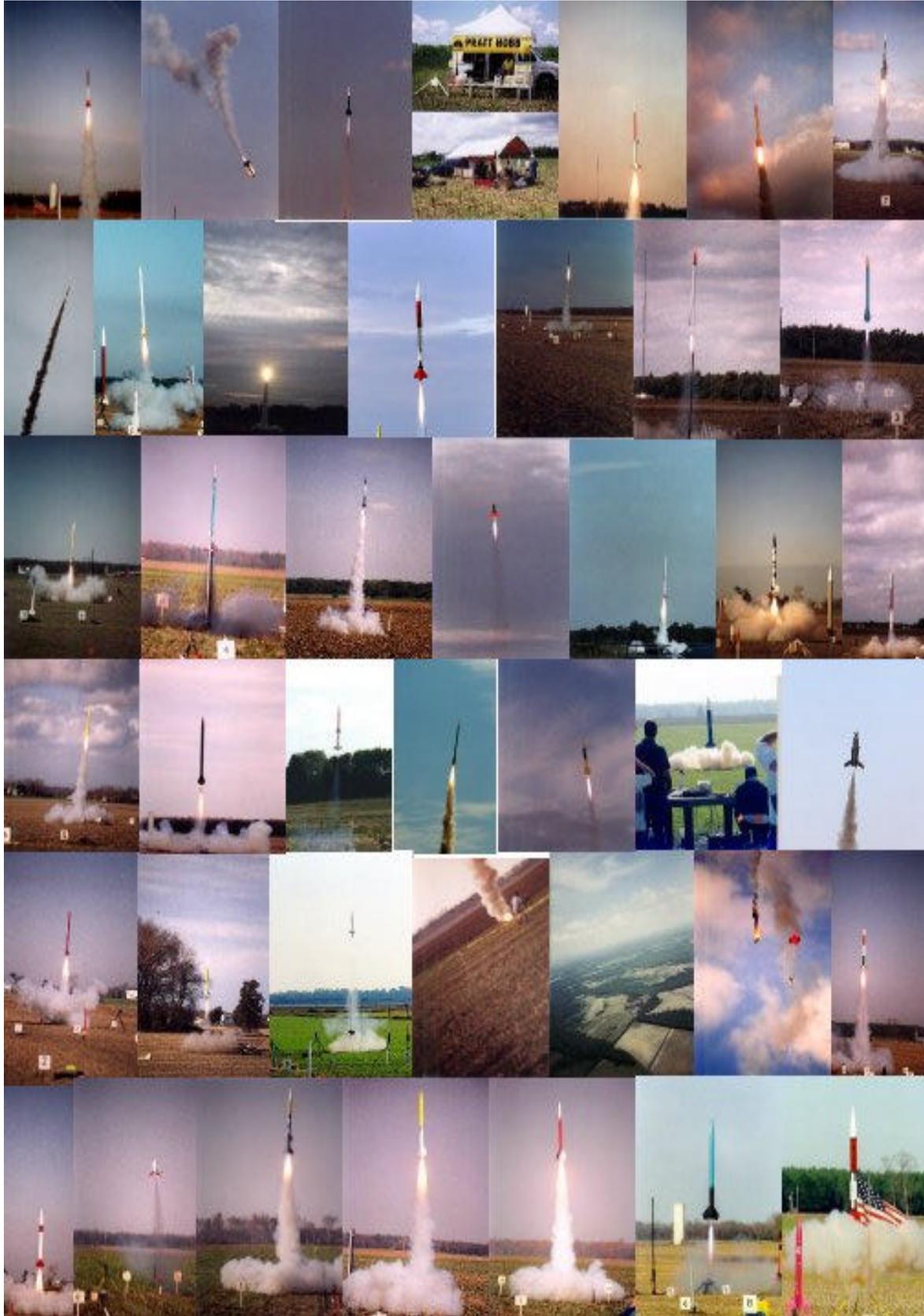




Maryland Tripoli Report

Volume 3, Number 3



Cover: A collections of GREAT pictures that did not make the cover before.

