullpuppy	H242	separation
Sauer	Dennis	PML	Circus Dart	H180	
Sauer	Dennis	Hawk Mountain	Raptor	G75	
Schauber	Aron	Estes	Sidewinder	C6 (3)	
Shope	Don	Scratch	Ran Jon Rocket	I300	
Shope	Don	LOC	Vulcanite	H124	
Shope	Don	Scratch	No Name	E30	Good flight
Shope	Don	Scratch		F39	Tango Chute
Shope	Don	LOC	Lul Nuke	G35	Good Flight
Shope	Don	LOC	Legacy	G40	Nice Flight
Slogick	Bryan	Scratch	"Wham,Bam,TYM"	K550,G64	
Slogick	Bryan	PML	Thunder & Lighting	I300, H123	Good Flight
Tiger	George	Scratch	Bull Pup	G80	
Tiger	George	LOC	Vulcanite	H123	Perfect
Tiger	George	Aerotech	Initiator	G104	Good Flight
Truitt	Norwood	Scratch	Aerobee	J275	separation
Truitt	Norwood	Scratch	M100-B	H160	Good flight
Truitt	Norwood	Estes	Patriot	G40	Nice Flight
Tyding	Shawn	NCR	Patriot	H128	
Tyding	Shawn	NCR	Bomark	G80	
Unknown		Aerotech	Arreaux	G33	
Utley	Bob	Scratch	Screaming Attitude	J415	9.5K feet and back
Utley	Bob	Scratch	Sandhawk	K550	Nice Flight
Wallace	Fred	Scratch	Wa-Hoo	G80	Good Flight
Wallace	Fred	Scratch	Special Mission	G80 (4)	Oops
Wallace	Fred	Dynacom	Bull-Pup	J460	Good flight
Wallace	Nelson	Aerotech	Eniator	H120	Good Flight
Wallace	Nelson	PML	Patriot ½	K700	Good flight
Wallace	Nelson	Aerotech	Mirage	H320	
Wallace	Nelson	Scratch	Silver Spike	J330	
Wallace	Nelson	Estes	Silver Streak	D12 (2)	Bounce Recovery
Wallace	Nelson	Estes	Camera	D12 (2)	OK

Flight Log March 20, 1999 ESL #25

Flyer	Manufacturer	Model	Motors	Result
Wallace	Nelson Estes	Silver Streak	D12 (2)	Good Flight
Weber	David LOC	Minnie Magg	I112	Good Flight
Weber	David LOC	Norad	G80	Good flight
Weber	David NCR	SA-14 Archer	H180	Good flight
Weber	David Weber Eng.	Tuber	H97	Flight # 97
Weber	David Weber Eng.	Yellow Jacket	F62-6	
Weber	David LOC	Minnie Magg	H123	Good Flight
Weber	David Weber Eng.	I Killed Kenny	E30	Killed him for sure
Woodfin	Clarke Aerotech	Initiator	G33	Good Flight
Woodfin	Clarke Aerotech	Mirage	G33	Good flight
Woodfin	Clarke Impulse Aero	Check Sixx	D12	Good flight
Woodfin	Clarke LOC	Loc IV	H97	
Woodfin	Clarke Aerotech	Initiator	G33	
Woodfin	Clarke Aerotech	Initiator	G33	Good flight
Young	Dave PML	Endeavor	H242	separation
Young	Dave TCB	Thunder	J275	
Young	Dave PML	US Army	G80	Road Dart

