



Maryland Tripoli Report



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Cover: D. Bullis Level 3 at Whitakers.

Editor's Corner:

Editor Bob Utley

I want to thank Mr. Gray and Mr. Barnsley for their articles in this issue of the newsletter.

I was hoping to have a complete report of Whitakers. I could not collect the information that I needed to write one.

Corrections to last issue. Paul Parson took Dave's Monster and Kevin's Sandhawk pictures.

Treasurer report:

Treasurer David Weber

July, D. Weber reported \$2246.93 in bank.

August, D. Weber reported \$2194.93 in the bank, less check for August field.

It should be noted that not holding launches affects the bank account.

Meeting summary:

July 23, 1998

Dave talked about the new mini field for August. The size of the field and the location of it.

Ellis Mountain Motors was discussed by all. The new motor company, seems to have cheap long burn motors that most all meeting members wanted to fly on.

There was a poll to see who if any were attending LDRS.

August 13, 1998

Dave was on vacation this week so he did not attend the meeting. Dave Weber, of Weber Eng. chaired the meeting.

Maps and written directions to the field were handed out. The ns limit of the field were given. Fred Wallace talked about the layout of the field.

Art presented the club a 501 tax exempt form. Stating that this may be the wrong direction to take. Due in part to what it will give the club for insurance and the fat book of questions and forms to be completed to apply for the status. D. Weber wanted one of his lawyers friends to check it out and he would get back to the club at the next meeting on his findings.

I was asked to give a talk on LDRS. Since I was the only one, besides K. Gilliland at the meeting to attend it. (see LDRS in newsletter)

Upcoming launches:

See calendar at end of newsletter for local launches for September and October.

Launch summary:

Dagsboro July 18, 19

Augie Gray's experience at Dagsboro.

Bob Utley's trip to LDRS.

Ivan Barnsley's trip to NARAM 40.

August 23 Launch Report

August 29,30 at Whitakers.

Dagsboro July 18,19

Well, how many got lost on the directions? Maybe I should ask how many turned into the corn field, with 8' corn stocks in it?

I missed Saturday. I did find out that Dave Bullis, Ivan Barnsley and Augie Gray were there. The weather was much better then on Sunday.

Sunday, finally got there around 1:00 PM. Thank you for the road signs, or I would have gotten lost.

Fred Wallace, Nelson Wallace, Sean McAndrew, Anthony McAndrew, Neil McGilvray, Howard Grabush, Doug Pratt, Mike Rudiger, Kathy Gilland and I were all there from Maryland Tripoli. The weather was ok, but a little windy and the launch pads were setup a little too close to the crops, which caused some rockets to drift into the crops.

First up was Kathy, as usual. She had a Initiator on a G80-7, very high and over the corn it went. She and Joe Mays spent the rest of the day looking for it. It's still out there. I sent up a Crayon on a H123-M, went nice and landed in the yard of one of the houses. Bobby Utley sent up his Delta and it did a good job.

Sean McAndrew sent up his Thoy Falcon on a I-300, very quick nice red flame. Two stage recovery came back very close to the pads.

Fred Wallace sent up a Magnum on a Green Gorllia very nice motor with two stage recovery and got it back close to the pads.

Neil sent up his Film at Eleven on a I-211 and only spent

an hour in the corn till he found it. Next up was his Cowabonga on a K550. Nice flight into the melon patch.

Melon patch, let me tell you about this. The owner of the farm does not want anyone in this patch without him accompanying them. This is the rule if you fly at this field. If Neil and I had know this, life would have been easier. The owner did get upset, but we calmed him down and he offered us another field to use in the fall, much bigger. He seems happy now. Remember to follow the rules and if you do not know what they are FIND OUT.

Howard Grabush put up a nice V2 on the pad twice, once before the rain then after it stopped raining. Since this was his Level 2 he did not want to take any chances of it getting too wet so he took it down until the rain passed. Once on the pad again, very nice flight on a J450. Got his Level 2 ticket.