Editor's Corner :

<http://www.erols.com/robertu>

email: robertu@erols.com

Editor Bob Utley

I can only guess everyone has burned all their AP and most of their skin from LDRS or Small Balls. It's time to build or get ready for another season of flying.

Now that I have the Newsletter back on track I have included the calendars at the back for launches. Mailing the Newsletter out should resume shortly.

TREASURE REPORT:

Treasurer Dave Weber

May 26 the treasury had \$2607.00 in the bank.

June 8 there was no Treasury Report.

MEETING SUMMARY:

May 26, 2000

David Weber who was counting the votes for Prefect let us know that Dave Bullis was once again elected as our Prefect. Congratulations Dave.

Information about LDRS and Small Balls was given out, lodging and directions.

June 8, 2000

Neil McGilvray brought in the fin can (what was left) of his N flight, Bob Utley brought in what was found of his Sandhawk (nothing). Jeff Potter had a Dr. Rocket motor casing in blue. George Sechrist had stills of the video of Neils flight for posting on the web page and the rest of the meeting was open discussion.

Launch Report:

ESL #33 May 7, 2000

Good things come to those that wait and better things come to those that wait and are prepared. Just when The Maryland Delaware Rocketry Association had written off the season, the Rocket Gods looked

down on us with favor. Or should I say what appeared to be disfavor. Lots of rain! But who cared - there was no launch scheduled, let it rain!! Unbeknownst to us was that finally the rain was working in our favor. Tommy Higgs, the man who allows most of our rocketry madness grow and flourish, (we grow better than his crops at times), by allowing us to fly on his field could not plow for spring planting. Tommy's unfortunate set of circumstances allowed for an unscheduled launch in May, in Shorts and Tee shirts and in beautiful warm weather with low wind conditions. Yes, there is a Rocket God and he/she loves the smell of AP.

This day would bring out the diehards in the group, ready to push and tear the envelope once again for the final launch of the MDRA spring season. There would be 67 flights for a total of 84,202 Newton Seconds of power. You do the math. A relatively small number of flights and lots of power could only mean one thing, BIG MOTORS. And you have got to love that. Records and rockets would be broken today as this would be the day that for some would end a years planning in disaster and for others it would be another successful day at the office.

David Bathras took to the air 6 times with his Saturn V on an E-28, Army Hawk a F-40 twice and an F-52. David also flew his Alarm on a G-64 and his Patriot on a H-128. David is a new comer to our band of merry men and women and he is quickly moving up through the alphabet. Those K motors can't be far off, I am sure. Louie Berlin launched 4 birds. Louie put his Archer XL up on a H-180, Andria on a H-238 and his Saggitta on an I-200. All for great flights. Louie's crowning achievement was his 2 Stage Apache on a G-80 to a F-62. Nothing like a successful 2 stage flight to inspire and get everyone's juices flowing. Bill Davidson made the trek down to burn some AP in the warm Maryland sun. Bill flew his Thunder and Flame on an I-284 for a nice flight. Bill and his son Colin also combined for 2 flights. One on Rude Rat powered by a H-155 and one flight on Bad To The Bone on a F-22. Bill will have to fly Bad To The Bone at a Delaware launch, the real home of George Thourgood and The Delaware Destroyers.

Bob DeRosa put up 2 I-161s in his Minnie Magg and his Performer. Both for nice flights. Bob launched his Expediter on an H-180. Gregg Frye threw his Space Hawk into the Maryland sky twice. Once on a H-73 and once on a H-123. Both for nice flights. Kathy Gilliland clashed colors with her

yellow Sun Seeker and Dr. Franks Green Gorilla J-650. Wham, Bam Thank-You Mam. A nice high loud flight. Justin Gleiter flew his Lil-Nuke on a F-21. Dave Green was expanding his horizons with a K-700 in his Bruiser. As you can imagine it was a great flight. Dave borrowed my Casing and I got that back in tact. I wish I could say the same for Dave's rocket. But this was just an indication of things to come. Savannah Leonardi flew Fat Boy on a C-6 while Dad; Vince flew three rockets of his own. Vince flew his Nike Smoke on a B-6, Mustang on an E-16 and his high power flight of the day was his Blues Clues on an I-161. Paul Long popped up his Explorer on an H-180, though it seemed like a small motor selection for such a heavy vehicle. Scott Manning got in 4 flights with his cool Silver Comet on a D-12, Initiator on a F-40, X-Caliber on a H-123 and finally his Callisto on a H-220 for a fast straight flight.

