



# Maryland Tripoli Report



©N. Kinney 98

Cover: B. Utley Terrier/Sandhawk at LDRS 17 on a J415. Photo by Nadine Kinney (719) 575-0008 <http://www.tripolicolorado.org/kinney/>

### Editor's Corner:

<http://www.erols.com/robertu>  
 email [robertu@erols.com](mailto:robertu@erols.com)  
 Editor Bob Utley

I want to thank everyone at ESL #21 for their help. I had reported in the past that we need to have LCO, RSO, Pad managers and help setup and break down the site. This launch was much better with your help.

I'm SORRY, SORRY, SORRY, I warned you of my 5th grade education. I spelled Meagan Wallace's name wrong in the last newsletter. Now that my ear has healed it is M-E-A-G-A-N.

Note for everyone! At a launch, watch the children. It does not matter whether you have children or not, watch out for their safety. Kids love to run after the rockets and it is just NOT SAFE. Ask the kids, tell the parents, make an announcement, keep the kids away from recovering the rockets. Maybe the LCO should state that before each rack is launched.

Which brings to mind, a boat horn a.k.a. fog horn, air horn. Might want one for every launch for the warning in addition to the "HEADS UP" for a rocket, the sound travels farther then the PA system does at some launches.

I'll get off my soap box now before it breaks.

### Treasurer report:

Treasurer David Weber

September 24 the report was \$2100.00.

October 22 D. Weber did not attend the meeting, but contacted me with the report to publish in the newsletter. The bank balance is \$2174.89.

### Meeting summary:

September 24, 1998

D. Bullis talked about a field he may have found for the summer months, but still wants us to look for one. When summer comes next year the field may not be available for us, due to the owner changing their mind. So keep looking.

Talk was about the upcoming M project of Neil McGilvary and when and where it would take place. All was pending the arrival of two Tap members from N.J.

D. Bullis let everyone know that for now Tripoli would not elect any more Tap members, including Mr. Bullis. This was due to Tripoli reorganizing and would take about 1 year to complete. So we here in Maryland will have to wait another year before Mr. Bullis is elected and we have a Tap member in our area.

Most of the rest of the meeting was questions and answers of Tripoli policy.

October 22, 1998

The schedule of the meetings for next year was given out. This will be posted in the calendar of each newsletter. Most all are on a Thursday except for about 4 meetings so make a note of the dates as they come out.

D. Bullis wanted to make sure everyone knew about the Delaware launch coming up. Handouts were passed around to the meeting members. A survey of the members going to RATS was noted.

A field for this summer is still in need. We have one but two would be better. So keep looking for that field with our name on it.

LDRS 19 or 20. How would you like the club to hold the LDRS in the year 1999 or 2000? Well, D. Bullis is talking to Mr. Higgs about the possibility of us holding the launch. Everyone wanted it, and many suggestions were passed around about what to do and how to do it. Until we secure the land, it is just in the suggesting phase.

### Upcoming launches:

Next Maryland launch is November 21 & 22 at Higgs field.

See calendar at end of newsletter for local launches for November and December.

### Launch summary:

Delaware October 3 launch  
Delaware News  
ESL 21 Launch  
Delaware November 1 launch

### Delaware October 3, 1998

Directions to the site was right on the money.

The launch was from 9:00 - 5:00, with a 5000 AGL waver.

The lay-out was a little strange. Parking was near the road

with the RSO table at one end of the parking area. There was a big field of winter wheat in front of the parking line that you could not walk on. Once you were done at the RSO table you had to use a dirt road for about 150 yards to the launch site. So if you were at your car you could see every flight really well. Hard to hear with the distance the PA system had to reach, but you could hear it. On the down side if you had a heavy rocket it was quite a walk to launch.

I was told that later this year this field will not be a problem and you will be able to park much closer to the launch site.

Overall I would have to say the site is about 600 acres of clear land. On two side are some houses, the other two sides have tall trees, but to far to worry about. I would have to say it compared to Whitakers in size and type of launch capability.

Joe Mays I swear put up one rocket for everyone that someone walked up with. Hey, I would have done the same thing if I was running the launch. There were two Level 1 cert. flight from Tom Gouvas and Chris Brandt.. I believe the largest motor use this day was an L flight.

Most have to agree that Stuart McGilvravy stoled the show with a LARGE SR-71. This was a one piece bird, made of plastic of some sort. This was not an Estes model it was about twice as big as the Estes. They had 5 flights with it and every flight was different.

Nelson wanted to fly his 1/2 scale Patriot on an L750, but after the long walk out discovered that they did not have the right launch

rod size. (See ESL #21 for the flight) I for one was looking everywhere for a rod so he could fly it, but came up empty.

Norwood Truett had an interesting flight with a 2 stage bird that used thermolite for the second stage. Once the booster was lit you could see the flash of the thermolite on the side of the rocket before it was off. This let Norwood know that the second stage should light. That it did for a great flight. That flight and another mach flight were out of sight, but he got them back.

I had my highly engineered tower with me to launch my "Screaming Attitude". As I was walking to the pad everyone wanted to know what it was. "My rocket" I would tell them, Kathy was carrying the rocket, but you know me and my smarta\*\* remarks. When it came time to light it, the motor came to life and the rocket stuck to the tower. The whole thing went about 6 -12 inches off the ground and then layed on it's side. Now that I had the tower flight cert. I could use it to fly rockets, once the problem was found and corrected that is. The next flight the tower stayed on the ground as planned.

This is a great field for flying and no one should feel restricted in any way .

*Bob Utley*

*Received permission to reprint "Delaware Tripoli #106 News From The Prefecture" for our members.*

**Delaware Tripoli #106  
News from the Prefecture**

If you haven't heard, Delaware Tripoli #106 is up and running and trying to get organized. Joe May is our Perfect (I mean Prefect) and we have had two Tripoli sanctioned launches so far.