Flight Log March 21, 1999 ESL #25

Flyer	Manufacturer	Model	Motors	Result
Brust	Randy Scratch	L1	I211	
Dwyer	Roger	Sparrow Hawk	F25	
Fred	& Josh Aerotech	HV Arcas	G40	
Mantell	Bill Aerotech	Arreaux	G64	
McAndrew	Sean Scratch	Keeps Coming Back	E25	
McAndrew	Sean Scratch	24mm Min Diam	D12	
McAndrew	Sean Estes	Shadow	D12 (2)	
McAndrew	Sean Estes	Shadow	D12 (2)	
McGilvray	Neil Scratch	Pieces of 8	K185	
MD	#68 Aerotech	Blue Cuda	F20	
MD	#68 Aerotech	Strong Arm	G35	
Meier	Gary Aerotech	Initiator	F40	
Meier	Gary LOC	Lil Nuke	E18	
Proseus	Ted Scratch	Rigel Ext	I150	
Truitt	Norwood Estes	Shadow	D12 (3)	
Truitt	Norwood Scratch	Viking	G40	
Wallace	Meagan Estes	Maniac	D12	
Weber	David MSH	V-2	H238	
Weber	David NCR	SA-14 Archer	H180	
Young	Dave PML	Quazar	H242	



A	6	15
B	2	10
C	6	60
D	17	340
E	7	280
F	13	1040
G	31	4960
H	29	9280
I	16	10240
J	9	11520
K	10	25600
L	1	5120
M	1	10240
N	0	0
O	0	0

148 TOTAL MOTORS 78705 NEWTON/SECONDS

Atlantic	0		
Aerotech	23		
Binder	1		
Dynacom	1		
Estes	19		
Hawk Mountain	1		
High Flight Tech	0		
Hobby Lab	0		
Impulse Aero	1		
JD Cluster	0		
LOC	16		
Launch Pad	0	126	Flights on 3/20
MSH	2	19	Flights on 3/21
NCR	8	145	Total flights
Neubauer	1		
PML	20		
Pratt Hobbies	1		
Public Enemy	0		
Quest	0		
Rocketman	0		
Rocket R&D	2		
Rogue Aero	0		
TCB	1		
Thoy	0		
True Modeler	2		
Scratch	42		
V.B.	1		
Unknown	0		
Weber Eng.	3		