Bill Mantell was slumming with an H-112 in his Tomahawk, with the usual perfect results. Bill why don't you let Bob Utley assist in prepping the rocket just to make things interesting? Everyone needs a challenge, right? Speaking of challenges, Joe May had the Monster back in service ready to roll on a K-1700. Once again like Bill, Joe did everything right. A low flight for this heavy rocket but a perfect launch and recovery none the less.

Yours truly, Neil McGilvray, had some surprises in store for those present on this warm Sunday. I even surprised myself, or should I say horrified myself. Oh well someone has to do it. I started out with Amazing Grace powered by a DPS L-1700 SRB. This motor is a special blend containing 11% Aluminum. This motor burns fast and hot. It boosted Amazing Grace to 8990 feet and broke the sound barrier in the process. You could hear the pop right after motor burn out. The chute came out at about 2000 feet resulting in a slightly longer walk into tall grass. But no damage and that's always a good sign. Later in the day was something that I had been planning for months. The launch of Dummy Money on a DPS N-3373 SRB. Considering the results of the first 2 flights, what could go wrong? My certification flight on an M-1939 landed in the Soy Bean Field of Tommie's neighbor, which got rather costly and the second flight on an M-2500 landed on Kevin Mitchell's

truck. Yes the rocket is fine, but I bet Kevin doesn't park where I am landing rockets again. So with this track record behind me I went into this third flight with total confidence.

The rocket was inspected and prepped with the help of Fred Wallace, Joe May, Dave Bullis and Pete Bennett. With the way things ultimately went you would have thought Bob Utley had a hand in it. When the magic moment came to push the button the motor sprang to life. And was it ever alive. The 100 pound plus rocket tore off the pad. But then things started to get ignorant. The flame expanded to about 20 feet behind the rocket and the noise changed pitch. In a split second I had a sinking feeling something was going wrong and it didn't take me long to find out what. The rocket was about 400 to 500 feet off the pad when Dummy Money dialed its last number. (Remember the "Dial M For Money" article in HPR March 99'?) Well this time it dialed in 1-800-KAA-BOOM!! The N motor over pressurized and blew the top 14" off the motor and flatted the schedule 40 aluminum that the motor was made of. It also blew up the booster section of the rocket with a concussion that could be felt a ¼ mile away. The payload section continued upward dragging the remains of the booster with it. The altimeters were still functioning and deployed the mains; at least I got half the rocket back.

All of this to the cheers of the crowd, "Do it again Neil!!" and the shock, then laughter at the away cell. When they work, rockets are cool but when they don't work they are really cool. This flight was really, really cool. Post fiasco analysis revealed that the flame had got behind the propellant grains cause more surface area to be exposed and over pressurizing the motor. That was what caused the huge flame and change in pitch. All of this happened in one second. In that time the 100 pound rocket appeared to be going at least 350 MPH and was getting out of town real quick. The explosion was so violent that it actually blew the burning grains out. We were able to recover pieces of propellant, which took a lot of the guesswork out of determining the cause. Your off the hook this time Bob. What does this mean? Well, the answer is obvious. Learn from the mistakes and do it again. Stay tuned and don't touch that dial.

Mike McHugh got some long hang time with his Amraam on a J-350. Those J-350s really pack a lot of punch for dollars spent. Mike also flew his Blank Brant G-75. Kevin Mitchell loaded up his scratch built Enigma on a K-700. This was to be a pre level 3-certification flight. Kevin plans on certifying with this rocket. I have seen it fly on a K-550 and he plans on flying this on an M. you only have to wonder how high it will go. Jerry O'Sullivan had a coupler of sweet flights. One was on his Astrobee-D on an I-211 and the other was on his rocket called Take 5. I don't think Jerry named it that because it takes lots of naps. This rocket is set up to take 5 motors and Jerry lit them all. It contained an I-200 core with 2 H-180s and 2 H-124s. A very cool flight. Jeff Potter launched 4 rockets. Jims lo on a F-50, Initiator a G-40 for a nice high flight. Jeff also put up his Little Endeavor on a H-242 and his Crayon on a H-238.

