



Maryland Tripoli Report



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Cover: Pat Barber with his "Project BS".

Editor's Corner :

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Editor Bob Utley

The cover is a tribute to Pat Barber, who passed away on October 28, 1999. He will be missed. As a club, we have sent flowers and our condolences to the Barber family.

The "Project BS" was a joint project of Pat's and Jim Stanlick. The total altitude was 12,990 feet, breaking a field record. A great project and anyone who was on hand to witness it will always remember.

TREASURE REPORT:

Treasurer Dave Weber

September 24 the treasury had \$2889.00 in the bank.

October 14 the treasury had \$3209.00. Collected \$520.00 from the launch and paid \$150.00 in launch expenses.

MEETING SUMMARY:

September 24, 1999

Next year, BALLS may be held in Kansas, the same place LDRS was held this year. If it is true traveling there will be about 1300 miles one way from Maryland.

Whitakers launch was cancelled due to the flooding in the area of the launch site. Since it may take some time for the waters to recede the October launch might be cancelled too.

October 14, 1999

Some talk about the fire in Florida. For you that do not know, the field, a club in Florida uses a club members used it without permission and set the field on fire then left the scene. The club lost the field as a result. We wanted to review some changes in insurance with Tripoli as a result of this fire.

A statement to members to pay Ken Allen of Performance Hobbies in a timely manner for supplies. If you do not pay Ken, it makes it hard for him to restock for coming launches.

A vote on club shirts was passed. The color will be white, the logo will be the new one given to the club by Richard Harris. There is an order form at the back of the newsletter to order these shirts.

LAUNCH SUMMARY:

Tripoli Maryland Launch Report
For October 2nd and 3rd, 1999.

Who could ask for more? Beautiful weather, good people, ok with the exception of my friends, and lots of smoke and fire. This weekend had something for everyone. Six M launches, multiple Level One and Level Two Certifications and just some of the most spectacular flying we have ever had. The air was alive with gorillas and beasts, colored with red, green, blue, and white. Slow risers and fast streakers. Saturday and Sunday at Higgs farm was rocking and rolling with every type of rocket imaginable.

One of the things that impressed me the most was the quality of flying that was demonstrated as well as the quantity. There were very few crashes considering that we flew 128 rockets on Saturday and 116 on Sunday. The long summer off with no flying gave our members time to reflect on the past year and construct those new projects that seem to take up so much time and money. It also gave us time to tweak our existing inventories of rockets and modify them to increase the chances of success. By the looks of things the plan worked. Sure a few rockets were shot down in flames, but let's face it as long as it's not your rocket, crashes are pretty cool. Even if it is your rocket, trust me. Been there done that, got the tee shirt, wrecked the car or should I say the rocket, crashes are still cool.

Once again we have to extend our thanks to Tommy Higgs for his generosity allowing us to use his land. Without down to earth people like Tommy we would have a much harder time getting our rockets off the earth. Just remember to treat his property like you're own or even better. There are a lot of things that we can become complacent about and take for granted. Let's not do that with Tommy's field and his property. There is no doubt that we have one of the best if not the best field on the East Coast and that is saying a lot. Our

launches are run efficiently and safely. It is a credit to Dave Bullis and all those that take the time from flying to help out for a few hours that make it happen. Here's hoping that more of our members and visitors lend a hand and lighten the load on those already involved. Try it you'll like it.

In alphabetical order here's a recap of the weekends activity starting with Saturday. William Adams flew two rockets, his Photon Disrupter on an H-123 for a nice high straight flight. You have to see this rocket to believe it. I'm sure many hours went into this beautiful rather futuristic rocket. William also flew his ArgusII on a G-33. Mike Ash was warming for his Certification attempt on Sunday with a scaled down flight of a Gemini Titan on a D12.

Pat Barber and Jim Stanlick wowed the crowd with their 2-stage "Project BS" . This was one of four M flights on Saturday. From where I stood it looked like something out of a Point 39 Productions BALLS video. An M-1419 Honest John booster staging to a Nike Smoke sustainer powered by a K-550. The rocket lifted off perfectly straight from Jim's custom 12 foot hydraulic rail. At about 4500 feet the K-550 lit and carried the Nike Smoke skyward. Recovery of the booster indicated that it reached an altitude of 5100 feet. after the sustainer separated, the booster continued its course upward. Now for the bad news. The Nike Smoke deployed the main chute at apogee and as of this writing has not been recovered. Estimated altitude was between 10,000 and 12,000 feet. Not bad for a bunch of East Coast guys. *(two weeks later they found the upper stage beeping 12,990ft)*

Ivan and his daughter Jeanie flew 7 rockets between them. Most notably was Ivan's Level Two Certification flight on "As loud As It Looks". This rocket makes a whistling noise that is proportional to the speed it attains. Needless to say that the motor selection of a J-350 in this light rocket provided plenty of speed and noise. Congratulations Ivan, I hope you plan on passing out ear plugs for your level 3 attempt. Rich Brown lofted 3 birds into the sky on Saturday. Playing catch up to Dave Weber was Riches Py-R-Gone on a G-45 for it's 50th flight. Ed Brun was getting back into the swing of things with a couple of unusual projects. One was his Plum Gone

Loco that boosted with a J-350 and air started 2 H-97s with a wire tripping mechanism that pulled a pin and ignited the H's once the rocket had cleared the pad. It took a couple of seconds for the H-97s to come up to full pressure, but that allowed for a perfectly timed air start as the J-350 burned out. Ed really doesn't like J-350's or the motor casing as demonstrated next. He launched a minimum diameter Phoenix on The J-350. This rocket was only 2" in diameter and weighed only ounces without the motor. Ed sure found a quick, yet exciting way to say good by to his rocket and casing. We are still waiting on recovery reports for this one.

Dave Bullis, never one to let aerodynamics get in the way of rocketry had his big dog out on Saturday. Dave finally gave the members of Maryland Tripoli a chance to witness his Level 3 project, Talitha Journ, fly on a Kosdon M 2240. Dave had spent the better part of the day doing what he normally does, helping people. This was the last flight of the day and as such had all of the last minute scrambling and modification that you might expect. But with the amount of large rockets that we are getting under our belts and into the air the last minute fire drills are becoming second nature. Dave's rocket required some "field modified" recovery accessories, and with everyone's help the M was lifting the big blue bird skyward right at the end of the waiver. Dave designed the rocket to be a heavy low flyer and so he popped the main at apogee, right on cue. A perfect flight with a perfect landing.

Dustin Crabtree decided it was time to put pen to paper and get that pesky Level 2 test out of the way and leave those high flying I motors behind and start spending more money for those higher flying J motors. Dustin certified Level 2 with his 4" Amraam on a J-350. Congratulations!! He also flew the rocket on an I-435. Both great, nice straight flights. Jerome Craig got the Level 2 bug on Saturday also. He certified with his Magg-Roc on a J-350. Lots of fire and smoke, which can mean only one thing, more fire and smoke. Way to go!! Rick Custer was exploring the lower end of the alphabet with 4 rockets. His Bumble on an H-125, the Custer Cluster with 3 D-12s, The Red Guy with an F-24 and Blinky on a G-35. Nice flying Rich. James Darnell blasted into

the sky with his Binder Design Sumuri on a J-350. I hope Kenny takes note who's flying what for that next big motor order. Jeff Davenport flew his Rocketman RM Fire Fly on an H-360.