145 TOTAL ROCKETS

Flight Log April 10-11, 1999 ESL #26

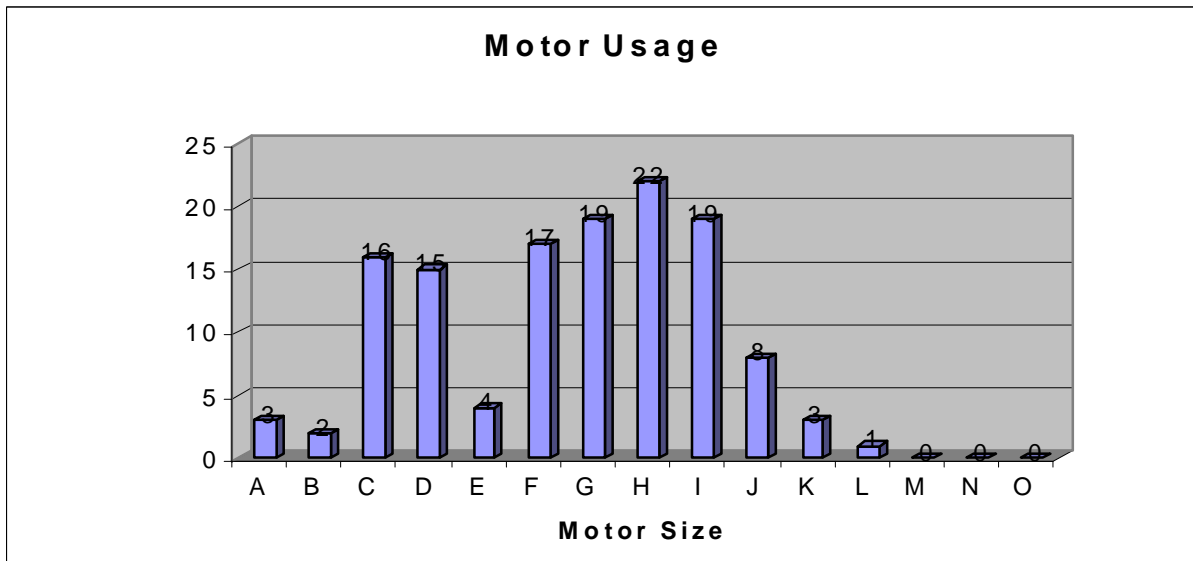
Flyer		Manufacturer	Model	Motors	Result
Appleton	Steve	PML	Amraam	I284	
Ash	Mike	Scratch	n/a	C5	Good
Ash	Mike	Scratch	Rocket	C6	Good
Ash	Mike	Scratch	Gemini Titan	H124	<Cert1> No Good
Ash	Mike	Scratch	Asat	D12	
Ash	Mike	Scratch	Standard Arm	F25	Good
Ash	Mike	Scratch	Standard Arm	G35	Good
Barber	Pat	Scratch	The Good, The	BH124 (3)	
Barnsley	Ivan	Scratch	Leftovers N Ide	C6(2) D12(2)	
Barnsley	Ivan	Estes	Ranger	D12 C6	
Barnsley	Ivan	Scratch	Whistler	G33	
Barnsley	Ivan	Scratch	Gemini Titan	C6	Good
Barnsley	Ivan	Scratch	Flapper	F24	CATO
Barnsley	Ivan	Estes	Ranger	E11	
Barnsley	Jeanie	Scratch	Upscale Midget	B6 C6	Good
Barnsley	Jeanie	Scratch	Super Stilt Fin	D12	
Barnsley	Jeanie	Estes	Demon	D12 (2) C6	
Barnsley	Jeanie	Scratch	Super Stilt Fin	E11	
Boatwrig	John	Scratch	Silly Goose	D12	
Boatwrig	John	Scratch	Areas	G54	
Boatwrig	John	Scratch	Duck	C6	Good
Booker	Bob	Thoy	Falcon	H123	
Booker	Bob	PML	Patriot	H180	Good
Booker	Bob	Scratch	3" Wahoo	F40	Lawn Dart
Booker	Bob	LOC	Onyx	E18	Good
Brown	Adam	Estes	Mustang	D12	
Brown	Adam	Estes	Fat Boy	C6-7	
Brown	Rick	US Rockets	Sky Dancer	G35	
Brown	Rick	Scratch	Rough Rider	H242	
Brown	Rick	US Rockets	Brute	F22	CATO
Brown	Rick	Estes	Py-R-Gone	G35	
Brown	Sarah	Estes	Fat Boy	C6-7	
Brown	Sarah	Estes	Mustang	D12	
Brown	Sarah	Aerotech	Mustang	G35	
Brun	Ed	Scratch	Sod Buster	I161	
Brun	Ed	Scratch	Air Walker	H128	Separation
Brun	Ed	Scratch	Dart	F25	Good
Bullis	David	Thoy	I nstant Access	H123	
Chalfant	Terry	Rocket R&D	Sargent	I310	
Crabtree	Dustin	PML	Amraam	I435	
Crabtree	Dustin	PML	Amraam	I284	Good
Craig	Jerome	Scratch	CF Wonder	H180	
Craig	Jerome	LOC	Magg-Roc	I435	
DiMambro	Jim	LOC	I-Roc	I132	Good
Gleiter	Justin	Scratch	Sandhawk	K1000	
Gleiter	Justin	Thoy	Falcon	H255	Good
Gray	Augie	LOC	Mini Mag	H123	Good
Gray	Augie	PML	Sudden Rush	I161	Good
Green	David	LOC	Onyx	F37	Good
Green	David	Scratch	none	I161	<Cert1> Good
Green	David	Scratch	Mosquito	F62	
Green	David	Scratch	Crayon	H128	
Harris	L&C	PML	Ege-oh	H123	good
Harris	S&L	Scratch	USA Male	I161	