Larry Rumbley launched his Alpha on a B-6. He also put up his Estes Big Daddy on a F-39. Stephen Rumpf launched his warthog on a F-23. Fred Schumacher had the blues on Sunday. Blue Thunder that is. Fred launched 2 rockets, his Mew Too on an I-300 and his Saber Too on a K-1100. George Sechrist had some AP to burn on Sunday also. George lit up the sky on H-97 and a H-123 in his Minnie Magg. George also got his High Power juices flowing with his Sudden Rush on a J-135 and his Bruiser called Primed To Go on a J-275 for a nice loud, smokey flight. Kevin Serdula blasted his LOC Glory off on an I-357. A blue motor into the blue sky. Keith Thomas flew 4 times with 3 C-6 flights and one A-8 flight.

Bob Utley packed the total power of an M Motor into his highflying Terrier Sandhawk. Bob spent a year and a half waiting for the perfect day to launch this rocket. It was over 12 feet tall and weighed in at about 45 pounds. The power plant was an Areotech L-1500, the 4" Blue Thunder, staging to a K-700. Now that's what High Power is all about! The rocket lifted off perfectly into the warm blue sky with a long blue flame trailing the big red and white rocket. After burn out of the booster the Sand Hawk sustainer lit right on cue. At this point the rocket was at 4000+ feet and getting small real quick. Once the K-700 lit the sand Hawk really took off. We believe that the sustainer broke Mach on it;\s way to

an estimated 12,000 feet. I say estimated because after the sustainer motor stopped burning all eyes were on the ballistic descending booster. There was a failure of the recovery system and who in their right mind can pass up a great crash. Especially when it is someone else's rocket. The problem was that it was also the kiss of death for the Sand Hawk. Due to the extreme altitude it was never visually acquired again and unfortunately is still MIA. The sad commentary is that it is not known whether the chutes deployed or it came in ballistic. All that is known is that the rocket is missing. The booster was found though, after many hours of searching as well as one piece of the sustainer fin. If your not willing to crash them, don't fly them. Way to go Bob! Do it again! (*Editor's note: I'll be back, how about you?*)

Bob's son Bob Jr. flew his X6-3 on a C-6. Bob Jr. got his back though. Speaking of M power, Fred Wallace had the Big Wahoo loaded and ready for battle. This would be Wahoo M flight #7. Fred packed the business end of the rocket with the trusty M-2240. The results were as expected. A neck cracking loud, fiery, straight flight. Fred's trademark delicate apogee separation and mains at 1200 feet. I think Fred sound fly the Big M in the Big Wahoo. What do you guys think? Double the power and double the fun. Fred also was hitting it hard with his Military Justice powered by a J-570. Now that's how to get a rocket up and out real quick. Dave Weber continued to extend the Mid Power world record with flight 110 of his Tuber rocket on a H-97. Dave also launched his alien on an E-15, Graduator on a G-40 and Minnie Magg on an I-195. Dave's big shot of the day was his launch of the Archer on an I-200 and 2 G-40s. Dave does it because it's cool. And cool it was.

Speaking of Dave. Dave Bullis spent the day prepping another on of the days anticipated flights that was to never be. Dave was to launch his 160-pound J-Turn on a DPS N-4200. Unfortunately, technical difficulties grounded the rocket on this fine day. But there will another day and it will bring BIG rockets and BIG motors to the fields of Higgs Farm.