List of flights, from members at the July meeting that attended Dagsboro is:

Bob Booker
Loc Onyx F22-5J
Scratch Wahoo F25-4w
Scratch Phoenix H128-s
Loc Irock I161-w

Fred Wallace
Magnum Green Gorilla
Magnum J975 (Cato)
Scratch H120 (Cato)
Mike Banz
Loc Aura F20 (Lost in Corn)
Initiator G35

Neil McGilvray
Film at Eleven I211
Cowabonga K550

Nelson Wallace
 Strong Arm F20
 Initiator F20
 AstrobeeD F20
 Mirage G40
 Augie Gray
 Bull Puppy H123 (zippered)
 1/4 Patriot I161
 Bill Mantezi
 D Region Tomahawk I357 & I211
 Sean McAndrew
 Estes Scissors Wing Transport 5
 times on B6-2 and C6-5
 Thoy Falcon I300 InfernoRed
 Ed Brun
 Mirane G64
 Scratch Air Walker H128
 Ariel I161
 Kathy Gilliland
 Initiator G80 (Corn Kill)

So where was my 2 stage Terrier/Sandhawk ? In the back of the van. Never took it out, the fire company was not there. Really the wind ,the field and the cloud cover were not in my favor. It was to go to 4k feet. So I will drive to LDRS and see what happens.

Bob Utley

Augie Gray Accounts at Dagsboro

Hey Bob,

I was at Dagsboro on Saturday July 17 and had an interesting little story I thought I'd send your way for the newsletter.

My family and I spent Friday night with my brother in Dover, Del. which made it easy to drive (down) to Dagsboro Saturday morning. Winds were fairly light and there was only one island of trees about 100

yards from the launch sight. Fortunately, winds were keeping rockets just out of the drift pattern for the woods.

I got a PML Bull Puppy off the pad early on an H128 and the rocket flew great - good straight flight and the mild breeze kept the rocket a hundred yards away from the trees. Then I had fun for a couple of hours talking to the hosts of our shoot and some of the MD Tripoli group and watching a mixed bag of H's, I's and a couple of J's punch up toward the clouds.

By the time I loaded up my 1/4 scale PML Patriot with an I161 the breeze was becoming a little more fickle. The launch was another great one... big flame, super straight flight and ejection right on the money at apogee. I downsized from a 36" to a 24" parachute to minimize drift of the rocket but I had that sinking feeling you get when you know the trees might claim your rocket. The feeling was well founded as the chute and my rocket carried over the canopy of trees into the woods.

I had brought a 25" pole saw, climbing belt and 16 screw in tree steps to the launch just for such an occasion since nothing is worse than leaving \$200 worth of rocket up in the trees. Upon entering the woods, I could see I was not alone. one of the other members (sorry I didn't get his name) was also working to recover his rocket from the grip of an unfriendly tree. Fortunately the rocket was dangling low enough where a little climbing and shaking brought the rocket safely back to earth.

An hour and a half later I had walked the woods 4 times, talked to 3 neighbors, walked their property and made a couple of passes down several rows of corn (no beeper in this flight - @\$%*!). The walk back to the car was an ugly one. I swore I wouldn't fly high power rockets again without electronic recovery. What ever made me take that last look up I don't remember. My Patriot rested next to it's shoot WAY UP in the upper canopy of a BIGGGG TREE.

I wasn't going to leave without a fight. I used all of my 16 screw-in steps spaced as far apart as possible. Still I was a good 25 feet from being able to use my pole saw to cut the rocket loose. I walked back and got a couple of young guys (again, sorry no names) to come back with me through briars and all to the base of the tree. Climbing to the 15th step I had one of the boys climb up and remove my first dozen steps. After placing them in a pouch I had brought along, I hoisted them up to where I was using the long pole saw and attached rope. Now I was about 25 tree steps up in a tree that had to be close to 90 feet tall. Securely belted to the tree, I could now saw off two branches up in the canopy of the tree that held on to the parachute and the upper section of the rocket. Down came the whole mess on the ground and after unscrewing a dozen steps I dropped them to my helpers who replaced them in the lower part of the tree so I was able to climb down and collect all of my hardware.

Unfortunately I missed seeing Dave's monster go up on a K1100 but at almost 100 feet up in the tree I

was probably 1/6 as high as the rocket went! I don't recommend everybody try climbing way up into trees but I get a lot of practice during bowhunting season where treestand hunting is common.

At least I know now that if you're determined and have the right equipment, a big tree won't stop a strong desire to take all of your rockets.

Augie Gray



August 6-9. This was the first LDRS I attended. We (Kathy, my son and I) packed our bags and headed for the west on July 29. We wanted to see some of the sights of the west then go to LDRS. On August 4 we pulled into Wendover to rest for a day and a half.

On August 5 we met Ken Allen of Performance Hobbies in the parking lot of the Hotel. Once he got back from the salt flats, we all piled into my van to setup our stake of land. The directions were correct, take exit 4 on Route 80, to the end of the paved road. That was 5 miles of paved road then little rockets on stakes for another 9 miles to the launch site.