Gary Deaver tried two different combinations on his PML Calypso. One flight with a G-54 and another flight with an F-62. Which did you like better Gary? Courtney Duvall got up her purple Prowler on a C-6 for a nice flight. Augie Gray had been working and waiting all summer for this day. His first K-550 on his 30 pound scratch built Ursus Horribilus. I think it translates to horrible and useless. It was anything but that. The K-550 was working hard and loud as the rocket came off the pad. Followed by a smokey, straight flight and a perfect two stage recovery. We are looking forward to more of flights like that Augie. Next time try a K-700. Augie also launched a Patriot on an H-124. Dave Green launched 3 rockets. His Big Daddy on an F-62, not a bad motor selection for an Estes Kit. He also launched his scratch build on an H-123 and his crayon on an H-128. Kevin Greif blasted off the pad with an I-284 in the business end of an Amraam 4.

Larry Harris had H-242 working in two different vehicles. His PML IO and his rocket called Checkers. Wayne Heizer had Childs Play working on an E-30. Mark Henning was flying true modeler rockets on Saturday. He flew his 1/9 scale Honest John on an F-50 and his Merlin twice. Once on a B-6 then on a C-6. Jeff Hooker lit up the skies with his PML Aurora on a J-460, Bam!!! and his PML Miranda on an H-128. Bryce Hutchins launched his N-41 on a D-12 and Steve Hutchins launched his Jurassic Mosquito on an E-15, for a nice spinning flight. Speaking of over powered Mosquitoes. Stephen Jones launched his Mosquito on a D13-3 for a blinding fast flight. Vince Leonardi was 2 for three. He lost his PML Samurai after a great I-357 flight in the rocket eating bean field. But had better luck with his Pterodactyl Jr. on an H-123 and his Mustang on an E-15. Ronnie Markin cleared the flight line for his awesome display of power when he launched his Estes Wizard with an inspiring A-8. Don't forget how you got started.

Joe May was set up in the away cell for the day and with good reason. He came to burn

massive quantities of AP and you didn't see anyone trying to talk him out of it. Once again Joe displayed his passion for launching big rockets. First he flight qualified his altimeter in the J-400 powered Magnum for a perfect flight. Once the altimeter was flight qualified it was time for the big show. Joe's 13 foot tall, 12 inch diameter M-1939 power rocket, Draco. The rocket lifted straight up on a huge trail of fire and smoke. You got to love those big white lightning motors. The flight was nominal with separation and deployment of the drogue at apogee. Main deployment was at about 1200 feet, right on cue. One big military chute brought the whole nine yards down with in a couple of hundred yards of the pad. "And that's the way we do that" Joe apparently didn't get enough AP out of his system or money out of his wallet so he launched his Bruiser on a J-800 for a fast, high neck cracking flight.

Sean McAndrew was pushing new limits and displaying some motors and rockets that we typically don't see and thanks to pushing the button at zero, won't see again. Sean launched a rocket called C YA! On a G-140. Hence the name. Then decided why keep a good rocket down. He launched a G-8 in his Could have had a.... Yes a G-8, it burns forever. Once lit it never stops or so it seemed. I think that rocket is still flying around the Eastern Shore. Kevin McGee spent the day working on seeing how empty he could get his wallet. Kevin fly 5 rockets in the mid power and high power range. Kevin flew his NCR Phantom on an F-62 which suffered a separation, his PML Ariel on an H-180, Quasar on an H-128, Sudden Rush on an I-284 and his Youimbo on a G-35.

Neil McGilvray, that's me, decided to open the season with some heavy artillery, I guess just to keep up with the Bullis's, Wallaces and Mays. But first was the flight of a scratch built SR-71, actually modified and fiberglassed from a Hobby Lab kit. Amazing as it may seem to some, Bob Utley – not to mention any names, it actually flew straight and high on an H-123. It's funny how a 2 pound rocket reacts to an H motor. Then it was time for the big boy. Rancor, named after one of the monsters from Star Wars is a 90 pound, 11 foot tall, 8.75 inch in diameter M project that I been tinkering with since last year. The power

plant was an M-1939 and once again everything worked. The altitude was 4700 feet on two of the P-3 altimeters and 5300 per the P-3. I will call it an even 5 grand. One of the most satisfying parts of the flight was watching the beast falling back to earth under drogue with the nose cone still on. My thanks to Fred Wallace for convincing me to use longer webbing (90 feet) between the payload and the booster and to go a little lighter on the ejection charges. It was a great flight that landed about 400 feet from the pad.

The McHuges, Michael, Mike and Kevin combined for 7 launches. 5 by Kevin and Michael on C-6s and two by Mike on an H-128 and on a G-75 with his Black Brant. Glenn McNemar fly 3 rockets from the A-10 range to an I-300 in his scratch built rocket. James Olienyk flew his Pringle, (made from used containers, on a D-12. Kurt Petrucci flew his Initiator on an F-50 for a nice flight. The lack of wind allowed almost everything to fly straight and true. Rachel Petucci flew her Flash on an A-8. Ted Proceus must have been making a killing selling those custom parachutes of his because he only flew two rockets on Saturday. Ted flew his Bird of Prey on an H-128 and his V.B. Javelin on an I-150. Jeff Sr. and Jeffery Potter lofted 7 rockets in the northern direction. Motors ranged from As to Fs. Bill Rossi launched his PML Calypso on an I-145, for a good opportunity to burn the inside of your nostrils while looking up. The Rumbleys, Kenny and Larry put 8 of our lower power cousins into the air. The motor range was in the B to D level.

Fred Schumach was a man with a mission. Certify Level 1 with an I-300 and perform a 2 stage recovery. In the words of Tony McAndrew, "Quite a bold gesture" and that it was. The blue thunder propellant cracked the PML Saber off the pad for a great flight. Unfortunately the nose cone came off at apogee, but Fred still received the coveted Level one as the rocket was returned unharmed under chute. Fred went right back to get it right and with a slightly longer booster to payload webbing, he nailed it. Nice feeling MMMMMMMM Fred? Josh Schumach flew his Spike on an F-20. Bill Schworer blasted his PML Endeavor to the clouds on a loud, fast I-300 and his Amraam 2 on a G33 for a slower longer burning flight. Kevin Shepard was at it

again. This time with a K-300 to H-280 combination. Sometimes I wonder where all these crazy motor combinations are coming from. Then I think, Nah! And sit back and enjoy the show.

Lester Sherman of "The Rocket Shop" fame tempted fate with his down scale Super Loki Dart rocket. For the time spent and effort required to produce such a fine looking rocket you would think Lester would be more conservative. But Noooooooo!! Lester launched the Super Loki Dart on a J-200 and the results were.... Can you spell G-O-N-E. You're a braver man than I, Lester. Brian, if I mix some of this with some of that, Slogick was up to his old tricks again, to everyone's delight. Brian put some concoction of super sparkly something or other in a K-700 casing and the perfect flight and the shower of sparks was well worth the price of admission. Rob Super flew two rockets, one his Goodard 2A on an F-40 and his Navigator 5 on an H-124.

Norwood Truitt can rename his Old Sparky to Old Explodo as the J-200 that was powering the rocket had other ideas. Maybe it's me, but Catos are cool. Norwood did have better luck with his Endeavor Cam flown on a J-415 and a J-275. Make sure you get those pictures to Bob for website posting Norwood. Scott Tyrell flew his flipper Two on a J-275 and I-284 combination. The only thing that I can say bad about big clusters and air starts is that there are never enough of them. Way to go Scott. Bob Utley was busy this summer building his scratch version of a Delta 2. This is one of those crowd pleasing finless rockets. Bob did get a fabulous flight out of it powered by an I-211. The Kathy Gilliland aqua marine paint scheme blended exquisitely with the dark blue sky. Feeling a little cocky and confident Bob then launched the rocket with an I-211 and 4 G-40s. A nice long flight was followed by an even longer walk. Do it again Bob.