Flight Log April 10-11, 1999 ESL #26

Flyer		Manufacturer	Model	Motors	Result
Harris	S&L	Estes	Super Fat Boy	D12	
Harris	S&L	Estes	Shadow	D12 (2)	
Harris	S&L	Scratch	V-2	F12	
Harris	S&L	Estes	Sidewinder	D12	Good
Harris	S&L	LOC	Graduwetor	G35	Good
Harris	S&L	Aerotech	Mirage	H180	
Harris	S&L	NCR	Bomark	H128	
Kendig	Greg	Public Enemy	Patriot	H240	
Kendig	Greg	NCR	Old Glory	G80	Good
Kendig	Greg	Aerotech	Initiator	F62	Good
Kendig	Greg	PML	Amraam	I280	
Kendig	Greg	NCR	Old Glory	G80	
Kendig	Greg	Estes	Bill	C6	Good
Kendig	Greg	Estes	Franko	C6	
Kendig	Greg	Estes	Jack	C6	Good
Leonardi	Vince	PML	Pterodactyl Jr.	H123	
Leonardi	Vince	Aerotech	Mustang	E30	Good
Leonardi	Vince	Estes	Moon Dog	A10	Good
Lucas	David	Cluster R	Standard Arm	J400	
Mantell	Bill	PML	Tomahawk	I357	good
Mantell	Bill	Aerotech	Tomahawk	G40	Good
May	Joe	Scratch	Monster	L1000	Good
May	Joe	Scratch	Plover	J160	
McAndrew	Sean	Thoy	Falcon	J450	
McGilvray	Neil	Scratch	White Trash	I211	good
McGilvray	Neil	Scratch	Socially Un-Acc	K700	Hey it worked
McGilvray	Stuart	Scratch	V-2	H55	good
McHugh	Kevin	Estes	Alpha	C6	
McHugh	Kevin	Estes	Alpha	C5	
McHugh	Michael	Estes	Fire Streak	D10	
McHugh	Michael	Estes	LSX	D12	Separation
McHugh	Michael	Estes	Bumble Bee	A2	Good
McHugh	Michael	Estes	Sidewinder	D12	Good
McHugh	Michael	Estes	Bumble Bee	A2	
McHugh	Michael	Estes	Scratch	C5	
McHugh	Mike	PML	Yellow/Black Br	G75	Good
McHugh	Mike	PML	Amram	J350	<Cert2> Good
Morris	Shane	Scratch	Spik	G64	Good
Morris	Shane	Scratch	Fat Boy	G200	Gone
Morris	Shane	Scratch	Holey Cow	J350	
Oasen	Rick	LOC	Lilac Time	F62	
Oasen	Rick	LOC	Stovi	F72	Good
Oasen	Rick	Aerotech	Red Arrow	F62	Good
Oasen	Rick	Aerotech	Cheetah	F25	
Oasen	Rick	V.B.	Silver Fox	H260	
Paniccia	Mike	LOC	Irenes Rocket	J570	
Paniccia	Mike	LOC	Irenes Rocket	J570	
Polosky	Mark	PML	Amram-3	I161	
Polosky	Mark	LOC	Expiditer	H123	Good
Proseus	Ted	V.B.	Javelin	I150	Good
Proseus	Ted	V.B.	Javelin	I150	
Quire	Kevin	PML	D-Region Tomaha	H123	
Quire	Kevin	LOC	Forte	G80	
Seulthar	Jimmy	?	Sound Barrier	G125	Good

Flight Log April 10-11, 1999 ESL #26

Flyer	Manufacturer	Model	Motors	Result
Utley	Bob Scratch	Crayon	I435	
Utley	Robert Scratch	Sci Exp #1	D12	
Utley	Robert Estes	Hyper-X	B6	
Wallace	Nelson Scratch	Mungrel	H240	
Wallace	Nelson Aerotech	Chetah	F20	
Weber	Andy PML	Ariel	H123	<Cert1> Good
Weber	Andy Aerotech	Strong Arm	G70	
Weber	David Weber Eng.	Proboscis	F20	
Weber	David Weber Eng.	Tuber	G75	Flight #98
Weber	David NCR	Lance Beta	F50	Good
Weber	David Weber Eng.	Sticker Shock	I284	Good
Winazak	Wayde Scratch	Silver Linging	F50	Good
Winozak	Wayde LOC	Jessa Lyn	G40	Good
Woodfin	Clarke Binder	Sentinel	I211	
Young	Dave PML	Patriot	K550	Good
Zupplen	Larry Scratch	Bits + Pices	J415	