The First was July 17 & 18 at Preston Parsons field in Dagsboro, DE. We had approximately 50 flyers over two days and about 176 flights. Total motors flown were A-6, B-17, C-54, D-53, E-7, F-15, G-25, H-27, I-11, J-6, K-4 with a total of almost 30,000 Newtons burned. Several flyers certified Level 1. They were: Connie Sherman, Mike Steele, Dave Vallee, C.W. Kirby, Gary Rechter and Chris Helwig. There was also one Level 2 Certification by Howard Graybush. Congratulations to all that certified. Welcome to High Power! Also thanks to the Sunday flyers who contributed to Mr. Townsend's (a.k.a. The Watermelon Farmer) Watermelon Fund. He was smoothed over and we should be able to keep the Dagsboro field as our backup field. Also many thanks to Maryland Tripoli for their support during our first launch.

The second launch was October 3 at our new Dublin Hill site, which is just over a mile square with a 5000 ft. waiver. We had 78 flights with total motors burned: A-2, B-4, C-14, D-8, E-8, F-9, G-14, H-17, I-11, J-4, K-2, L-1. We had only two level 1 certifications: Chris Brandt and Tim Gouvas. Congratulations go out to our new Delaware members. Thanks to the flyers who signed the Thank-you card and for the donations (\$100) to the landowner. It was well received with no complaints or problems, and Mr. Wheatley

extended his permission to use the field for future launches.

We are planning a lunch October 31 or November 7, pending crop removal with rain dates the following days at our new Coverdale Crossroads field. This field is about 1000 acres with an approved 15,000 ft. waiver. It is located on Rt. 18/404 between Bridgeville and Georgetown, DE. Turn left/North at the yellow flashing light and head toward the huge radio tower. The beans are being harvested in other fields at this time so we might just have the field cleared by the Oct. 31 launch date. It could be short notice, but we will let you know if the launch is on and the date through Ken Allen (202) 723-8257.

We will be contracting our current and prospective members about club organization near the first of the year. We are going to get incorporated and begin planning club meetings, dues, etc. As you all know getting launches together is a lot of work and we appreciate all the help we get (Thanks Bill Mantell!). We're getting our act together slowly, thanks for your patience and keep the pointy end up!.

Joe May (302) 475-6840  
Norwood Truitt (302) 732-3619, Tom McDonald (302) 629-4670.

*Tom McDonald*

## **ESL # 21**

Launch was at Mr. Higgs house. October 17-18, 9:00 - 5:00. 10,000 MSL waver.

Saturday 17, great day for flying. Blue sky, no wind and warm.

There were 143 flights. Three Certification flights. Michael DeWeese and Tim Wolfe got Level 1. Welcome to High Power, now empty your wallet. Pat Barber got Level 2.

Stuart McGilvray flew his glider again the SR-71, which I found out is made by Hobby Lab.

David Weber, who has been absent at a couple of launches, stayed all weekend and put up his fair share of rockets. His creation called the Proboscis is different, ask him how he came up with it. Just so you know it is a nosecone with three legs that have some kind of ball at the ends. It does fly, and fly well.

Nelson Wallace had a tall story. At the time of the launch there was a Peace Conference in Wye Mills, not far from the launch site. As most of you know Nelson displays his rockets with pride on the top of his car. Well either the Secret Service or the Police did not take the same view of it. The police pulled Nelson over to see what his intentions were. Once he showed them all his paper work and told them of the launch they let him go. Nelson told the police that they can expect about 100 people to come by for the same reason. Bet that made there day. Also the Centerville police saluted Nelson as he drove by.

The continuing story of my 2 stage T/S. I sent it up on a J415 and this time it stayed together, the second stage did not light but no fire. Kathy Gilliland sent her Robin up on an F to watch it's first and last

flight. It's out there somewhere, about a mile down range.

At night fall, there were about half-a-dozen night flights.

Sunday the 18, was a little windy, but there were still 70 flights. Larry Zupnyk and Bill Davidson were on hand to cert. Neil McGilvray Level 3 rocket "Dummy Money" which was to go off at noon.

Some surprises were David Lucas and Terry Chafant launched their rockets. This is something I have not seen in about a year. They still know how to wow the crowd. In addition they manned the "Road Kill Cafe" for Tommy Higgs, hot dogs, hamburger and deer BBQ. I noticed they sold out of everything by 2:00 pm on Sunday.

Mike McHugh got cert. for Level 2. And yes Neil got Level 3. (*I will be putting out a special edition of the newsletter that Neil will write on his rocket from start to finish*)

The 50/50 drawing was fixed, I won. So I gave the money to Tommy Higgs for the use of the field and because I did stomp in his soy-beans to get my rocket. Hey, I want to keep him happy.

Performance Hobby was not there, but did get everyone the motors they ordered for the launch. Zeppelin Hobbies was there both days and T&T Hobbies showed up on Sunday.

*Bob Utley*

### **Delaware November 1**

Sunday November 1. Waiver 10,000 ft. Field BIG, 2 x 2 miles. Wind was a factor in the morning, by afternoon it had calmed down a little.

Present were (in order by memory) Nelson Wallace, Ed Brun, Bill Mantell, Kevin Mitchell, Fred & Meagan Wallace, Mike Banz, Neil McGilvray, Lester Sherman, Howard Grabush, Brian Slogick, from Maryland. Joe May, Tom McDonald, Norwood Truitt. Some others I do not remember.

Ed Brun had a K550 with altimeter for a great flight. Bill Mantell had a L750 (I believe) 22 lbs rocket and luck was it landed about 50 yards from the back of his truck. Most other fliers had a long walk.

Tom McDonald had the worst luck with motors CATOing. In fact all problems with rockets were motor problems, forward closures and blown nozzles.