Once at the launch site, you could see the LCO and RSO tables and the area for parking. So we got to the first roll for spectators. Setup the tent we had and talked to some

of the other people there. I took some video of the salt flats. It is flat, all you can see is a small line between the sky and the salt flats.

They told me the temperature was only 91 degrees and this is a dry heat. Well, I sweat, and I sweated there to, so much for dry heat. After about 2 hours on the flats we headed back for the hotel and dinner.

The Hotel we stayed at was the Motel 6, not the Silver Line. The reason was I like walking out of the hotel/motel door to my car. The Silver Line was only about 1/4 mile walk from where we were staying and I saved about \$100 to boot.

It was a long night for me. I'll be honest I could not sleep. I just wanted to get to the flats and fly. Finally 6:30am rolled around and time to get up and ready. By the time we did get to our tent it was 7:30am.

They were not ready for us to fly. Seems they had a new computer system for the launch and they had to work out some of the bugs yet. OK new system, new launch rods, I can live with this. About 10:00am they had the flyers meeting and we started flying rockets. I flew my Crayon on a I-161. I was concerned that the flats would be too hard and put in the correct size chute. Once it flew (great by the way) it came down north like the rest that day, which is a soft salt. They said that the salt had some water in it so it was more like oat meal. Do not drive there or you will get stuck. One brave?, soul did and \$600 and 8 hours later he was free. Kathy tried putting up her new Initiator on a F25, after the 3rd try it flew great too. During the day

they had some minor problems with the launch system but it was only 5 or 10 minutes to get it back up. This was not bad, there were no lines.

I finally got the 2 stage T/S ready and took it to the pad. The rod was bending but they wanted it pointing north and the rod was bending north so I left it. I had to rebuild it, which added some weight. I wanted to fly it on a J275 to H73 but had to fly it on a J415 to H73. The moment came and the J lit fast up it went. Great-the motor stayed together. Then 2 seconds after the J burned out (as planned) the chute came out of the booster, zippered the tube, broke 2 fins and striped all but 2 lines on the chute. The upper stage kept going, but the motor never lit. I watch the 2nd stage do a slow arc over. The P2 did it's job, and the 2nd stage came down under one, then two chutes.

Kathy did get one of the photographers to take pictures of the take off, good thing. It looks great in the proofs. The reason for the destroyed booster is 2 seconds is too short. I'll be back with a new booster to try again until I get it right.

On inspection of the 2nd stage the e-match did light, just never got the motor going. There was no time to prep it for today, I will have to fly it tomorrow.

I was done flying for today and went to the vendor roll to check out the wares. I found out there was a meeting called by Mr. Kelly and everyone was either gone or packing to leave. So we packed up and went to the Motel.

I'm not one that drinks water, I like Ice Tea, but I drank over 1 gallon of water while on the flats and once at the Motel I realized I forgot to put sun block on my face, boy was it RED. This is going to hurt.

I was planning to get to the meetings in the evening, but once I took a shower I was wiped out. It was all I could do to eat dinner. To bed early and another day of flying.

August 7 we got to the flats around 8:00am. Still not ready, UROC ran 2000' of wire to take care of a couple of pad problems and were just finishing up. I took this time to visit some of the vendors that I missed the other day, got some back issues of HPR and a couple of T-shirts and books. I also picked up my new Tripoli card with L2 on it. At 9:00am the pads were open, this time there was a line. The sky had some clouds so it was a little cooler. This time I remembered to use sun block on my face.

Kathy wanted to fly her "2 the Stars" so we loaded it up with a J275-M (that's 10 second delay). Great flight, but 6 seconds later the chute came out. Zippered the tube, and landed on a tent in the spectators area. My son Bobby, flew his Venus Lander, which smashed up. I had the Sandhawk ready from yesterdays 2 stage launch and put it on the pad. They had a problem with the pads so I had to go out and turn the electronics off like everyone else did. About 20 minutes later I got to turn it on again. Once my rocket was called I watched it rise slowly and arc over, point down. That's when I stated "Dead Meat". Hey both chutes came out and the rocket

was ok. I must have widened the nose when I put in the e-match and thermalite.

Now it's time to load up the 4" sandhawk with a K250. I was wondering if this was a smart thing to do. 3 out of 3 rockets did not do so well, this could make it 4. I loaded it up anyway, I came here to do this and this was my last day. Once it was done I took it to the RSO and found out it was overweight by 1 1/2 lbs. The P3 would not arm unless it pulled 2.1 g's and at 16.5 lbs. It was questionable. I went back to the tent and put in a J275, went back to the pad and waited.