Considering the late notice this was one of the best launches in recent memory. Maybe it's because it was our last launch

and each new launch surpasses the previous. Many thanks go out to Tommy Higgs, Thank You Thank You Thank You!! Without people like Tommy with an open heart and an open mind, the MDRA would not be close to the level we are at presently. Thanks also go to Dave Bullis and his tireless enthusiasm. Thanks also go out to Ken Allen, the guy behind the scenes that supplies us with so much of the things that we need to make for a successful launch and recovery. Thanks also go to all of you that help out during the launch with set up, running the launch, RSO LCO and to those of you that stick around late to clean up. You know who you are and to those who don't help, remember many hands make the going light. The guys and gals that work the launches like to burn AP as much as you do, so consider pitching in. We can use the help, plus it is a great way to meet our members and out of state visitors.

Until the next countdown, get those big birds ready to fly. Order and pay for your motors early and most importantly fly high and recover low.

Neil McGilvray



Neil's rocket Launch / Boom,
Photo by G. Sechrist.

NYPOWER 2000 5/27-29/00
Geneseo, NY

This was my first time going up to Geneseo for a launch and I expected a pretty big crowd. What I encountered was a mob at least 4 times larger than any I've seen at Price. Saturday morning started off a little slow and I had to visit a few vendors' tents for an AP fix. I prepped my cluster rocket with an H180 and two G80's and got through the RSO with only minor trauma. I found my place in line at the rail pads and then Sean and I stood there for over an hour before I got onto a pad. If you had a 1/4" lug I bet the wait was more like 2 hours, and that was with 30 active pads with simultaneous loading and firing. I will say this though, the MARS launch pads are very well built. Anyway that was a good flight to 3422' and a perfect recovery in the 3-foot grass that covered the entire field. You could have lost your car in that grass but remarkably few rockets went unrecovered. I spent the rest of Saturday watching the rest of the 450+ flights go up and running my mouth.

Sunday dawned cold and overcast but the 20,000 ft. ceiling with 4000' small clouds was no big deal. I bought one of the new I200 motors the evening before and flew that on the first rack in my Cygnus to 2986' (This RSO had never seen anyone hold a nosecone on with tape! Sheesh!). The guys in the truck going out to the away cell picked it up for me which was nice because the grass where it landed was about up to my chest and navigation was getting pretty tough. Encouraged by the quick trip through the lines, we got Mark's rocket up and then I grabbed the chute he borrowed and threw it into FatMan on an H238. After convincing the pad manager that angle wasn't really needed because it was going to weathercock like crazy, it should have come as no surprise to see the rocket go straight downwind and land 400 yards away in the, you guessed it, tall grass. Since I wouldn't be able to fly on Monday I put an I357 into Cygnus again and flew that to 3009'. The main got a little tangled but the grass provided a soft landing. I had some small stuff to fly but it really wasn't worth the hassle of waiting in line with a million kids with rockets named after Pokemon characters! Both days we were

treated to lots of neat flights and cool motors like J570's and K185's, Kosdon L's, a L3 attempt coming in ballistic, an awesome L3 on a Bill Rossi Amraam with an M2400, and a tetrahedron on an L952. Flight total for the 2 days must have been around 900. Thanks to Mark Henning for arranging great accommodations. I would go again especially considering how nice the field is, and the chance to see so many different rockets and meet so many people.

Ted Proseus

I'll Take 2 Dept.

<http://spaceflight.nasa.gov/shuttle/reference/shutref/srb/srb.html>

The SRBs are the largest solid-propellant motors ever flown and the first designed for reuse. Each is 149.16 feet long and 12.17 feet in diameter.

Each SRB weighs approximately 1,300,000 pounds at launch. The propellant for each solid rocket motor weighs approximately 1,100,000 pounds. The inert weight of each SRB is approximately 192,000 pounds.

The propellant mixture in each SRB motor consists of an ammonium perchlorate (oxidizer, 69.6 percent by weight), aluminum (fuel, 16 percent), iron oxide (a catalyst, 0.4 percent), a polymer (a binder that holds the mixture together, 12.04 percent), and an epoxy-curing agent (1.96 percent). The propellant is an 11-point star-shaped perforation in the forward motor segment and a double-truncated-cone perforation in each of the aft segments and aft closure. This configuration provides high thrust at ignition and then reduces the thrust by approximately a third 50 seconds after lift-off to prevent overstressing the vehicle during maximum dynamic pressure.