A	3	7.5
B	2	10
C	16	160
D	15	300
E	4	160
F	17	1360
G	19	3040
H	22	7040
I	19	12160
J	8	10240
K	3	7680
L	1	5120
M	0	0
N	0	0
O	0	0

129 TOTAL MOTORS 47277.5 NEWTON/SECONDS

Atlantic	0	
Aerotech	9	
Binder	1	
Cluster R	1	
Dynacom	0	
Estes	24	
Hawk Mountain	0	
High Flight Tech	0	
Hobby Lab	0	
Impulse Aero	0	
JD Cluster	0	
LOC	13	126 Flights on 4/10
Launch Pad	0	0 Flights on 4/11
MSH	0	126 Total flights
NCR	4	
Neubauer	0	
PML	15	
Pratt Hobbies	0	
Public Enemy	1	
Quest	0	
Rocketman	0	
Rocket R&D	1	
Rogue Aero	0	
TCB	0	
Thoy	4	
True Modeler	0	
Scratch	43	
V.B.	3	
Unknown	1	
US Rockets	2	
Weber Eng.	3	

125 TOTAL ROCKETS

Battle Park "99"

Started out at 8am helping finish setting up the pads/controllers...it gave me a renewed pride in the MD system!!!!

9-11am I volunteered as LCO and rec'd. reduced launch fees (\$5) and a Gold Card which allowed me to move to the head of the lines when it got crowded (this happened only once all weekend)---sucker--not really, it gave me a chance to see most of the rockets up close and personal...then it was finally my turn to launch!!!!

I started off with my "I Killed Kenny" which went up great on an E30 but his butt end landed about 30 ft up in a tree, but not to worry, Mike Showalter brought his trusty 60ft extension rocket retrieving fiberglass contraption and 10 minutes later "Kenny" was back in safe hands (after having his head blown off again). Next I tried to get my V-2 up on an H128 but after 2 failed attempts with thermalite (honest, this never happened before!!!!) Bob Utley was kind enough to provide one of his homegrown gasoline/acetone/nuclear ignighters that ate through all the carbon fouling and lit that H128 in a heartbeat!!!! Good flight and recovery. Next came flight #99 for the "Tuber" on a G75, lots of smoke and it's ready for flight #100 at a MARYLAND LAUNCH. That's about when my recovery problems started.

I drag raced a couple kids with our "Mustangs", theirs on an F50 and mine on a G35, it was one of the best drag races I've seen, both boosted straight up. Then they caught the wind and drifted over the road and into the dreaded rocket eating Alfalfa field. Neither "mustang" was located, even after offering a reward. Then came my "Lance Beta" on an F50...good boost but lost in the Alfalfa. I spent about 1-1/2 hours looking for them to no avail, however I did find 3 other people's rockets for safe returns.

Sunday morning started out with 9-11 shift as RSO and due to the wind not many rockets were launched. It was a slow boring shift. Then time for me to launch again. "Kenny" flew again, a-ok. Then I flew my NCR SA-14 Archer that was modified for an altimeter and 2 strap-on boosters. An H180 in between 2-G40's (all 3 lit simultaneously) boosted it to 1891 ft. and the

2 stage deployment worked perfectly!!! My last flight of the weekend was "Sticker Shock" (festooned with a plethora of new reading material) on an I161 which carried it to an altitude of 1369ft. However I did not have the nosecone on tight enough and the main deployed at apogee for a long walk into the (oh no not again!!!) Alfalfa. I got lucky that several kids were in the Alfalfa field doing rocket spotting and retrieval so when they met about a half mile into the field with my rocket all put together in good shape I gave them each a buck for their efforts. All in all it was a fun weekend. The weather was windy but as usual, our fellow rocket nuts made it a good time. See you all at the next launch!!!