Lightening on the north side was rolling in and the LCO closed the pads till it rolled by. Two hours later a couple of us went looking for the LCO. They had left, Mr. Kelly called a meeting, again! Everyone but us flyers were gone, or close to it. I was upset (pc) to say the least, it was only 3:00pm and the storm had passed as far as I was concerned. I had a J275 ready to go and I was leaving tomorrow. I needed to get the bird up NOW. This was to be a 7:00am to 12:00am day, what happen?

At 6:00pm I packed up everything, including my tent. I was planning on coming back for the night launch which I was told would start around 9:00pm. So at 9:30pm I was at the end of the pavement and saw a couple of cars coming back. One stopped to tell me that the night launch was canceled. I thought as much, lighting was lighting up the salt floor about every 30 seconds or so. So I headed back to the Motel and called it an LDRS.

I have to hand it to UROC, I think they did the right thing closing the range down. I just wish they would have announced that it was closed till the night launch, or that we were no longer on hold. I also wish that Mr. Kelly would not hold so many meetings. I came to fly, sure only 2 days but I thought LDRS was for flying not for meetings that can be held anyplace at any time. He should realize that if you can not fly, you will visit the vendors and spend money, with no vendors all you can do is sweat, at least that is what I did.

I did meet alot of people there, some that I had known by name and others that traveled to be there. Would I do it again? YES, except I would stay all 4 days. I do plan to attend the next LDRS in Kansas, and be there all 4 days.

Next LDRS is at Argonia Kansas, July 29 - August 1, 1999.

Bob Utley



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B. Utley at LDRS with LCO & flight line behind him.



©B. Utley 98

K. Gilliards "2 the Stars" on a J275 at LDRS.



©K. Gilliland 98

Performance Hobbies at LDRS. He did bring his truck full of wares



Here's a story about our trip.

We had planned a whole family camping outing to NARAM 40 for the weekend sport launching. I spent the day Thursday Aug. 6 loading the trailer with gear, rockets (2 large boxes full) food, etc. Nita worked and then went to pick up Jeanie from horse camp in Va. James worked and Mark spent the day trying to finish the booster section of a two stage K to J engine rocket. Having last minute "roundups" on previous excursions I made it clear to have all necessities (rockets, whatever) loaded as when I got up and ready I was leaving, this would be at about 1am.

Nita was the slow one to wake up, of course – she is not as "in" to rockets as the rest of us and she seems to think she cheats the clock with the snooze button or something. At 1:45 we were headed out the driveway. Stopped for fuel and breakfast in Zanesville, OH. Then in Dayton we toured the Air Force museum for about 4 hours. We arrived at the launch site about 4pm. An impressive area of open grassland, but with an ominous high tension electric line to the north. We started setting up camp at the edge of the parking lot when a thunderstorm came through while putting up the tarp awning. It didn't last very long though and we finished setting up and had dinner. Then went in to the motel for registration and the flight briefing.

We were the only campers the 1st night, slept very peacefully.

Saturday morning we couldn't have asked for a better day, but due to the previous evening instead of getting started at 9am as planned, it was more like 10:30, but there were no complaints. Jeanie and I already had several rockets ready to go, the boys were working on getting there level 2 cert. Rockets ready. They also had "that" test to take. In the morning Jeanie launched an Astrocum/C6-7, Hat Trick/D12-3, Super Stiltfin/D12-3, Avenger/C6-0 to C6-7. I sent up the Flapper (fins tilt to become the parachute) D12-0 to D12-5, then the Whistler/G64-7 (this is the large rocket with the tube fin unit, which whistles LOUD under power) that got everyone's attention! Mark launched his Estes Sidewinder up on an F40-7, and James sent up an Estes FatBoy on 3 C6-5's. Then they took THAT test and Mark headed out with a Kosdon J450 in his Dazed and Confused for his level 2 attempt. The up part of the flight was perfect but the altimeter didn't function at apogee so it was coming in hard while the main charge went off and the shock cord ripped out of the booster section, so it's needless to say any more. Then James headed out with His Binder Design Samurai, also with a Kosdon J450 which he also put the delay and ejection charge in. Perfect up also, and when the engine charge went off the rocket separated but no drogue chute appeared, (it was later found back at the trailer) the rocket was slow enough when the main charge went off about 400 that it appeared as though that was the way it was

planned, with an intact recovery within 1500ft of the launcher! Then I sent the Whistler up on a H180-M and the Hummer (the small tube fin unit) as a 4 stage D12-0/D12-0/C6-0/C6-7 which roared straight up, and got a round of applause when the 4th engine ignited. My kitbashed Estes Atlas-Agena had it's first flawless flight on 2 D12-3's and a D12-0 to a D12-7. Then Jeanie brought out her Hat Trick II with 2 D12-0's and 2C6-3's in the 1st stage to 2 D12-7's in the 2nd stage. It went straight up and the chutes came out on both stages. She got a button for the 200th flight on a Midget with a 12A3-4T.