Kathy Gilliland put up her "2 the stars" on an I-300, fast flight. I tried for the Mile High club, but fell short by 550 feet.

Some friends from SPAAR were there Randy Brust and Guy DeStefano. Randy put up a small cow on an I-300 and his Magnum on a J-415, Guy put up his I-Roc on a I, then is Iris on a I-435 but blew the nozzle.

Lester who wanted to get to a mile put up his rocket (do not know the name) on a J-800 to about 7000 feet, great flight Lester.

Neil McGilvray put up his K550 for the day and was prepping another when I left. Joe May was prepping his L motor "Monster" but again, I ran out of time.

*Bob Utley*

## Prefect Corner:

I want to start first of all by thanking a whole lot of individuals for such a highly successful rocket launch on Oct. 17 & 18, 1998. To start off with, give praise to GOD for the beautiful weather we all had! Next, to Mr. Tommy Higgs for the use of his land. Without him, alot that we take for granted would not exist. Other people that I would like to thank is the volunteers that helped with setting up, running, and the taking down of the launch. Every little thing that is done, regardless of how small, is a large help in the whole process of running and organizing a launch. Last I would like to thank all of you who came to fly rockets. That is why we do this, to have fun, isn't it?

Now off to some other issues. Right now if all goes well, our next launch will be on the weekend of Nov. 21 & 22, 1998. This launch will be held at the "big field" down on Ell Downes Rd. At this site Mr. Tommy stores his grain dumpsters. Whatever you do, don't throw any thing in them. If you throw, say a destroyed rocket that came in ballistic, in one of these dumpsters, it will get mixed up with the grain that gets put in them. Then the grain along with the debris that was tossed into the dumpster gets stored in the silos as feed. Let me tell you, rocket parts do not make great cattle feed. Everyone would loose his or her launching rights if Mr. Tommy found a piece of kraft phenolic or fiberglass imbedded in the stomach of one of his milking cows. This would not be fun. Another thing to pay close

attention to is, know where your children are. Do not let them play on or around the large hay bales that are stacked on the property. Also do not let your children go in the old barn that is at the launch site. Believe me, there is nothing of interest to them in there anyway. Remember, rockets are the reason they are at the launch. Nobody wants to see the launch get shut down because someone's child got hurt and had to be rushed off to the hospital. Nobody wants to see anybody get hurt! Now one of the last issues to cover is the canal. Thanks to Mr. Tommy, the president of the National Free Flight Assoc. Art Bornman, Terry Chalfant, Dave Lucas, and Mr. Tommy's sons, crossing these canals is a whole lot easier. Two small bridges were built for easier access to the other side. First, only one person at a time on these bridges. Second, please don't let your children play on these bridges. No sense in seeing any of them getting hurt by falling off into the water. Now the last of the issues. When you come to the launch, have fun. This is the main reason why we all fly rockets. So whatever you do, fly high, fast, and for fun, but above all, fly safe.

Keep the pointy end up and the firey end down!

*Dave Bullis*

P.S. Don't forget to pray to GOD for no rain and no wind on Nove 21 & 22!

## Tech Tips:

Keep some steelwool in your pocket on the way to the pad. You can use it to clean the rod and the clips.

## Performance hobby

<http://www.web2.com/perfhobbies/>

Now a distributor for Ellis Mountain Motors. Large Stock of Davey Ematches. Almost anything you could need they should have. Phone (202) 723-8257.

## Next Issues:

- Launch Summary, Nov & Dec.
- Events for Jan & Feb
- If you don't send any of yours  
there's always pictures of my  
rockets

## New Members:

Welcome to Maryland Tripoli.

Tim Wolfe  
2836 Word Kline Rd.  
Myersville, MD 21773  
[hychile99@aol.com](mailto:hychile99@aol.com)

George S. Sechrist, III  
611 L. Cranbrook Rd.  
Cockeysville, MD 21030

Michael C. DeWeese  
8011 Escalon Ave.  
Pasadena, MD 21122

John Boatwright  
7023 Brocton Ct.  
Springfield, VA 22150

## Breaking News:

October 29, 1998

Columbus, Ohio, USA (ROL Newswire) - In a communication posted on the Compuserve Sport Rocketry Forum, Bruce Kelly, President of the Tripoli Rocketry Association (TRA), addressed a situation regarding existing regulation that could have far-reaching effects on the rocketry hobby.

At the recent NFPA meeting in Albuquerque, New Mexico, the Rocketry Task Force of the NFPA's Committee on Pyrotechnics met with representatives of the Bureau of Alcohol, Tobacco and Firearms to discuss proposals that had been published in the Federal Register on August 24, 1998. The proposals, if adopted, would regulate all motors larger than "F" impulse as well as all motors in the "Easy Access" category. According to Kelly, this action is being driven by a directive for all federal agencies to agree with each other from a regulatory perspective. The CPSC has defined "model rocketry" to end with "F" impulse and defined "high power rocketry" to begin with "G" impulse. Therefore, it is the intention of the ATF to take this same position.

While this will have an impact on high power rocketry, it will have a much larger impact on model rocketry. It also means that all the rules for licensing and storage will now apply to all motors larger than "F" as well as all reloadable motors classified as "Easy Access." According to Kelly, the reason that "Easy Access" motors are falling into this category is for two reasons:



1) first by impulse (like the "G") and 2) by "intended" use. If the intention is to ship six (6) propellant grains which will "stack" to make an assembled "J" motor, each grain will be regulated as if it were a "J" motor. The key word here is "intent."

A meeting has been tentatively scheduled in Washington, DC to see if this situation can be changed in any degree. Representatives from the National Association of Rocketry, the Tripoli Rocketry Association and the industry trade association, High Power Rocketry Manufacturers and Dealers Association, will meet with representatives from the CPSC, DOT, and ATF in November.