Fred Wallace drilled the sky with two rockets on Saturday. His little Wa-Hoo on an H-124 was lost in the bean field. Hopefully that field will be release most of it's captive rockets in the next couple of weeks. Fred also provided some fire works with his Medium Wa-Hoo and a home brew J-500. This flight can be summed up in one word. Boom!! But you will never know

unless you try. Fred's brother Nelson had the arsenal loaded on the roof of his car, only to remain there. Nelson had two launches, both on F-20 power. His Areotech Barracuda and his Real Mean Mach. Both for nice flights. Jessica Walters launched her Alpha on a C-6-5 three times and her Path Finder on a D-12. Nice going Jessica. Andy Weber lost his Strong Arm in the bean field on F-25 power. Beepers are always a good idea. He also launched his Helicopter rocket on a C-6.

Dave Weber, no officially in triple digits with Tuber for flight 101. Go Dave Go!! Dave didn't go but his rockets did. Dave had some bad luck with his Honest John and that pesky bean field. The I-211 must feel the force of the mighty beans. The things went from bad to worse with his SA-14 Archer on an H-220, air starting two G-125s. Once Dave figures out that we are going for vertical altitude instead of horizontal distance he'll be back on the right track. Dave did have a great flight with his V-2 on an H-128. Clark Woodfin joined the Level Two brotherhood and sisterhood, Kathy, with his Binder Design Sentinel on a J-350. Way to go Clark, now empty your wallet. Larry Zupnyk was down from New Jersey for some high flying fun. Though I do believe that he intended to have some low recovery fun also. Larry shot his Bits and Pieces up on a K-550 only to have the nosecone come off at apogee and deploy the chute at 4000 feet plus. After a long wait and some walking I believe that the rocket is back in the arms of it's owner.

Man I am exhausted after day one, I guess that wasn't enough. We had a full house again on October 3, 1999 armed and ready to burn AP and send uncontrollable projectiles skyward at high rates of speed. The day started with Joe May launching his second M motor of the week end. This time the vehicle of choice was the venerable Monster. The motor was something that we haven't seen before. The Kosdon M-1050 slow load with lots of black smoke. Needless to say the M lifted the 50 pound Monster with no problem for a nominal flight. Everything was looking great till main deployment time. The main got a tangled and got caught up and never fully deployed. Joe has been known in the past for his pin point landings but I think he would love to have this one back. Joe was able to pick the

only 20 foot wide piece of road around from 4000 plus feet. The impact caused one of the fins to come loose and caused some damage to the motor tube. But all is repairable and the monster will fly again.

William Adams was back to launch 5 more rockets. William was taking to the sky on a variety of power plants from an A motor up through an H-73 in his scratch built Viper. That is one of the great aspects of launching rockets, size really doesn't matter. Sure the big project gets everyone's attention, but if it is your rocket on the pad you get the same feeling of satisfaction and accomplishment with each flight. Too bad Bob Utlely will never know that feeling. Just kidding Bob, I couldn't resist and somehow I know paybacks will be hell.

Mike Ash was back also. This time he was on a mission that he started last year. The longest ongoing level 1 certification attempt in recent memory. The reason that it took so long was that Mike was determined to do it with his beautifully detailed and built Gemini Titan. Mike's attention to scale realism and light weight construction keep sending him back to the drawing board. Mike could have certified months ago on one of his other rockets but he was going to see the mission through top the end. This time he got it right. A perfect boost on an H-123 with the rocket returning to earth in two sections under chutes as planned. Congratulations Mike. Maybe you could show the 1/3 Mercury Redstone guys how to build and fly a scale. After all things being equal how much bigger can a P motor really be? Way to go. Ivan and Jeanie Barnsley were really back at it again. I suppose that Saturday was just the warm up. They launched lucky 13 rockets between the two of them. Too many to mention here but the launches included clusters, multiple stage flights, Low power flights in the B,C and D range as well as high power flights in the I range.

"Scuse me while I kiss the sky" dadadu dadadu. Speaking of families that fly together and Jimi Hendrix. You do the math this one is beyond me and I wrote it. Anyhow, Vicky Bellerose joined our little Tripoli family on Sunday by certifying Level 1 on her rocket Purple Haze. I just knew there was a link somewhere. She successfully flew her rocket on an I-161. And repeated the feat with a second flight

later in the day. Did I mention her husband, Brian also flew 2 rockets. I just have to wonder if there are any ulterior motives for getting Vicky involved. Couldn't be that Level 3 thing you keep talking about. Nah, it must just be the wholesome family environment that a launch provides. Where am I? Brian flew his Patriot on a J-350 and his Stars and Stripes on an H-124.

Louie Berlin flew 5 rockets on Sunday. All in the mid to high power range. Two Hs, three Fs on 5 different rockets. Bob Booker has been spending some time perfecting his painting skills this past summer by the looks of things. Bob flew two nicely finished V-2s, one was a 4" on an H-128 and the other was a 5.5 inch on an I-161. Cool flights. Bob also flew his level 2 Warlock on the always popular J-350 and his Mustang on an E-15. Andrew Corbin flew three more times with his Estes rockets on C and D power. Dustin Crabtree busted loose two more times with his Amraam 4 on I-435 power for some nice high smokey flights. And he also put up something a little smaller, an Estes Gold Strike on an A-8.

Jerome Craig doesn't want his rockets hanging around long once the button is pushed. He launched his CF Wonder on an I-284 for a very fast neck cranking flight. He also launched the meanest dog at the pound. His Scratch built Bull Pup he called Junk Yard Dog. Jerome selected a J-450 for his power plant and you can do the math. Apparently Jerome likes doing it doggy style. Bow Wow. Kathy Gilliland wanted to mix a little blue with her yellow rocket Sun Seeker by launching it with an I-300. Bob must have prepped the motor because it split the nozzle. You know what happens when you mix blue with yellow, you get green. Speaking of Green. Dave Green launched his Scratch built Crayon on an H-73 for a long burning flight. Wayne Heizer put up two on Sunday. His Bumble Bee on a G-80 and his Amraam 4 on an I-211.

Richard Hickok filled the sky with 11 rockets. He launched a plethora of shapes and sizes and flying configurations from rockets to gliders on a through D power. Some very interesting and entertaining flights. Adam Higgs was busting loose on A power with his Estes Toque and Fury for 3 flights. Bill Mantell did his impersonation of the Energizer Bunny with his Eclipse on a K-

185. It just keep going and going. Bill did his usual text book launch and recovery. We should be seeing Bill's Upscale Eclipse soon for his Level 3 attempt. We expect the same precision Bill! Kevin McGee has been another bus beaver this summer. Kevin Launched what I believe are 3 new rockets. All Nice high power flights. Kevin Launched his scratch built Black Jack on an I-300, his scratch built Moon shire on a K-550 (very nice), and his LOC Magnum on a J-460. Way to go Kevin. Keep up the good work. Neil McGilvray, yours truly, launched a V-2 on an H-240 for a nice flight and recovery. Golden Eye, which is nothing more than a 29mm tube and Maniac fin tube with a PML fiberglass nosecone, on a F25 for a high, straight flight with streamer recovery. It hard to mess those up, but I'm sure I'll find a way. Socially Un-Acceptable weighing in at 21 pounds was launched on a K-700 to 6250 feet. Smoking flight with a perfect 2 stage recovery. And yes the nose cone stayed on.