There was non stop rockets all day with 21 pads set up and a 1st come 1st served system being used. Occasionally someone would have to stop while the pad next to them was being launched. There was everything from 1/4A's to L's being launched. I saw tags from Colorado and Arizona even. Nita enjoyed being a spectator and talked with at least one female rocketeer that was there, who told her about ready to fly rockets, no challenge! Then we had a thunderstorm come through as if on cue just about 5pm to shut things down. There were about a half a dozen campers the second night.

Sunday morning we woke up to a light rain and low clouds, but soon after 9 this cleared off for another beautiful day. Mark set to work assembling his 54mm fin can rocket to use as a level 2 attempt. Nita volunteered for duty in pad assignment. James launched his FatBoy again on 3 C6-5's, an Estes AmRam on a E28-10 (which

someone found later), and an Estes Python on a H44-12 which was still under power when it hit the clouds which they said were at 3700' at the time, good thing it was a single use motor! I sent the Whistler up on a G64-7 again and took the Hummer out with an E24-5 that spit the nozzle out and sat on the pad and burned, then they doused it with water after the chute popped, which distorted the large tube. We got brave and decided to send up Jeanie's Hat Trick II as a 3 stage with 2 D12-0's and 2 C6-0's with a fin attached to each engine as an additional stage. This wasn't quite enough thrust to get it started and it leaned north. Everything lit and it flew over those power lines into a field of briars and scrub brush, the top stage is still there somewhere.

The Whistler was loaded again with a H97-M and Mark was ready for another level 2 attempt with his 54mm rocket when another thunderstorm came through about 2:30pm. We decided to pack up and quit launching. Then all went to the main building and took showers before heading home. The four of us sent up a total of 28 rockets in the two days. The sky cleared and they were launching again when we pulled out at 3:45pm. We all agreed that the trip was enjoyable. It was a good thing I didn't have to work Monday as we arrived home at 3:30am. The boys had to get up and go to work -- but they had slept on the way home. Next Trip?

(NARAM-41, August 7-13, 1999 in Pittsburgh PA)

Ivan Barnsley



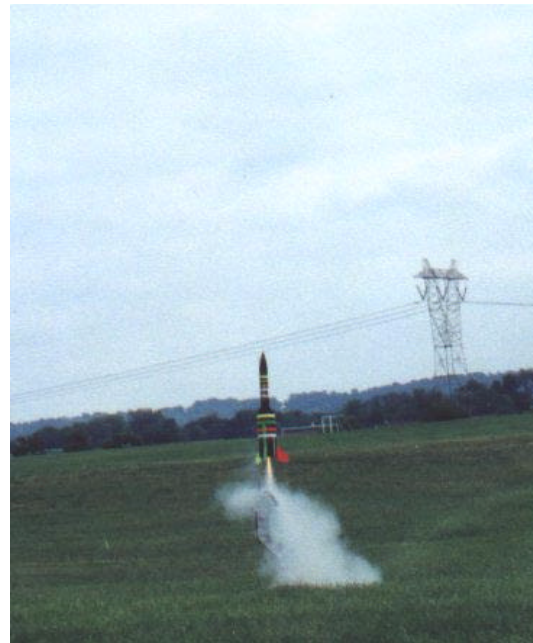
©J. Darnell 98
J. Barnsley's Hattrick at SPAAR.



©J. Darnell 98
I. Barnsley and his Machine (Atlas)
at SPAAR.



©J. Darnell 98
I. Barnsley's Atlas, 2 stage on 4 D's
at SPAAR.



©J. Darnell 98
I. Barnsley's Hummer, at SPAAR.

ESL #19

Our first launch of the summer. The weather was calm and the field was, well small.

The layout was 10 acre of cut grass and two sides of dried corn, and two sides of tall trees, that looked hungry.

The bad news is that D. Pratt lost two rockets, one in the trees and one just went out of sight. I lost one to the trees. Ed Brun lost a rocket and almost his brother in the corn field. Neil McGilvray lost one some where in the tree line too.

The good news is there were plenty of great flights. Brain Stregre launched almost the complete Estes line of rockets, all worked well. Neil McGilvray's I motor rocket was great for the fact you could stand closer and it was loud. Sean McAndrew 's Shadow 2 stage worked well on all three flights. Bob Booker's cluster D's was very straight and landed very close to the pad. Howard Grabush launched his V2 (that he cert in Del), do not know the motor, but what a flight.