(From Editor)

Now before you go flying off the handle, STOP, lets look at the facts first.

RMR has had some wild ideas on what to do, with alot of misinformation.

FACT, on December 22, 1998 this will be the law.

FACT, in late November the cost for a LEUP permit will be raised to \$100. (it was \$20.00)

FACT, G and above motors will be restricted.

FACT, BATF did posted this change in 1996. No one in Rocketry notice. There is nothing to do to change that .

FACT, Congress wants all agency to restrict all explosives the same way. So BATF lowered it's standard down to the CPSC level.

Now the good news. Both NAR and Tripoli will have a meeting

with BATF later this month to discuss this issues with them. They will try and see if they can get the BATF to change it minds on the level or restriction. In addition to lower the cost of the LEUP permit for Rocketry.

So you understand the reason for the change, it is that the CPSC (Consumer Protection S? C?) has G and above motors restricted for age 18 and above, also they consider 80ns to be consider 1.3 explosives. This is a level lower then the BATF does, but to comply to the Congressional Law BATF had to meet this same level or change it. BATF decided to meet the CPSC standard.

Since the BATF is willing to talk to us (NAR & Tripoli) there is hope they may want to change their rules, but to what extend is unknown.

So where does that put us, after December 22, 1998, when the new rule becomes law? (I'll try and keep it simple, the Level 1 ,2 & 3 rules still apply for motor types you can use)

A) If you only want to fly F and below motors, there is no change. No matter where you fly at.

B) If you only fly in the state you live in , and you have a vendor with a commercial LEUP permit, that comes to the launch site. There is no change for you. To fly G and above motors.

C) If you want to fly out-of-state, you still need a vendor on site with a commercial LEUP permit. You will need a LEUP permit (either with or without storage) yourself. To fly G and above motors.

D) If you want to fly out-of-state or your state, and there is no vendor on site, you will need a LEUP with storage. To fly G and above motors.

At this point you should know which one you fall into.

One thing about the vendor and the motors, they are pre-bought so the vendor is storing the motors for you. You are not allowed to buy the motors at the launch site, unless this is the vendors "place of business".(no vendor "place of business" is the launch site) For us (Maryland Tripoli) Performance Hobbies is a commercial LEUP vendor. They can bring your pre-bought motors to the launch site for you. Other vendors may have a commercial LEUP permit. That should cover A & B of above.

Say you wanted to fly at Delaware or Whitakers, P.H. is there on site, you will need a LEUP permit to fly, even if P.H. has pre-bought motors for you. If P.H. is not on site but another vendor is, you must pre-bought the motors from the other vendor and have them deliver the motors to the launch site for you. This covers C of above.

Going to some location (same state or out-of-state) where there is no vendor at the launch site. You will need to transport the motors yourself. You will need a LEUP with storage permit, if you want to fly G and above motors. This covers D of above.

By now you can see that a LEUP with storage gives you the most freedom to fly. A LEUP without storage gives you almost as much. There is something you can do for a

LEUP without storage which should give you almost as much as with storage. Have a member/friend with a LEUP with storage hold your motors for you and deliver them to the launch site. Maryland Tripoli does have members with LEUP with storage. This is legal.

So one would think, OK, I'll get a LEUP with storage. Fine, but the rule is you need a stand-alone building that is 75 feet from any other build. If you can not meet this requirement, you can not get a LEUP with storage. Apply for a LEUP without storage and make a friend with one that has a LEUP with storage.

If you do not have a LEUP with storage, any motor G and above not used at the launch site MUST be returned to either the vendor or your friend with LEUP with storage permit at the end of the day. You are not allowed to posse G and above motors without a LEUP with storage permit period, outside the launch site.

How much for the LEUP? Until the end of November, it will be \$20.00 for a one year permit, after that it will be \$100.00 for a 3 year permit and \$50.00 for renew (another 3 years). Cheap to act now.

Can we get around this? NO! If you want to fly G and above motors, outside your state you will need a LEUP. They are easy to get , I got one in 2 months from the time I applied till it arrived in the mail.

What can we do about this? Let the NAR and Tripoli officials handle it for right now.

Well, we did not need this before so why should I follow it

now? If you do not respect the law, how do you expect the BATF to respect our wishes on changing the ruling? It is not a question of weather you support the law or not. it is ignore the law and hurt Rocketry to the point were it is banned as a hobby. Let's show the BATF we are responsible for our actions. That we have a safe hobby, and we respect the law. This will go a long way in aiding in changes we want in the future. Of course the fines are big too.

I believe that we can still fly what we want. Be within the law, with the minimum amount of change to the individual.

I am not the last word nor an expert on the regulations. I have tried to make this easy to understand and clear for you to the best I understand the law. If you have questions, come to the next meeting, I will answer what I can. You can email me at [robertu@erols.com](mailto:robertu@erols.com) if you can not attend the meeting. This is only for Maryland Tripoli members.

*Notice something missing? I really do not like printing my rocket pictures! Send me some of yours or I'll change the name to Bob's Newsletter.*

**KEEP THE POINTY END UP  
AND THE FIRERY END  
DOWN**

**D. BULLIS**

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

Copyright 1998, M.T.R. (#68)



©E. Brun 98

Bob Booker helping his son Kevin with his I-Roc.



©K. Gilliland 98

M. Rudiger's Bull Pup going on a J-350.



©E. Brun 98  
Someone's rocket marks the spot.



©K. Gilliland 98  
D. Green Mini-Magg on lift-off.



©K. Gilliland 98  
D. Green with his Mini-Magg.



©K. Gilliland 98  
B. Utley's 2 stage Terrier/Sandhawk.