The SRBs are used as matched pairs and each is made up of four solid rocket motor segments. The pairs are matched by loading each of the four motor segments in pairs from the same batches of propellant ingredients to minimize any thrust imbalance. The segmented-casing design assures maximum flexibility in fabrication and ease of transportation and handling.

Each segment is shipped to the launch site on a heavy-duty rail car with a specially built cover.

The nozzle expansion ratio of each booster beginning with the STS-8 mission is 7-to-79. The nozzle is gimballed for thrust vector direction) control. Each SRB has its own redundant auxiliary power units and hydraulic pumps. The all-axis gimbaling capability is 8 degrees. Each nozzle has a carbon cloth liner that erodes and chars during firing. The nozzle is a convergent-divergent, movable design in which an aft pivot-point flexible bearing is the gimbal mechanism.

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NEXT ISSUES:

- Report of LDRS
- Report of Small Balls.
- Events for Oct. & Nov.

Keep The Pointy End
up and the Fiery
End down.

D. Bullis

<http://www.mdtripoli.org>
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"Flight Log May 7, 2000 ESL #33"

Flyer		Manufacturer	Model	Motors	Result
?	?	Scratch	?	M????	
Bathras	David	Estes	Saturn V	E28	
Bathras	David	NCR	Patriot	H128	
Bathras	David	Launch Pad	Alarm	G64	
Bathras	David	Launch Pad	Army Hawk	F52	
Bathras	David	Launch Pad	Army Hawk	F40	
Bathras	David	Launch Pad	Army Hawk	F40	
Berlin	Louie	High Flight	Andria	H238	
Berlin	Louie	High Flight	Saggitta	I200	
Berlin	Louie	NCR	Archer XL	H180	
Berlin	Louie	High Flight	2 Stage Apache	G80/F62	
Davidson	Bill	PML	Thunder & Flame	I284	
Davidson	Bill/Colin	LOC	Rude Rat	H155	
Davidson	Bill/Colin	LOC	Bad to the Bone	F22	
DeRosa	Bob	LOC	Minnie Magg	I161	
DeRosa	Bob	PML	Performer	I161	
DeRosa	Bob	LOC	Expediter	H180	
Frye	Gregg	Rocketman	Space Hawk	H123	
Frye	Gregg	Rocketman	Space Hawk	H73	
Gilliand	Kathy	Scratch	Sun Seeker	J650	
Gleiter	Justin	LOC	Lil Nuke	F21	
Green	David	LOC	Bruiser	K700	
Leonardi	Savannah	Estes	Fat Boy	C6	
Leonardi	Vince	Binder	Blues Clues	I161	
Leonardi	Vince	Aerotech	Mustang	E16	
Leonardi	Vince	Quest	Nike Smoke	B6	
Long	Paul	PML	Explorer	H180	
Manning	Scott	PML	X-Caliber	H123	
Manning	Scott	Aerotech	Initiator	F40	
Manning	Scott	PML	Callisto	H220	
Manning	Scott	Estes	Silver Comet	D12	
Mantell	Bill	PML	Tomahawk	H112	
May	Joe	Scratch	Monster	K1700	
McGilvray	Neil	Scratch	Dummy Money	N12000	
McGlivray	Neil	Scratch	Amazing Grace	L1700	
McHugh	Mike	PML	Amram 4	J350	
McHugh	Mike	PML	Black Brandt	G75	
Mitchell	Kevin	Scratch	Enigma	K700	
O'Sullivan	Jerry	Aerotech	Astrobee-D	I211	
O'Sullivan	Jerry	Scratch	Take 5 "1200,H180,H124"		
Potter	Jeff	PML	IO	F50	
Potter	Jeff	PML	Little Endeavor	H242	
Potter	Jeff	Scratch	Crayon	H238	
Potter	Jeff	Aerotech	Initiator	G40	
Rumbley	Larry	Estes	Big Daddy	F39	
Rumbley	Larry	Estes	Alpha	B6	
Rumpf	Stephen	Aerotech	Warthog	F23	
Schumacher	Fred	Scratch	Sabre Too	K1100	
Schumacher	Josh	Scratch	Mew Too	I300	
Sechrist	George	LOC	Brusier	J275	
Sechrist	George	PML	Sudden Rush	J135	
Sechrist	George	LOC	Minnie Magg	H123	
Sechrist	George	LOC	Minnie Magg	H97	
Serdula	Kevin	LOC	Glory	I357	