Mike McHugh launched his Amraam 4 on an I-211 for a nice flight. Kenny better get more of these motors, very popular. Kevin McHugh flew twice on C-6s with his Cyclone and Scorpion. Jerry O'Sullivan flew twice also with his I-211 powered Phoenix and his Areotech Tomahawk. Kenny Paduch had 4 head turning flights. His Estes Shadow on an F-24, Mean Machine on 2 D-12s, Super Big Bertha on a G-35 and the always entertaining Estes Comanchie on a D-12 to 2 C-6s. Great flying Kenny. William Poore will be just that now that he has certified Level 1 with his H-124. Congratulations William, Kenny usually shows up around noon. Sandra Portuesi launched her Shadow on an E-18 and her Initiator on an E-16. Jeffery Potter had a little bit of this and a little bit of that going on as he launched 7 rockets in the A to G range. Kevin Quire launched his Ms. Gillian for an impressive flight on a J-415. Dave Rachels Put up his Vulcanite 76 on an F-50.

Bill Rossi got lots of heads turned in his direction with his Smokin' Rockets X-15 prototype. Even though this rocket was not even painted it was still an impressive sight. Then he launched it on a K-800. Can you spell C-O-O-L? Bill popped the main at apogee and got it back in one piece. I know that I am not alone as I want to see this rocket back in the sky over Higgs farm real soon. Ben Russell had his Yellow express

back in action, this time with a K-550. The K motor did the rocket justice as it flew almost out of sight. Dennis Sauer had his Pterodactyl Jr. rocking on an I-195. He also flew his Initiator on a G-40. Fred Schumach didn't get enough flying on Saturday with his Saber. This days flight would be powered with an I-435. Bam!! off the pad. Fred builds them strong and it is a good thing because he was a little light on the black powder for main ejection . Everything worked but the nose cone remained on the rocket and fortunately there was no damage done other than a lesson learned. Fred, do what I do. 10 megatons minimum, that will get the chute out if there is one left after the blast. Fred's son Joshua launched two on Sunday. His Tomahawk on an F-50 and Mini Brant on a D-12.

George Sechrist was primed and ready as was his rocket Primed To Go. This is the rocket George certified Level 2 with at Culpepper this past spring. Once again he had great success flying it on the trusty J-275. George put up his Viper IV on 4 D-12s and his Mini Magg on an H-112. Lester Sherman was another one who had a great flight with Patriot on a J-270, only to have lack of ejection humpphhh blow the chute out. The electronics worked fine, you could see the puff of the charge as it fired. Lester was flight testing the new Transolve P-6. If I remember correctly This flight actually used standard, certified motors. But I have been wrong before. When ever I see the combinations of motors that Brian puts on paper and then remember back to what was coming out of the business end of the rocket, it always brings a smile to my face. Brian flew his Magnum on a K-700 and 2 H-242s. That's what High Power is all about. Maximum horsepower / dollars / rocket.

Rod Super had 3 flights on his Maniac 2 with a D-12, his Navigator % with an H-124 and his Goodard3 powered by a G-80. Brian Wadsley took the creative route to lighting his 13 C motors in his Unlucky 13. It was anything but unlucky. Brian lit some black powder in a flash pan which in turn lit the 13 Cs. Pretty cool in my book. He also put up his Initiator on an F-62.

Fred Wallace had the Big Show later in the afternoon with his Level 3 Big Wa-Hoo. This time the rocket was being pushed upward and onward with a Kosdon Skidmark Motor, an M-1250. This motor

required particular pre flight prep to the field as it rains down a shower of sparks and propellant as the rocket rises from the pad. Tommy Higgs was kind enough to let us use his water tanker which Fred Schumach towed out to the away pad. Dave Bullis hosed the area down to minimize the fire potential and we all took our stations to extinguish any flare ups. The rocket took off loud, smokey (black), lots of sparks and dark orange flame. The flight was perfect as usual, one small dig when the booster banged into the payload parachute section, but easily repairable. As feared we did have a few small fires that were dealt with quickly so we could watch the flight and recovery. The pre planning on the fire protection really paid off. Later in the day Fred launched his scratch built Long Bow on an H-124 to 4240 feet.

Larry Walz put his Thoy Falcon, Instant Access up on an H-123. We were warned that Larry is a Postal Worker, fortunately for those of us close to him he was unarmed and the flight was perfect. Dave Weber was back at it with his unusual collection of rockets. Dave flew his Sticker Shock on an I-284, his Black Hole Betty (anyone we know Dave?) on an H-128. He also put up his Lasersonic on an F-101. It went almost as fast as a laser. Then there was The Great Pumpkin. Dave will build a rocket out of anything and the beauty of it is he actually tries to fly it. This time he took an ornamental Halloween Pumpkin attached some fins, stuck a G-80 in it , achieved an altitude of 25 feet and crashed it. But a great time was had by all. Wayde Winazak flew his PML Air Wave on an H-242. Another one of Jerry's kids. Larry Zupnyk was back to launch his Black Widow on a Kosdon 777. Nice motor that provided an equally impressive flight.

What a great weekend. Full of all the things that make rocket flying such fun. After all that is why we do it, to put a smile on our faces and others watching the smoke and fire. Till the next time remember to help out and to thank Tommy for the generous use of his land. Fly high and recover low.

Neil McGilvray

For Sale:

October 19, 1999

Web posted at: 4:49 AM EDT

Las Vegas, Nevada USA (ROL Newswire) -- Industrial Solid Propulsion (ISP), Inc. and its wholly-owned subsidiary AeroTech, Inc. are being offered for sale by owners. Founded in 1982, AeroTech is the premier manufacturer of high-performance rocket motors and related products for consumer, educational and motion picture special effects markets. Founded in 1985, ISP designs and manufactures rocket motors for industrial, commercial and military customers.

Both businesses were appraised at \$667,700.00 in 1990 and would be worth much more today using the same valuation criteria. Since that time sales have nearly tripled and the consolidated companies have become profitable. The existing management team is willing to continue with the corporations subject to negotiation.

Bidders who desire to examine the companies' tax returns and financial statements in advance of placing a bid must execute a nondisclosure agreement (NDA) which can be downloaded in PDF format at www.aerotech-rocketry.com/nondisclosure. The signed NDA shall be faxed back to Gary Rosenfield at (702) 641-1883. Bidders must also provide a copy of a letter of credit or other proof of financial ability at least equal to the amount of their bid.

Upon receipt of the signed NDA and the letter of credit or other proof of financial condition, bidders will be e-mailed the 1996, 1997 and 1998 corporate tax returns and the companies' latest financial statements in PDF format.

Incoming Notes:

MY INTRODUCTION TO
ROCKETEERING.

(wish I'd never heard the word.)

Dictated to my nurse.

Took my usual visit over to Bob's house, some time ago. Rang the bell and walked inside only to find myself stumbling and falling over a dozen cardboard cylinders scattered all over the floor. Down I went with a thud

and a yell.

A voice from upstairs said "Is that you Basil?" My only reply was a stream of ex-Merchant Marine expressions. They did the trick. Bob stood over me and said "Do you realize you've ruined several parts of a number of rockets. .incidental, you trod on one of my engines and ruined it." I couldn't see anything that had wheels etc. I asked Bob to help me up and get me something to alleviate my aching arms and ribs.

He picked me up, removed some more rocket tubes from a chair; sat me down and went into his kitchen where he found a stale tea-bag, dragged around inside a mug which he handed to me saying "This will fix you up." It tasted so horrible I shot up out of the chair and said, "I'm going back home where my wife can make me a real cup of tea."

"Not so fast" he said, "I've got to show you just how much damage you've done."

He led me..or half carried me downstairs where my nostrils were assailed by the penetrating stink of lacquer, or paint. Then he pointed to where several completed units were stacked all around the place. Each complete with a pointy end. I believe they're called cones. I must admit they looked quite attractive but so many. Bob told me that he let Kathy and two youngsters from across the street build rockets and store them in his basement.