## Flight Log October 17, 1998 ESL # 21

Flyer	Manufacturer	Model	Motors	Result
Pat Barber	Scratch	Dazed & Confused	F 32	No Chute
Pat Barber	Scratch	Purple Haze	H 70	Good Flight
Pat Barber	Aerotech	Bruiser	J 350	<Cert Level 2>
Ivan Barnsley	Scratch	Whistler	G 64	OK
Ivan Barnsley	Scratch	Atlas-Agena	D12/D12	No Ejection
Ivan Barnsley	Scratch	Momma & the Brats	A8/A10/1/2A	Lawn Dart
Ivan Barnsley	Scratch	Leftovers 'N' Ideas	C6/D12/B4/D12	Good
Ivan Barnsley	Scratch	Whistler	H 97	Load Whistle...
Ivan Barnsley	Scratch	Box/Hourglass	D 12	Outstanding Flight
Ivan Barnsley	Scratch	Whistler	H 180	Good Flight
Ivan Barnsley	Scratch	Upscale Midget	B6 /B 6	OK
Ivan Barnsley	Scratch	Get The Point	C6 (4)	No Go
Ivan Barnsley	Estes	Ranger	D12/C6	Good
Peter Bennett	Scratch	Maverick	J 460	Good Flight
Bob Booker	PML	Patriot	H 180	OK
Bob Booker	LOC	I-Roc	I 161	Beautiful
Kevin Booker	Scratch	Scratch Onyx	F 22	Perfect
Bob Booker	Scratch	3/4 Wahoo	F 25	
Art Boorman	Scratch	Red	G 80	OK
Art Boorman	Estes	Omloid Maniac	F 22	Kato
Art Boorman	Scratch	Red	G 80	No Ejection
Art Boorman	Estes	Higher Goals?		Good
Scott Branche	Scratch	Mach 10+	E 15	OK
Scott Branche	Scratch	March 10+	E 11	No Power
Scott Branche	Scratch	Mach 10+	E 15	Nice Flight
Ed Brun	LOC	Gone Plum Loco	J 350	OK
Ed Brun	PML	Ariea	H 128	OK
Ed Brun	Scratch	Dart	G 80	See Ya----
David Campbell	Estes	Maniac	D 6-5	Good
David Campbell	Estes	Maniac	D 6	OK
Dean Campbell	Aerotech	HV Arcas	F 50	OK (First Flight)
Dean Campbell	Aerotech	Arcas	G 40	Good
Mike Campbell	Estes	Firebird	C 6-5	Good
Mike Campbell	Estes	Goliath	C 6	No Chute
J. Craig	Scratch	Bull Pup	I 435	Good (First Flight)
J. Craig	LOC	Magg-Roc	I 357	OK (First Flight)
J. Criag	Scratch	AmRaam	G 35	OK
J. Craig	Scratch	CF Wonder	H 128	10th Flight
W. Cramer	Aerotech	Mirage	G 80	Good
W. Cramer	Estes	Golden Cruiser	C 6	OK
Rich Custer	Scratch	Custer Cluster Thruster	D 12 (3)	Good
Rich Custer	Scratch	New Detroit	F 22	Good
Rich Custer	Scratch	EI Kazing	E 30	OK

## Flight Log October 17, 1998 ESL # 21

Flyer	Manufacturer	Model	Motors	Result
Rich Custer	LOC	Bumble	H 125	OK
Harris Darrell	Aerotech	Iniator	F 20-7	No Chute
M. DeWeese	PML	AmRam3	I 161	Good
M. DeWeese	PML	AmRaam3	H 123	<Cert Level 1>
M. DeWeese	Aerotech	Astrobee D	G 54	
M. DeWeese	Estes	Astro Cam	C 6	
M. DeWeese	Estes	Astro Cam	C6	Separation
Mike Gardner	Scratch	The Red Thing	D 12	Oops
Kathy Gilliand	Scratch	Pink Impression	F 40-8	Far Far Away
Kathy Gilliand	Scratch	Sky Taxi	G 80	Nosecone off
David Green	LOC	Mini Magg	H 128	Good (First Flight)
Micah Harris	Estes	Pathfinder	D 12	No Chute
R. Harris	High Flight Tech	Sentinal	G 40	OK
Nik Harris	Aerotech	Arreaux	G 64	OK
Ray Harris	Estes	Sidewinder	C 6	OK
Chris Harris	Estes	Load Star	C6/C6	No Chute
W. Harris	Scratch	Pringles	D 12	OK
Micah Harris	Estes	Super Shadow	D 12	OK
R. Harris	High Flight Tech	Stinger XL	?	came apart
Nik Harris	Estes	Bandit	C 6	Good
W. Heizer	Scratch	Un-named	E 23	Good (First Flight)
W. Heizer	Aerotech	Tomahawk	H 120	Good Flight
W. Heizer	Scratch	Childs Play	E 30	OK
Adam Higg's	Scratch	Armor of God	G 80	OK
Adam Higg's	Aerotech	Chechers	G 75	Perfect!
Adam Higgs	Aerotech	Checkers	H 238	Good
Bill Kirkpatrick	Aerotech	Hot Stuff	G 35	OK
Bill Kirkpatrick	Aerotech	Hot Stuff	F 25	OK
Sean Kirkpatrick	Estes	"Darn It, No paint"	C 6	OK
Sean Kirkpatrick	Estes	Darnit! No Paint!	C 6	Good
Craig Lemoncelli	Aerotech	Mustang	G 40	Good
Craig Lemoncelli	Scratch	Pinky Stinky	G 125 (3)	No Chute
G. Ligon	?	Bull Pup	G 64	Good
John Mainville	Scratch	Anybody's Guess	H	OK
W. Mantell	PML	Tomahawk	I 161	OK
W. Mantell	NCR	Eleminator	G 64	Good
Chris Marsellas	Scratch	Checkers	H 123	separated
Joe May	LOC	Magnum	I 280	
Joe May	NCR	Redwing ASP	H 80	Oops
Joe May	LOC	Minie-Magg	H 70	
Joe May	LOC	Bruiser	K 550	Nice Opener!
Sean McAndrew	Thoy	Falcon	I 435	OK
Sean McAndrew	Scratch	Culstr	F 72	GONE!