The stats are not correct since Joe Mays launched a couple of rockets almost one after another in the end and did not fill out a flight card.

There was no line for flying, and around 5:00 pm we closed the range and headed home.

Bob Utley

Whitakers August 29, 30.

Hot and hazy. Boy was it hot I never did stop sweating till I hit the A/C in the hotel.

On Saturday they had the range open by 10:00 am and starting flying at that time. It was not until noon time that the hazy left the area, some what. I launched my Crayon on a H123 for a good flight. Kathy flew her Tweedy bird, but the ejection never fired. Last flight for that one. Might build another one for her. Next I launched "Screaming Attitude" on a H123 to only loose the reload case in the field. Kathy flew her Initiator on a F25 for a good flight. My final flight was my 4" sandhawk on a J275 but the ejection went off early. Small zipper in one tube, no problem to fix.

OK, the M flights. I watched Dennis Hill's flight, very high and worked fine. Watched two more do the same thing, these guy's got this down to a science.

Mike Banz was there, who I did not see until he was walking back with his rocket he just got L2 on. Congs Mike. I did see the flight , made it look easy.

Nelson Wallace was there and took some pictures with his rockets. Fred Wallace was there to and had one flight on Saturday that I saw. Joe Mays lost his rocket in the cotton field and Kathy helped him for over 2 hours and never did find it. Later that night Joe did find his rocket, boy was he happy.

Sunday we did not plan on flying so we watched Joe's rocket land in another field and after 1 hour of looking I gave up and headed home. Too HOT for me, I really believe I was starting to melt.

Bob Utley



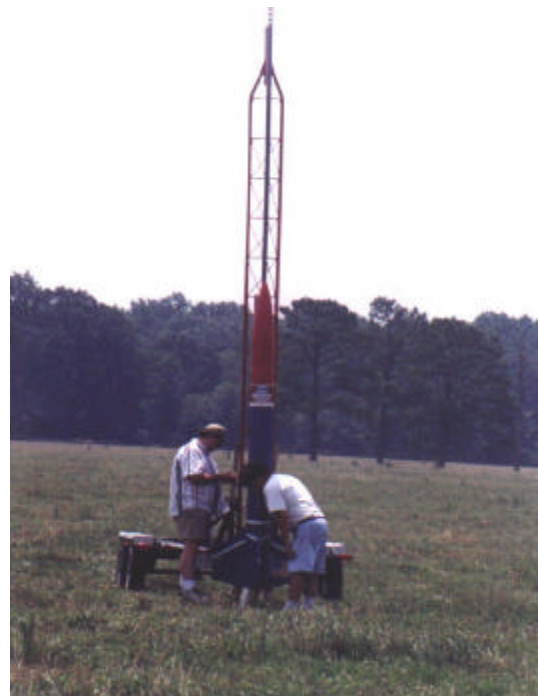
©E. Miller 98
K. Gilliland's 2 the Stars, at Whitakers. H180 L2 Cert.



©K. Gilliland 98
B. Utley 4" Sandhawk, at Whitakers. J275 L2 Cert.



©E. Miller 98
B. Utley, Crash & Burn T/S at Whitakers. J275



©Unknown 98
D. Bullis setting up his L3 at Whitakers.
Tech Tips:

Never use Fiberglass as wadding in a rocket, if you share the field with cattle. The cattle will eat it if they find it and it can make them sick or kill them. Good way to lose a field.

Performance hobby

Now carries the complete line of Rocket Dyne ,motors M-Z, paper rocket, fiberglass and aluminum rocket kits. Almost anything you could need they should have. Phone (202) 723-8257.



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Welcome to LDRS, host Hotel.



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Bob Utley and son at LDRS after his 2 stage flight.

Next Issues:

- Launch Summary, Sept & Oct.
- Events for Nov & Dec.
- Pictures of your rockets.