I couldn't move because of my aches and pains but I must admit they looked quite attractive and when, under duress I listened to Bob's explanation of rocketeering at the amateur level I was quite impressed. However, I still wanted my cup of tea and managed to get back upstairs. As I staggered back across the street I turned and saw my late host watching me very carefully. I give him the benefit of the doubt and compliment him on being concerned with my welfare and not trying to see if I had put one of these small rockets under my sweater.

I watch, every now and then, as Bob, Kathy, Svetlana and Jhenya load up Bob's car to attend some rocket meet. Must say, again, that I'm impressed. My only question is, "Do the darned things actually leave the ground?"

Basil Saffer

On the behalf of the Whitakers folks, I'd like to extend our thanks for your generous donations each of you gave at launch last weekend. (Oct 2-3) I know Walter and his family will greatly appreciate your efforts. The revised total is \$170.

A special thanks to Bob Utley and Dave Weber for organizing the effort.

God forbid, but you all know you can count on the folks from Whitakers should such an event happen in your area.

Again, thanks for the generous contributions.

Ben Russell

All,

Well I finally broke down and did that "Level 2" thing. I'd like to say thanks to all of you for the assistance and advice you've provided me with over the past two years.

I would like to say a special thanks to Dave Bullis, for his patience with administering the test, while performing LCO duties, while assisting one of the "M" projects. To Dave Webber for the 720 n/s casing, to Bob Utley for observing me while I assembled the motor; to Bill Mantell for helping me get my rocket ready to launch - even though he was non-committal about it staying together; and to whoever pushed the button.

Lest I forget: thanks to Tommy Higgs and the Higgs family for giving us all a place to have fun --- except for those damned beans!

All I can say to those who have yet to take that step, it's far more nerve racking than difficult.

Jerome D. Craig

Terror in the Sky!

By Cragin Shelton

What do you call Craig Williamson and Mike Chevalier flying north out of Ridgely, Maryland, on October 2d? Soaring pilots? Cross-country pilots? How about SAM targets? That was the day they discovered another breed of aviation hobbyist that shares our sky. We know about military aircraft. We know about commercial aircraft. We know about private

aircraft. We know about sailplanes. We know about hot air balloons. We know about ultralights. We know about skydivers. Did we know about model rockets? We do now!

Dave Zuchero reported, "My son and I checked these high-powered rocketry guys out earlier this year. It's pretty amazing. Some of the things they launch approach professional size and weight. Some of them are 10 ft tall. They have a FAA waiver to 14,000 ft MSL (13,900 AGL). And they're pretty serious about it, too. They are definitely not your hobby shop rockets and definitely not something you'd want to tangle with when suspended from a hang glider.". They can reach speeds of over 400 mph, and top out many thousands of feet AGL. Tangle with a two-stage rocket seeking 13,000' and you will have one fine hole in your sail!

Model rocketeers are organized in the Tripoli Rocketry Association. The local club, Maryland Tripoli, has a standing arrangement to use Higgs Dairy Farm just east of Price, Maryland, (US 301 at MD 405) as a launch site. Their launch is about eight miles north of Ridgely Airport and Highland Aerosports. Mike Chevalier found them first by overflying an active launch operation. They halted to let him get by, but he saw one of the rockets firing off shortly after passing by. He was at 4,000' and reported the rocket went way higher than he was flying. Craig Williamson pinpointed the launch area by landing in it later that day. Apparently the rocketeers aimed some of their heat at Craig, explaining how Mike's intrusion into launch zone airspace had forced a countdown halt.

Maryland Tripoli has a rocketry waiver for up to 14,000' MSL (13,900' AGL) at Higgs Dairy Farm under FAR Part 101. They list each launch date on their web site and file a Notice to Airmen (NOTAM) of that date as a warning that there will be skinny fast things poking holes in the sky, and in any intervening objects. USHGA Regional Director Geoffrey Mumford checked with the authorities and reports, "According to FAA's Flight Standards Office (NJ Regional) , although rocketry waivers don't grant any controlled airspace, after Tripoli files their NOTAM, pilots entering that airspace would carry a 'bad judgment burden' if it ever came down to resolving a conflict." Mike and Craig should not feel lonely for having

entered the launch zone airspace. That same day the rocket hobbyists had to suspend launch operations for powered aircraft, too.

Geoff Mumford contacted the prefects (head dudes) of the Virginia, Maryland, and Delaware Tripoli Associations to find locations of other launch sites. In addition to Higgs Dairy Farm at Lat 39° 04.630'N Long 75° 52.705'W, Delaware Prefect Joe May told him about two others in our area. Coverdale Crossroads Field, Bridgeville, Delaware, (Lat 38° 43' 34" Long 75° 32' 27") has weekend operations with average usage of one weekend per month through May, 2000. Their waiver is for up to 16,000' MSL. The launch at Rhodesdale, Maryland, (Lat 38° 34' 44" Long 75° 51' 42") also has weekend operations only, averaging usage one weekend per month through May, 2000. Their waiver is up to 6,000' MSL.

Maryland Tripoli member Bill Schworer provided additional details about their operations. During organized launches, they fire the rockets in cycles, from a series of launch pads spread across the field. All operations are under the dual control of a Range Safety Officer and a Launch Control Officer. Preceding each cycle all members search the sky for intruding aircraft, and the range safety zone for errant rocketeers, family, or tourists who may have wandered too close to the pads. They know from experience that not all pilots will heed the NOTAM. Countdown does not begin until they hear the calls, "Sky is clear!" and "Range is clear!" Bill pointed out that they use both sight and sound to check the sky, and our hang gliders are not going to give them much in the way of a sound clue.

Launch rails are normally tilted 3° off vertical, to prevent ballistic landings right on the launch pad. However, if there is any wind the rising rocket will "weather cock" into the wind, especially during the first few seconds when flight velocity is very low. The pressure center of the wind will be low, at the rocket vanes, tilting it around the (higher) center of gravity and pointing the trajectory more into the wind. Once their fuel is spent, the rockets descend under parachute. More expensive units first deploy a small drogue chute to control descent, and then the main chute fires at a lower preset altitude using an anemometer mechanism.

This technique minimizes lateral drift away from the launch. After all, they do want to get the rockets back. Most of the rockets use a simpler system, deploying the main parachute at apogee. These main parachutes can be 10 feet, 16 feet, or even larger diameter and may have extended bridles as long as 100 feet connecting nose cone, other payload, and rocket body. Thinking about the configuration of our gliders, Bill surmised that being under a spent rocket descending under its parachute could be an even more dangerous situation than having one fire at us from below. Being an observant type, Bill had noticed that most hang glider pilots have extremely limited visual range when looking up. Bill commented, "To be safe in a hang glider, I would not be within three miles of a rocket launch." His advice: if you see a large gathering of cars at the edge of a big field for no obvious reason, think rocket launches and stay clear.

Maryland Tripoli members now know about the hang glider flight operations just south of their launch at Ridgely. Some of them may even be tempted to drop over for a tandem lesson and rocket's eye view of the countryside. They hope that glider pilots will stay alert and aware of their launches, and that our two groups of aviation crazies can find peaceful coexistence in the skies of the Eastern Shore.

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NEXT ISSUES:

- Launch reports for Nov & Dec.
- Events for Jan & Feb.
- MTR new cheerleaders.