## Flight Log October 17, 1998 ESL # 21

Flyer	Manufacturer	Model	Motors	Result
Sean McAndrew	Thoy	Falcan	J 160	Good Launch
Sean McAndrew	Estes	Shadow	D12/D12	
Stu McGilvray	Hobby Lab	SR-71	E 15	No Chute
Neil McGilvray	Scratch	Socially unac	K 550	Good Flight
Chirs Miller Jr	Scratch	Fat SAAB	H 180	Good
Kevin Mitchell	PML	Quantum LeapH220/H128		Lost Nosecone
Kevin Mitchell	Scratch	Pyscascreamer	J 250	No Chute
Paul Parson	Estes	Shadow	E 30 (4)	Good Flight
Paul Parsons	Estes	Phoenix	G 35	Good
Ted Proseus	Scratch	Gyroc	B 4	Hard to Track
Ted Proseus	Rocket R&D	Jay Hawk 2.6	F 39	
Ted Proseus	V.B.	VB Extreme 29	F 24	Good
Mike Rudiger	NCR	Patriot	H 100	OK
Mike Rudiger	Dynacom	Bull Pup	J 350	Good & Loud
D. Sauger	Aerotech	Rebei	G 80	
D. Sauger	Hawk Mountain	Raptor	G 75	OK (First Flight)
D. Saugerr	PML	Pteradactyl Jr	I 161	Trashes
Les Sherman	PML	Eclips	I 284	OK
Brian Slogick	LOC	Bruiser	J 800	Good
Bryan Slogick	Scratch	Going Blind	K550/J350(2)	
Bryan Slogick	Binder	Iris	H 220	"Gone, but not
G. Tiger	LOC	Vulcanite	H 120	OK
G. Tiger	?	Bull Pup	F 52	
N. Truitt	Scratch	Nike-Apache	J350/G40	Broke-up
N. Truitt	Scratch	Astrobee 1500	I195/G40(2)	OK
N. Truitt	Scratch	M100B	H 60	Good Flight
Scott Tyrell	LOC	Blow-By	F 104	OK
Scott Tyrrell	Scratch	Flipper Two	I 284/J 90	Good Flight
Bob Utley	Scratch	Sandhawk	J 275	OK
Bob Utley	Scratch	Screaming Attitude	I 161	Good
Bob Utley	Scratch	Terrier/Sandhawk	J415/H123	No Second
Fred Wallace	Dynacom	Bull Pup 1/3	J 460	Good
Fred Wallace	Rocketman	Wa-Hoo	I 154	OK
Fred Wallace	LOC	Hot Streak	K350/G80	
Fred Wallace	Scratch	Mini Ezi	G 97	Good
N Wallace	Aerotech	Mirage	G 64	
Larry Walz	Thoy	Instant Access	J 490	Good
Dave Weber	NCR	Lance Beta	G 80-7	Good
David Weber	Atlantic	V-2	H 128	Good
David Weber	Weber Eng	Red Dog	G 35	No Chute
David Weber	Weber Eng	They Killed Kenny	E 30	OK
David Weber	Weber Eng	Proboscus	F 20	Good Flight
David Weber	LOC	Minnie Magg	H 123	Perfect Flight

## Flight Log October 17, 1998 ESL # 21

Flyer	Manufacturer	Model	Motors	Result
David Weber	Weber Eng	Sticker Shock	I 161	OK
W. Winazak	V.B.	Black-Gold	F 25-9	Good
W. Winazak	Scratch	Silver Lining	F 50	Good
W. Winazak	LOC	Jessa Lyn	G 40	OK
Tim Wolfe	Scratch	Phoenix	H 120	OK
Tim Wolfe	Aerotech	Mirage	G 64	OK
Tim Wolfe	NCR	Partiot 1/4	G 80	Good Flight
Tim Wolfe	Scratch	Phoenix	H 180	<Cert Level 1>
Dave Young	PML	Patriot	J 275	Nosecone
Dave Young	TCB	Thunder	I 284	OK
Dave Young	LOC	Paratrooper	G 80	No Chute
Dave Young	Binder	Sentinel	H 242	Great Flight
Larry	Thoy	Instant Access	I 580	Good Flight

## Flight Log October 18, 1998 ESL # 21

Flyer	Manufacturer	Model	Motors	Result
Mike Banz	PML	Special K	I 161	
Mike Banz	V.B.	Javelin	H 128	
Mike Banz	V.B.	ASP	D 12	Perfect
Mike Banz	LOC	Caliber ISP	H 242	Good Flight
Pete Bennett	Dynacom	Maverick	J 415	
John Boatwright	Scratch	Thugly	G 40	
John Boatwright	Scratch	Thug	F 25	
John Boatwright	Estes	Big Bertha	B 6	
John Boatwright	Scratch	BX-1	E 15	
Ed Brun	Scratch	Dart	F 25	Perfect
Terry Chafant	?	Junk	G 40	
Dustin Crabtree	PML	Amraam 4	I 435	
Jeff Daniels	Aerotech	Arcas	G 35	
Jeff Daniels	Aerotech	Arcas	G 35	
Jeff Daniels	Aerotech	HV Arcas	F 20	
Colin Davidson	Thoy	Wren	E 15	
Colin Davidson	?	Swamp Thing	G 35	
Joseph Detz	Estes	MK-109	B 6	
Joseph Detz	Estes	??Bird	B 6	
Ken Gaduch	Pratt Hob	Tomahawk	G 35	
Kathy Gilliland	Scratch	Sky Taxi	H 120	Elmo
Kathy Gilliland	Binder	2 the Stars	I 211	
Kathy Gilliland	Estes	Python	E 15	Nice High Flight
Drew Gray	Quest	Hyper	B 6	
Augie Gray	Aerotech	Hyper	B 6	Good
Adam Higgs	Scratch	Armor of God	G 80	
Greg Kendig	Estes	Fatboy	C 6	