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

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Flight Log August 23, 1998 ESL #19

Flyer		Manufacturer	Model	Motors	Result
????? ???? ?		Asteroid	Hunter	B&C	
Booker	Bob	LOC	Starburst	D12-3/2	
Booker	Bob	Aerotech	Strong Arm	E30-4	ouch
Booker	Bob	LOC	Star Burst	D12-3/2	Good Flight
Booker	Bob	Scratch	????	D12-3	Good Flight
Booker	Kevin	Aerotech	Tomahawk	E30-7	Good Flight
Brun	E	Scratch	Endevor	G40-7	Good Flight
Brun	E	Scratch	Endevor	G40-7	Good Flight
Brun	E	Scratch	Endevor	G80-4	Good Flight
Brun	E	Estes	Maniac	E30-4	Good Flight
Brun	E	Estes	Maniac	E30-4	Good Flight
Brun	E.	Estes	Big Bertha	D12-0/C6-7	
Brun	E.	Centuri	Arcon-Hi	D12-0/D12-7	
Brun	E.	Scratch	Endover	H128	
Brun	E.	Estes	Big Bertha	D12-0/C6-7	
Bullis	David	Scratch	Armor of God	G80-3	Good Flight
Gilliand	Kathy	Aerotech	Initator	F25-9	
Gilliand	Kathy	Aerotech	Initator	E30-7	
Gilliand	Kathy	Estes	Maniac	E15-7	Good Flight
Gilliand	Kathy	Estes	Maniac	D12-5	Good Flight
Grabush	Howard	Thoy	Night Hawk	G80-7	Good Flight
Kendig	Greg	Atlantic	V-2	E30-7	
Kendig	Greg	Estes	Little Big Man	D12-5	
Kendig	Greg	Estes	Phoenix	E15-4	Good Flight
Malik	Khadim	LOC	Lance Beta	G54	
Mantell	Bill	Aerotech	Barracuda	F40-7	Perfect
McAndrew	Sean	Estes	Shadow	D12-0/D12-3	Good Flight
McAndrew	Sean	Estes	Shadow	D12-0/D12-3	Good Flight
McAndrew	Sean	Neubauer Hob	MicroRedstone	D1/2A3-2	Good Flight
McGilvray	Neil	Scratch	Critical Lapse in Judge		I161
McGilvray	Neil	LOC	Forte	G40	Spinn Rec
McGilvray	Stuart	Estes	SR-71	D11-0	core sample
McGilvray	Stuart	Scratch	Goldeneye	E15	Good Flight
McGilvray	Stuart	Estes	Shortgoose	C6-5	Good Flight
McHugh	Michael	Estes	Scorpion	B6	Good Flight
McHugh	Mike	Dr. Rocket	Black Brandt	H238	Perfect
Moore	Bill	Public Enemy	V-2	F25-6	
Moore	Bill	Aerotech	Cheeta	E15	Good Flight
Moore	Bill	Aerotech	Cheeta	E15	Good Flight
Pratt	Doug	Pratt Hobbies	D RegTona	F55-12	out of sight
Pratt	Doug	Pratt Hobbies	D RegToma	C6-7	separation
Pratt	Doug	Pratt Hobbies	D RegToma	F52-7	Out of Sight

Pratt	Doug	Pratt Hobbies	D RegToma	E30-12	Good Flight
Pratt	Doug	Pratt Hobbies	D RegToma	C6-7	Good Flight
Strege	Brian	Estes	Silver Comet	D12-3	
Strege	Brian	Estes	Solat Sailenr	B6-4	
Strege	Brian	Estes	Impulse	D12-3/2	
Strege	Brian	Estes	Astrocam	C6-7	
Strege	Brian	Estes	Skywinder	C6-7	
Strege	Brian	Scratch	Area 51	B6-4	Perfect
Strege	Brian	Estes	Rattler 7	B6-4	Good Flight
Thomas	Aaron	Estes	United States	C6-5	
Thomas	Marcus	Estes	United States	B6-4	
Utley	Bob	Aerotech	Tomahawk	F25-9	gone
Utley	Bob	Rocket R&D	Robin	E15-7	Good Flight
Wallace	Nelson	Aerotech	Strong Arm	G80-7	Good Flight
Wallace	Nelson	Estes	SR-71	D12-3	tangled chute
Wallace	Nelson	Estes	Jayhawk	D12-3	Good Flight
Walz	Larry	Thoy	Instant Access	G40-4	Separation