"Flight Log October 2 & 3, 1999 ESL #28"

Flyer		Manufacturer	Model	Motors	Result
Adams	Williams	Scratch	Photon Disrupter	H123	
Adams	Williams	Scratch	Argus II	G33	good flight
Ash	Mike	Scratch	Gemini Titan	D12	good flight
Barber	Pat	Smokin Rockets	Project BS	M1419/K550	good flight
Barnsley	Ivan	Scratch	Loud as it looks	J350	*Cert 2* got it
Barnsley	Ivan	Scratch	Whistler Jr.	E167	
Barnsley	Jeanie	Scratch	M.G.K.M.	D12	
Barnsley	Jeanie	Estes	Prowler	D12-5	
Barnsley	Jeanie	Scratch	Six Pack	C6-5	
Barnsley	Jeanie	Estes	Eeyore (Phonix)	D12/C6	
Barnsley	Jeanie	Estes	Eeyore (Phonix)	D12/B6	
Brown	Rich	Estes	Py-R-Gone	G45	Flight 50
Brown	Rich	Scratch	Yard Dart	H124	
Brown	Rick	US Rockets		F22	
Brun	Ed	Estes	Phoenix	J350	GONE
Brun	Ed	Scratch	Gone Plum Loco	J350/H97	
Bullis	Dave	Scratch	Talitha Joum	M2240	Perfect
Crabtree	Dustin	PML	Amraam 4	J350	*Cert 2* got it
Crabtree	Dustin	PML	Amraam 4	I435	
Craig	Jerome	LOC	Magg-Roc	J350	*Cert2* got it
Custer	Rich	LOC	Bumble	H125-10	
Custer	Rich	Scratch	Custer Cluster	D12 (3)	
Custer	Rich	Scratch	The Red Guy	F24	good flight
Custer	Rich	Scratch	Blinky	G35	good flight
Darnell	James	Binder	Samuri	J350	
Davenport	Jeff	Rocketman	RM Fire Fly	H360	
Deaver	Gary	PML	Calypso	G54	
Deaver	Gary	PML	Calypso	F62	good flight
Duvall	Courtney	Estes	Prowler	C6-3	good flight
Gilliand	Kathy	Estes	Impulse	D12 (2)	Great
Gray	Augie	PML	Patriot	H124	
Gray	Augie	Scratch	Ursus Horriblus	K550	
Green	David	Estes	Big Daddy	F62-	
Green	David	Scratch	Scratch Build	H123	
Green	David	Scratch	Crayon	H128-	
Greif	Kevin	PML	Amraam 4	I284	
Harris	Larry	PML	IO	H242	
Harris	Larry	?	Checkers	H242	
Heizer	Wayne	High Flight	Childs Play	E30-7	
Henning	Mark	True Modeler	Merlin	C6-5	good flight
Henning	Mark	True Modeler	1/9 Honest John	F50	
Henning	Mark	True Modeler	Merlin	B6-4	
Hooker	Jeff	PML	Aurora	J460	
Hooker	Jeff	PML	Miranda	H128	
Hutchinson	Bryce	Scratch	N-41	D12	good flight
Hutchinson	Steve	Scratch	Jurassic Masquito	E15-4	
Jones	Stephen	Estes	Mosquito	D12-3	
Leonardi	Vince	Binder	Samari	I357	lost in bean field
Leonardi	Vince	PML	Pterodactyl Jr.	H123	
Leonardi	Vince	Aerotech	Mustang	E15-4	good flight
Markin	Ronnie	Estes	Wizard	A8-3	
May	Joe	Scratch	Draco	M1939	
May	Joe	LOC	Magnum	J400	
May	Joe	LOC	Bruiser	J800	
May	Joe	Scratch	Monster	M1015	
McAndrew	Sean	Scratch	C YA!	G140	good flight
McAndrew	Sean	Scratch	Could have had a	G8G8-8	
McGee	Kevin	NCR	Phantam	F62	Separation
McGee	Kevin	PML	Ariel	H180	
McGee	Kevin	PML	Quasar	H128	
McGee	Kevin	PML	Sudden Rush	I284	good flight
McGee	Kevin	PML	Youimbo	G35	
McGilvray	Neil	Scratch	Rancor	M1939	Good
McGilvray	Neil	Scratch	SR-71	H123	
McHugh	Kevin	Estes	Cyclone	C6-5	good flight
McHugh	Kevin	Estes	Sidewinder	C6-5	

Flyer		Manufacturer	Model	Motors	Result
McHugh	Michael	Estes	Scorpion	C6-5	good flight
McHugh	Michael	Estes	Scorpion	C6-5	
McHugh	Michael	Estes	Bumble Bee	A10-3	
McHugh	Mike	PML	Black Brandt	H128	
McHugh	Mike	PML	Black Brandt	G75-s	
McNemar	Glenn	Estes	Mars Lander	A10-3	
McNemar	Glenn	Scratch		I300	
McNemar	Glenn	PML	Tomahawk	H128	
Olienyk	James	Scratch	Pringles	D12	
Petrucci	Kurt	Aerotech	Initiator	F50	good flight
Petrucci	Rachel	Estes	Flash	A8-3	
Poroseus	Ted	Scratch	Bird of Prey	H128	
Potter	Jeff Sr	Aerotech	Mustang	F22	
Potter	Jeffery	Aerotech	Initiator	F50	
Potter	Jeffery	Estes	Big Daddy	D12	good flight
Potter	Jeffery	Estes	Blitz	A3	good flight
Potter	Jeffery	Quest	Sauser	C6-0	good flight
Potter	Jeffery	Custom Rockets	Razor	B6-4	
Potter	Jeffrey	Estes	LSX	B6-4	
Proseus	Ted	V.B.	Javelin	I150	
Rossi	Bill	PML	Calypso	I145	
Rumbley	Kenny	Estes	Prowler	D12	good flight
Rumbley	Kenny	Estes	Bertha	C6-5	good flight
Rumbley	Kenny	Estes	Prowler staged	B6/C6	good flight
Rumbley	Kenny	MSH	Ironman	C6-5	
Rumbley	Kenny	Estes	Bertha	D12-5	
Rumbley	Kenny	Estes	Exoskell	C6-5	
Rumbley	Kenny	Scratch		D12-5	
Rumbley	Larry	Scratch	I'm Gone	B14-7	
Schumacher	Fred	PML	Sabre	I300	
Schumacher	Fred	PML	Sabre	I300	
Schumacher	Josh	Aerotech	Spike	F20	
Schworer	Bill	PML	Endeavor	I300	
Schworer	Bill	PML	Amraam 2	G33	
Shephard	Kevin	Scratch		K300/ H280	
Sherman	Lester	Scratch	Super Loki Dart	J200	gone
Slogick	Bryan	Scratch	Stretch Magnum	K770	
Super	Rob	Scratch	Goodard 2A	F40	good flight
Super	Rob	Scratch	Navigator 5	H124	
Truitt	Norwood	Scratch	Old Sparky	J200	cato
Truitt	Norwood	Scratch	Endeavor Cam	J415	good flight
Truitt	Norwood	Scratch	Endeavor cam	J275	
Tyrrell	Scott	Scratch	Flipper Two	I284/J275	good flight
Utley	Bob	Scratch	Delta 2	I211	Outstanding
Utley	Bob	Scratch	Delta 2	I211/G40 (4)	
Wallace	Fred	Scratch	Little Wa-Hoo	H124	lost in bean field
Wallace	Fred	Scratch	Wa-Hoo	J500	Separation
Wallace	Nelson	Aerotech	Baracuda	F20	
Wallace	Nelson	Scratch	Real Mean Mach	F20	
Walter	Jessica	Estes	Alpha	C6-5	
Waters	Jessica	Estes	Alpha	C6-5	
Waters	Jessica	Estes	Alpha	C6-5	
Waters	Jessica	Estes	Path Finder	D12	good flight
Weber	Andy	Aerotech	Strong Arm	F25-4	lost in bean field
Weber	Andy	Estes	Helro Copter	C6-3	
Weber	Dave	Weber Eng.	Tuber	G75	Flight 101
Weber	Dave	PML	Honest John	I211	lost in bean field
Weber	David	NCR	SA-14 Archer	H220/G125	horz flight
Weber	David	MSH	V-2	H128-s	
Woodfin	Clarke	Binder	Sentinel	J350	*Cert 2* got it
Z	Larry	Scratch	Bits & Pices	K550-10	