## Flight Log October 18, 1998 ESL # 21

Flyer	Manufacturer	Model	Motors	Result
Greg Kendig	Estes	Silver Comet	D 12	
Greg Kendig	Estes	Fatboy	B 6	
Creg Kendig	Rogue Ae	Hex Couliur	B 6	
Greg Kendig	Rogue Ae	Goodboy	B 6	
Greg Kendig	Estes	Silver Comet	D 12	
Greg Kendig	Estes	Silver Comet	D 12	
Greg Kendig	Estes	Phoenix	F 72	
Bill Kirkpatrick	Aerotech	Hot Stuff	F 20	
David Lucas	PML	AmRaam	I 435	He can still fly
Bill Mantell	PML	Tomahawk	I 211	
T. McDonald	Estes	Big Dawg	C 6	
T. McDonald	Estes	Rampage	C 6	
T. McDonald	Estes	Fat Boy	C 6	
T. McDonald	Estes	Redi-Roc	A10	
T. McDonald	Estes	Broadsword	F 12	
T. McDonald	Estes	Big Dawg	C 6	
T. McDonald	Scratch	Watch the Birdie	C 6	
T. McDonald	Estes	Big Bertha	C 6	Good Flight
Neil McGilvray	Scratch	Dummy Money	M 1939	<Cert Level 3>
Mike McHugh	PML	Black Brandt	J 350	<Cert Level 2>
Ken Paduch	Estes	Shadow	F 39	
Doug Pratt	Pratt Hob	D-Region Toma	D 20	No Go
Ted Proseus	Scratch	Rem of a Sea Strike	E 18	
D. Sauger	PML	Puppy	H 123	
D. Sauger	?	Trailblazer	D 12	
Kevin Shephard	Scratch	Versi	J 350	Good Flight
G. Sige	V.B.	VB 29	E 30	
G. Siger	Scratch	Bull Pup	F 52	
Bryan Slegick	LOC	Bruiser	J 800	
Bob Utley	Rocket R&D	Robin	F 76	Gone!
Bob Utley	Scratch	Screaming Attitude	H 123	Perfect
Fred Wallace	Dynacom	Bull Pup	J 350	
M. Wallace	Quest	Thunder	B6	
M. Wallace	Estes	Maniac	D 12	Great Flight
M. Wallace	Scratch	Neon	C6	
N. Wallace	PML	Patriot 1/2	K 700	No Chute
N. Wallace	Aerotech	Astrobee D	F 20	
David Weber	Weber Eng	Tuber	G 75	Made it 94 flight!
David Weber	Estes Under	Repair Impuse	E 15/ E 15	
David Weber	Weber Eng	I Killed Kenny	E 30	
David Weber	Weber Engi	Yellow Jacket	F 50	
David Weber	Aerotech	Mustang	F 37	Perfect
W. Winazak	Scratch	Silver Lining	F 50	

## Flight Log October 18, 1998 ESL # 21

Flyer	Manufacturer	Model	Motors	Result
Dave Young	TCB	Thunder	I 284	

Please fill out flight card clearly

## Flight Log Summary October 17-18, 1998 ESL # 21

### Motor Usage

A	2	5
B	12	60
C	21	210
D	19	380
E	16	640
F	30	2400
G	40	6400
H	32	10240
I	22	14080
J	20	25600
K	5	12800
L	0	0
M	1	10240
N	0	0
O	0	0

220 TOTAL MOTORS

83055 NEWTON/SECONDS

That's 2+ O motors



©Unknown 98

Kevin Mitchell's Terrier/Sandhawk at May's launch.

## Flight Log Summary October 17-18, 1998 ESL # 21

continued

Model Usage

Atlantic	1	
Aerotech	23	
Binder	3	
Dynacom	4	
Estes	40	
Hawk Mountain	1	
High Flight Tech	2	
Hobby Lab	1	
LOC	17	
Lanuch Pad	0	213 TOTAL FLIGHTS
MSH	0	
NCR	5	
PML	16	
Pratt Hobbie	2	
Public Enemy	0	
Quest	2	
Rocketman	1	
Rocket R&D	2	
Rogue Aero	2	
TCB	2	
Thoy	5	
Scratch	67	
V.B.	5	
Unknown	5	
Wahoo	0	
Weber Eng	7	
	213	TOTAL ROCKETS

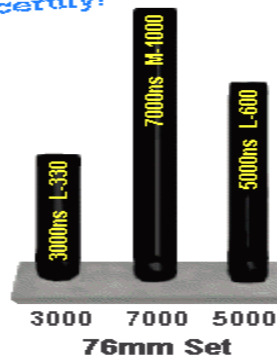
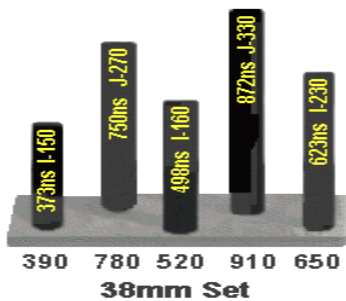


Robert Ellis-Owner

# ELLIS MOUNTAIN ROCKET WORKS

Long Burn - High Thrust - Affordable  
Rocket Motors

Now, you can afford to fly & certify!