Dave Weber

Sunday, 5/2

I launched had another reliable launch of his Aerotech Initiator called "Rebel" on a Aerotech G40-7. I also launched my Hawk Mountain Raptor called "Silver Streak" on a Aerotech G40-7. "Silver Streak" streaked into the sun. Upon chute deployment at apogee, it continued to drift out of sight. We are sad to say, "Silver Streak" is still missing in action.

Dennis Sauer

I flew 527 rockets to an average of 89,000 feet. The smallest motor I used was an O 10,000.

On Saturday 5-1-99, the sun was out and the wind was up. I flew the 29 mm Golden Eye on an F-25 to about 3200 feet and recovered it with a streamer. I flew a Loc Forte' on a G-80. Unfortunately, the H-240 that had worked its way up into the motor tube from a previous launch, (I thought the H motor had ejected itself), prevented deployment of the chute. The results were as expected. I found yet another way to crash rockets. Spent most of the day helping others with their rockets. It's quite an economical way to fly and your rockets stay intact.

On Sunday 5-2-99, the same conditions prevailed. Sunny and windy. I spent the morning assisting some of the other Maryland Tripoli members with their projects. George with his successful level 2 attempt and Dave young with his Cherokee

D on a J-180. Many hours were spent searching the fields of Culpepper for this rocket only to find it late in the day 50 feet up in a 4" diameter tree. The rocket was still in good condition by all reports. This all changed late in the day when I was presented with a smashed parachute section of Daves rocket with part of the name still visible. Stay tuned for the final outcome of this flight.

I waited for the winds to slow down to about 90 MPH before I flew my 3" White Trash on an I-161 with a short delay. Talk about slamming on the breaks! Latter in the day I flew an other scratch built 4" I called Comfortably Numb. I was flown on a J-350 to 2400 feet. It was to be 2 stage recovery. But the main deployed at about 1600 feet. I think I might be a little too aggressive with those pesky ejection charges.

Neil McGilvray

Ok, I only flew three rockets. Saturday; I flew the Dynacom Bullpup on an AT J-460-S. Not a good flight. The motor delay burned through at about 100' to 300' and caused premature ejection at full thrust causing fin seperation and some structural damage. Will fix and fly again.

Sunday; I flew the Little WA-HOO and the Hot-streak II. As usual Little WA-HOO flew great on an AT G-80-7. I took two tries with the Hot-streak. The first time I found a dead battery in the ALTAC on the launch pad. The second attempt went off without a hitch. The Kosdon K-700 sent it roaring of the pad and the Black Sky, ALTAC deployed the drougeless recovery system on time. Main chute deployment was at about 500'. Some minor zippering, probably due to the wind. However, the recovery was about 100' inside the field. Final data dump indicated 3300' and some change. I got two signatures on my level three project. All I need to do is fly it as soon as Jim Stanlic gets the rail done.

Fred Wallace

Two launches of my new scratch built rocket the "Green Machine".

- G104T: Nice straight flight, maybe 1000 ft. recovered near the pads

- H128W: Straight flight, approx 1800 t 2000 ft. Floated past the wheat field and hung in a cedar tree (good thing I had installed a locator beacon).

*** Certified level 1 ***

John Boatwright



©K. Smith 99

David Weber's NCR SA-14 Archer with 3 motors.

I joined the MD Tripoli club at the last meeting. I certified Level 1 at Culpepper on Sun afternoon flying a fluorescent orange PML 2.1" AMRAAM on a single use H55-10, after earlier flights on F and G aerotech reloads. The ejection charge on the H motor was quite premature but the strength of the materials and the 20 min epoxy I used held it together with no damage. Had a blast, will start on bigger rockets now.

Bill Schworer

I had a great time, helping some people get their rockets done for launch. Neil's right it might be better to pay me to stay away, as in Kathy's rocket "Sun Seeker" the ejection charge when off under Boost or cato'd. Should be ready for the next launch.

Bob Utley

May 1999

Rocket Calendar

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June 1999

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