Flight log of October 3, 1999

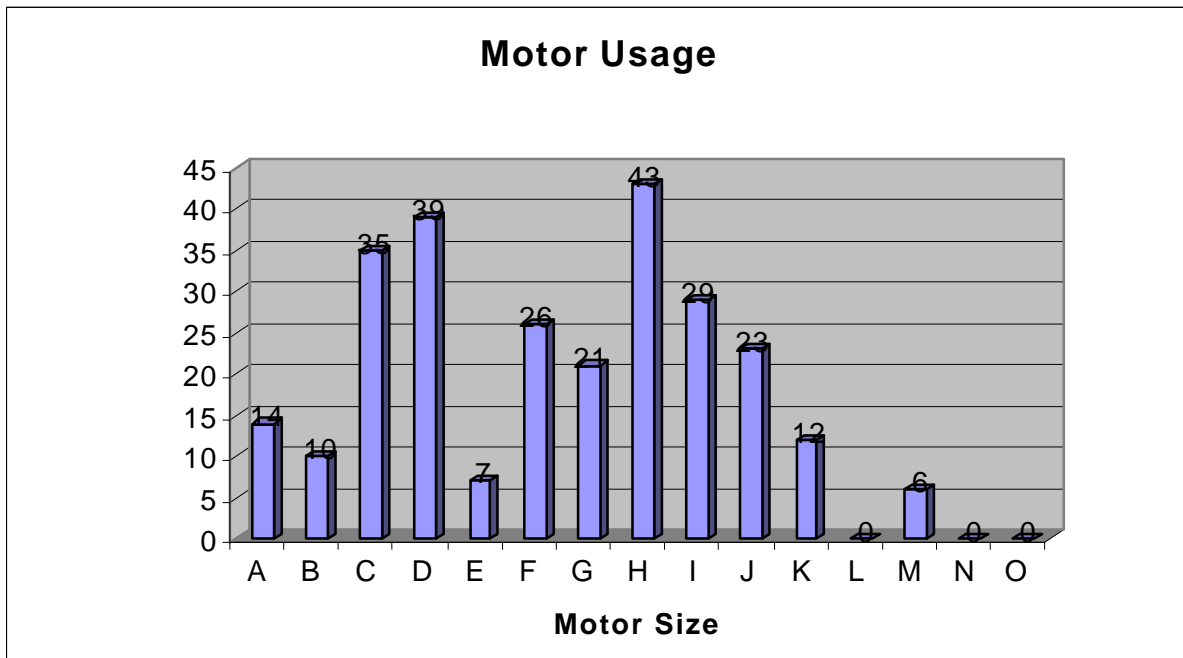
Flyer		Manufacturer	Model	Motors	Result
Adams	William	Estes	Trident	B6-4	
Adams	William	Scratch	Viper	H73-s	
Adams	William	Estes	R2D2	D12	

Flyer		Manufacturer	Model	Motors	Result
Adams	William	Scratch	Orbital Transport	A8-3	
Adams	William	Scratch	Flying Tiger	F20	
Adams	William	Estes	Silver Comet	D12	
Adams	William	Scratch	Scorpius	G80	
Ash	Mike	Scratch	Gemini Titan	D12	
Ash	Elisabeth	Scratch	Angry Hershey kiss	F20	
Ash	Elisabeth	Scratch	Birdy	C5-3	
Ash	Mike	Scratch	Gemini Titan	H123	*Cert 1* Got it
Barnsley	Jeanie	Estes	Space Camp	B6 (2)	
Barnsley	Jeanie	Scratch	Super Stilt Fin	D12	
Barnsley	Jeanie	Estes	Eeyore	D18-6	
Barnsley	Jeanie	Estes	Prowler	D12/C6	
Barnsley	Jeanie	Estes	Eeyore	D12/C6 (2)	
Barnsley	Jeanie	Estes	Prowler	D12/C6	
Barnsley	Ivan	Scratch	Let's Color	H238	
Barnsley	Ivan	Scratch	Atlas-Agena	D12/D12	
Barnsley	Ivan	Scratch	Loud as it looks	I284	
Barnsley	Ivan	Scratch	Whistler Jr	F37	
Barnsley	Ivan	Scratch	Get the Point	C6 (2)	
Barnsley	Ivan	Scratch	Whistler	G64	
Barnsley	Ivan	Scratch	Purple People Eater	D12/C5	
Bellerose	Vicki	Public Enemy	Purple Haze	I161	
Bellerose	Brian	Scratch	Patriot	J350	
Bellerose	Vicki	Public Enemy	Purple Haze	H123	*Cert 1* Got it
Bellerose	Brian	LOC	Stars & Stripes	H124	
Berlin	Louie	Scratch	Upscale Masquito	F62	
Berlin	Louie	Scratch	Saggeeta	H125-10	
Berlin	Louie	Scratch	Andria	H124-10	
Berlin	Louie	NCR	Phantom 4000	F62	
Berlin	Louie	NCR	Interceptor G	F62	
Booker	Bob	LOC	V-2 5.5	I161	
Booker	Bob	LOC	Warlock	J350-s	
Booker	Bob	MSH	V-2 4	H128	
Booker	Bob	Aerotech	Mustang	E15	
Corbin	Andrew	Estes	Oasis	D12-5	
Corbin	Andrew	Estes	Jaws	C6-5	
Corbin	Andrew	Estes	Oasis	D12-5	
Crabtree	Dustin	PML	Amraam 4	I435-	
Crabtree	Dustin	Estes	Gold Strike	A8-3	
Crabtree	Dustin	PML	Amraam 4	I435	
Craig	Jerome	Scratch	CF Wonder	I284	very fast
Craig	Jerome	Scratch	Junk Yard Dog	J450	NICE
Gilliand	Kathy	Scratch	Sun Seeker	I300	Split Nozzle
Green	David	Scratch	Crayon	H73	
Heizer	Wayne	High Flight	Bumble Bee	G80	
Heizer	Wayne	PML	Amraam 4	I211	
Hickok	Richard	Scratch	Kilter As-11	D12-3	
Hickok	Richard	Scratch	Tar Tar	C5-3	
Hickok	Richard	Scratch	Don't Recall	C6-5	
Hickok	Richard	Edmonds	EE-CEE	A3-2	
Hickok	Richard	Scratch	Strobe One	D12	
Hickok	Richard	Scratch	Slant-Six	B6-4	
Hickok	Richard	Scratch	Blow-Pipe	C6-3	
Hickok	Richard	Scratch	Nymph	A3-3	
Hickok	Richard	Scratch	Don't Remember	A3	
Hickok	Richard	Scratch	TarTar	D12	
Hickok	Richard	Scratch	Special Seattle	B4-2	
Hickok	Richard	Scratch	Bender	D12	
Higgs	Adam	Estes	Torque	A10-3	
Higgs	Adam	Estes	Fury	A10-3	
Higgs	Adam	Estes	Fury	A10-4	
Kickok	Richard	Edmonds	DC Thunder	D5	
Mantell	Bill	PML	Eclipse	K185	good flight
McGee	Kevin	Scratch	Black Jack	I300	
McGee	Kevin	Scratch	Moonshire	K550	
McGee	Kevin	LOC	Magnum	J460	
McGilvray	Neil	Scratch	Sociall Unacc	K700	hey it worked
McGilvray	Neil	Scratch	Golden Eye	F25-6	