**THOR'S HAMMER™  
PROPELLANT**

High Grade T-6

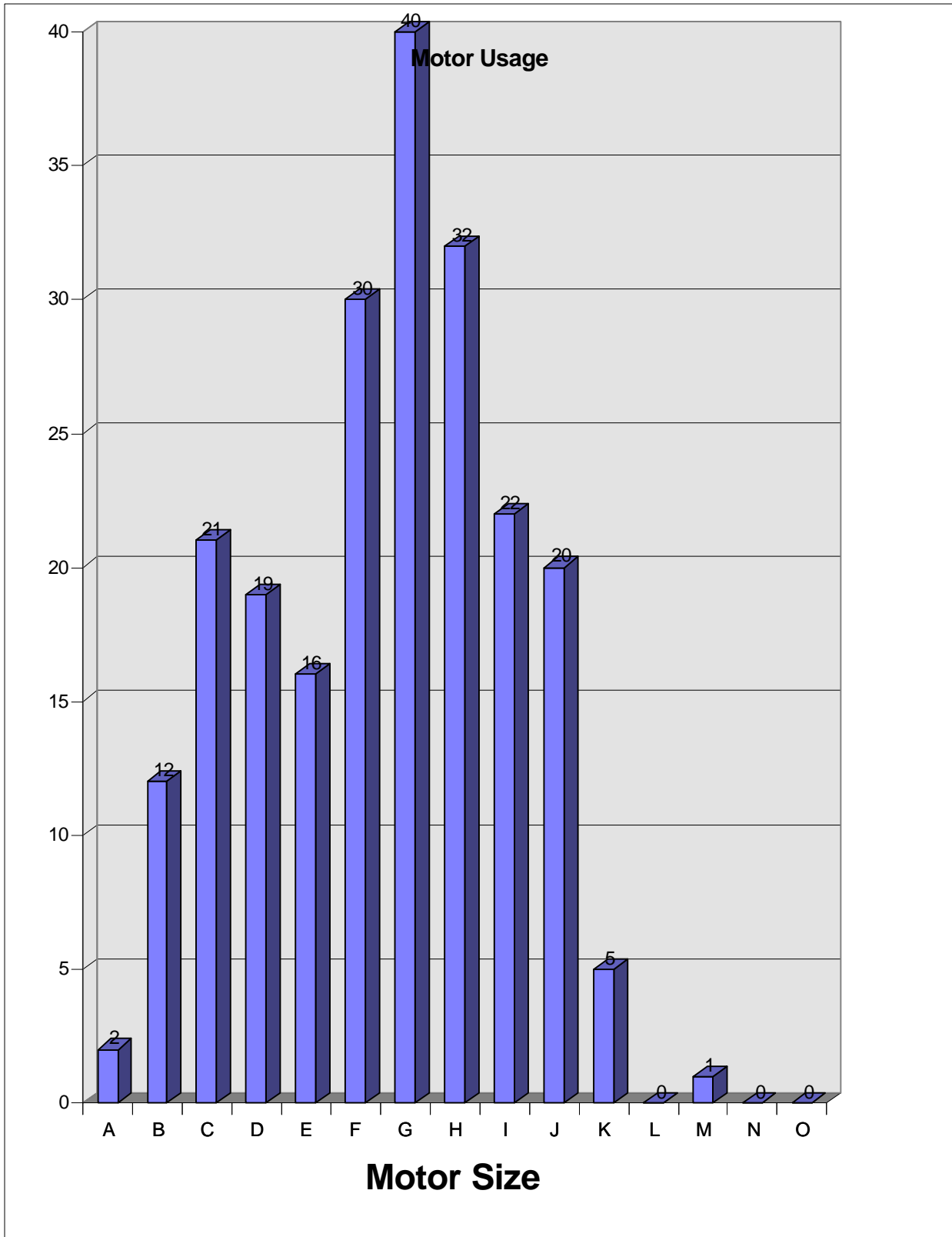


Aluminum Casings

NOW  
CERTIFIED!!  
& ready to ship!

### Flight Log Summary October 17-18, 1998 ESL # 21

continued





## Rocket Calendar December 1998

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday																																																								
<table border="1"> <tr><td colspan="7">November 98</td></tr> <tr><td>S</td><td>M</td><td>T</td><td>W</td><td>T</td><td>F</td><td>S</td></tr> <tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td></tr> <tr><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td></tr> <tr><td>15</td><td>16</td><td>17</td><td>18</td><td>19</td><td>20</td><td>21</td></tr> <tr><td>22</td><td>23</td><td>24</td><td>25</td><td>26</td><td>27</td><td>28</td></tr> <tr><td>29</td><td>30</td><td></td><td></td><td></td><td></td><td></td></tr> </table>		November 98							S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30						1	2	3	4	5							
		November 98																																																												
S	M	T	W	T	F	S																																																								
1	2	3	4	5	6	7																																																								
8	9	10	11	12	13	14																																																								
15	16	17	18	19	20	21																																																								
22	23	24	25	26	27	28																																																								
29	30																																																													
6	7	8	9	10	11	12																																																								
Kloudbusters, ...																																																														
13	14	15	16	17	18	19																																																								
Tripoli Susque... SPAAR Denve...				Tripol Maryland Meeting																																																										
20	21	22	23	24	25	26																																																								
Tripoli Susque...																																																														
27	28	29	30	31	<table border="1"> <tr><td colspan="7">January 99</td></tr> <tr><td>S</td><td>M</td><td>T</td><td>W</td><td>T</td><td>F</td><td>S</td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>1</td><td>2</td></tr> <tr><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td></tr> <tr><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td></tr> <tr><td>17</td><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td></tr> <tr><td>24</td><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td></tr> <tr><td>31</td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </table>		January 99							S	M	T	W	T	F	S						1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31						
January 99																																																														
S	M	T	W	T	F	S																																																								
					1	2																																																								
3	4	5	6	7	8	9																																																								
10	11	12	13	14	15	16																																																								
17	18	19	20	21	22	23																																																								
24	25	26	27	28	29	30																																																								
31																																																														

Yes, the next page is a real ad, from a real company, selling real T-Shirts.