Flyer		Manufacturer	Model	Motors	Result
Thomas	Keith	?	Viking	C6	
Thomas	Keith	?	Eggspress	C6	
Thomas	Keith	?	Alpha	A8	
Thomas	Keith	?	?	C6	
Utley	Bob	Scratch	Terrier/Sandhawk	L1500/K700	
Utley Jr	Robert	Estes	X6-3	C6	
Wallace	Fred	Scratch	Big Wa-Hoo	M2240	M Flight #7
Wallace	Fred	Scratch	Military Justice	J570	
Weber	David	LOC	Minnie Magg	I195	
Weber	David	NCR	Archer	"I200, G40"	
Weber	David	LOC	Graduator	G40	
Weber	David	Weber Eng.	Alien	E15	
Weber	David	Weber Eng.	Tuber	H97	Flight # 110

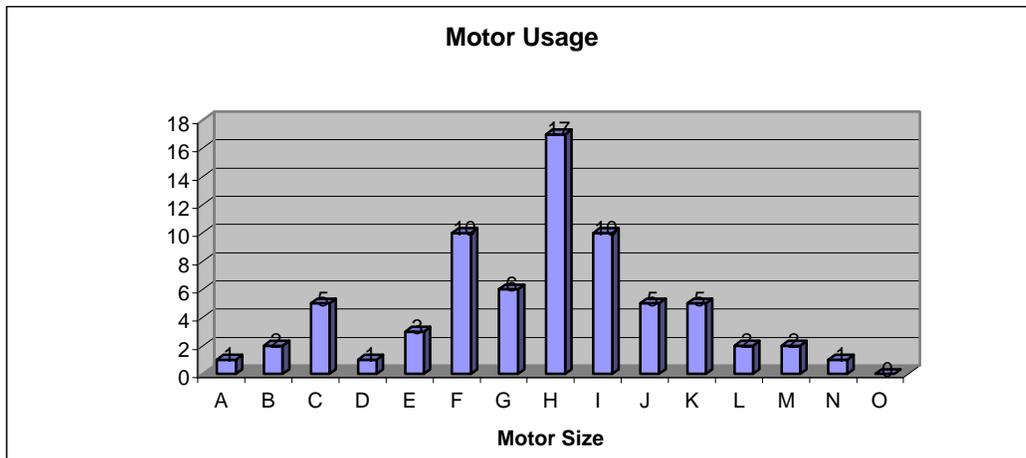
A	1	2.5
B	2	10
C	5	50
D	1	20
E	3	120
F	10	800
G	6	960
H	17	5440
I	10	6400
J	5	6400
K	5	12800
L	2	10240
M	2	20480
N	1	20480
O	0	0

70	TOTAL MOTORS	84202.5	NEWTON/SECONDS
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Atlantic	0
Aerotech	5
Apogee	0
Binder	1
Centuri	0
Cluster R	0
Custom Rockets	0
Dynacom	0
Edmonds	0
Estes	6
Hawk Mountain	0
High Flight Tech	3
Hobby Lab	0
Impulse Aero	0
JD Cluster	0
LOC	12
Launch Pad	4
MSH	0
NCR	3
Neubauer	0
PML	11
Pratt Hobbies	0
Public Enemy	0
Quest	1
Rocketman	2
Rocket R&D	0
Rogue Aero	0
Rocket Vision	0
TCB	0
Thoy	0
True Modeler	0
Scratch	13
Smokin Rockets	0
V.B.	0
Unknown	4
US Rockets	0
Weber Eng.	2

67 Total Flights

67 TOTAL ROCKETS



August 2000

Rocket Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday																																																	
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