Please fill out flight card clearly



©Unknown

D. Bullis, always following the rules. Shown here taking names and numbers.

Motor Usage

A	0	0
B	6	30
C	9	90
D	15	300
E	13	520
F	6	480
G	9	1440
H	2	640
I	1	640
J	0	0
K	0	0
L	0	0
M	0	0
N	0	0
O	0	0

61 TOTAL MOTORS

4140 NEWTON/SECONDS

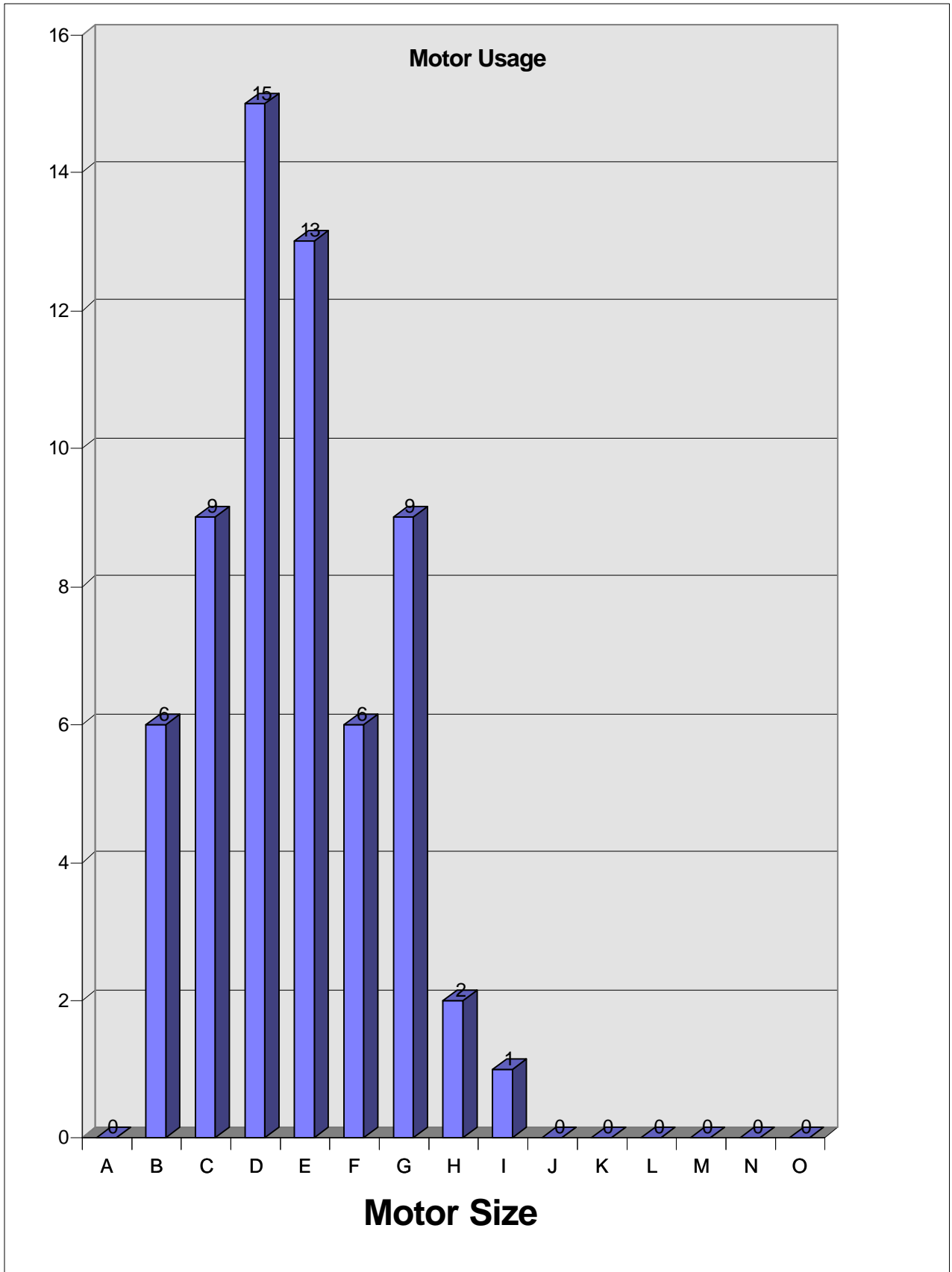
That's 1 K plus

Model Usage

Aerotech	9
Binder	0
Estes	23
Hawk Mountain	0
High Flight Tech	0
LOC	4
Lanuch Pad	0
MSH	0
NCR	0
PML	0
Pratt Hobbie	5
Public Enemy	1
Rocketman	0
Rocket R&D	1
TCB	0
Thoy	2
Scratch	9
V.B.	0
Unknown	1
Wahoo	0
Weber Eng	0

61 TOTAL FLIGHTS

55 TOTAL ROCKETS



Rocket Calendar September 1998

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©Unknows 98



©K. Gilliland 98



©J. Darnell 98

Upper right: Megan Wallace with rocket.

Lower right: Ivan Barnsley with his flapper.

Upper: Shot of the salt flats at LDRS 17

Lower: Ivan and Jeanie at NARAM 40.



©T. Benne 98