Flyer		Manufacturer	Model	Motors	Result
McGlover	Stewart	?	V-2	H240	
McHugh	Mike	PML	Amraam 4	I211	
McHugh	Kevin	Scratch	Cyclone	C6-5	
McHugh	Kevin	Estes	Scorpion	C6-5	
O'Sullivan	Jerry	THOY	Phoenix	I211	
O'Sullivan	Jerry	Aerotech	Tomahawk	?????	
Paduch	Kenny	Estes	Shadow	F24-4	
Paduch	Kenny	Estes	Mean Mach	D12 (2)	
Paduch	Ken	Estes	Super Big Bertha	G35	
Poduch	Ken	Estes	Commachie	"D12, C6 (2)"	
Poore	William	Aerotech	IQSY Tomahawk	H124	*Cert 1* Got it
Poore	William	PML	Amraam 4	H240	
Portuesi	Sandro	Estes	Shadow	E18	
Portuesi	Sandro	Aerotech	Initiator	E16	
Potter	Jeffery	Estes	Mini Mars Lander	A10-3	
Potter	Jeffery	Estes	Mongoose	D21	
Potter	Jeff	PML	Little Endeavor	G64	
Potter	Jeffery	Estes	Sky Winder	C6-3	
Potter	Jeffery	Estes	Nova Payloader	D12	
Potter	Jeffery	Quest	Saucer	C6-0	
Potter	Jeffery	Estes	Cork Screw	C6-3	
Quire	Kevin	?	Ms. Gillian	J415	
Rachels	Dave	LOC	Vulcanite 76	F50	
Rossi	Bill	?	X-15	K800	
Russell	Ben	Scratch	Yellow Express II	K550	
Sauer	Dennis	PML	Pteradactyl Jr.	I195	
Sauer	Dennis	Aerotech	Initiator	G40	
Schumacher	Joshua	Aerotech	Tomahawk	F50-4	
Schumacher	Josh	Scratch	Mini Brant	D21	
Schumacher	Fred	PML	Sabre	I435	
Sechrist	George	Scratch	V-2	H128	
Sechrist	George	LOC	Primed to Go	J275	
Sechrist	George	LOC	Viper IV	D12 (4)	
Sechrist	George	LOC	Mini Magg	H112	
Sherman	Lester	Scratch	Patriot	J270	
Slogick	Bryan	Scratch	W.Y.W.T.C.I.	I280	
Slogick	Bryan	LOC	Magnum	K700/H242	
Super	Rob	Estes	Manic 2	D12	
Super	Rob	?	Navigator 5	H124	
Super	Rob	?	Goodard 3	G80	
Super	Rob	Scratch	Goodard 3	G80	
Wadley	Brian	Scratch	Unlucky 13 C	C6 (13)	had to see
Wadsley	Brian	Aerotech	Initiator	F62	
Wallace	Meagan	Scratch	Big Bertha	C6-5	
Wallace	Fred	Scratch	Big Wa-Hoo	M1250	
Wallace	Fred	Scratch	Long Bow H124	4240 ft.	
Walz	Larry	Scratch	Instant Access	H123	
Weber	David	Weber Eng.	Sticker Shock	I284	
Weber	David	NCR	Black Hole Betty	H128	
Weber	David	?	Lasersonic	F101	
Weber	David	Weber Eng.	Great Punpkin	G80	pie time
Winazak	Wayde	PML	Air Wave	H242-	
Z	Larry	Scratch	Black Widow	K777	

A	14	35	
B	10	50	
C	35	350	
D	39	780	
E	7	280	
F	26	2080	
G	21	3360	
H	43	13760	
I	29	18560	
J	23	29440	
K	12	30720	
M	6	61440	
	265	TOTAL MOTORS	160855 NEWTON/SECONDS

Atlantic	0		
Aerotech	14		
Binder	3		
Cluster R	0		
Custom Rockets	1		
Dynacom	0		
Edmonds	2		
Estes	57		
Hawk Mountain	0		
High Flight Tech	2		
Hobby Lab	0		
Impulse Aero	0		
JD Cluster	0		
LOC	13	128	Flights on 10/2
Launch Pad	0	123	Flights on 10/3
MSH	3	251	Total Flights
NCR	5		
Neubauer	0		
PML	33		
Pratt Hobbies	0		
Public Enemy	2		
Quest	2		
Rocketman	1		
Rocket R&D	0		
Rogue Aero	0		
TCB	0		
Thoy	1		
True Modeler	3		
Scratch	96		
Smokin Rockets	1		
V.B.	1		
Unknown	7		
US Rockets	1		
Weber Eng.	3		
	251	TOTAL ROCKETS	



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

<http://www.mdtripoli.org>

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Ivan Barnsley's Level 2, screamer.

Computer Cut Vinyl Graphics for Rocketry

Made by a rocketeer, for rocketeers.

Finish off that new rocket with custom vinyl graphics. Only premium 2 mil high performance vinyl used. Available in hundreds of colors including fluorescents and metallics. Almost any true-type font can be used for lettering. Some examples that have already been done include the Nike-Smoke, IRIS, Fatboy upscales and crayon rockets.

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

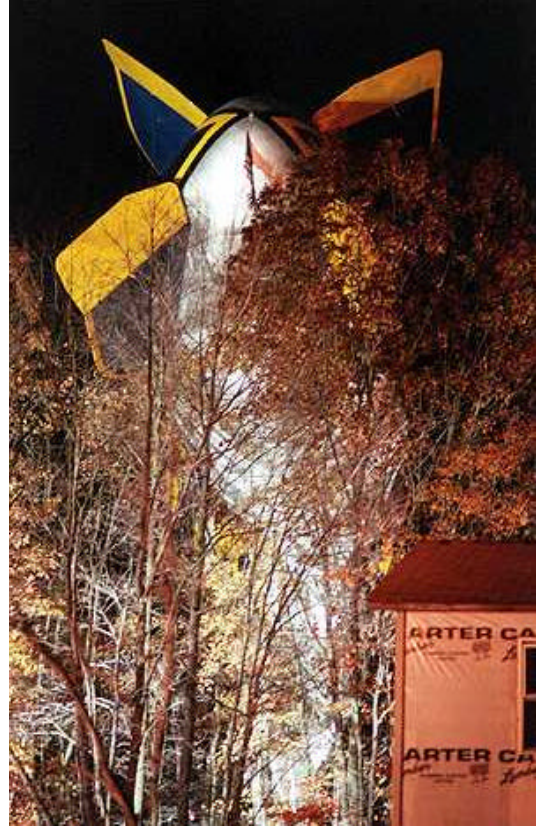


©B. Russell 99

Fred Wallace's "Big Wa Hoo" on a M1250.



©B. Mantell 99
Kevin McGees "Ariel" on a H180.



©Unknown 99
Trees eat more then rockets.



©B. Mantell99
The crew takes Joe May's "Draco" to the pad.

November 1999

Rocket Calendar

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Last Minute:

Bob Utley

Couple of last minute items you should be aware of. At the next launch (Nov 99) a collection will be taken for the Barber family, I know from the last drive for Whitakers you will all chip in. I want to thank everyone who supported. Also at the next launch you should expect a large crowd of people from the RATS fallout. Be patient with the launch, help when you can, remember we can launch again, and the club gets the profit from the crowd.

Next month I will be looking for ideas for a Xmas gift for Mr. Bullis, oh, yea ignore this Dave. So any suggestion please pass them on, or email me. Don't forget to chip in for that too.

OK now for the club shirts. Dennis Sauer is the one to blame, I mean thank for all the work in getting it to this point. He has found the place to do the shirts got the prices and did the order form below. What he needs now is a commitment on the number of shirts to order, the more we order the cheaper it is. Of course we have to do 100 in the first order. Remember Xmas is around the corner and Dennis can not make a promise to have them back before Xmas, but it would be a nice gift for your kids and family. The price for the shirt is \$15.00 US dollars, no trades, no AP in exchange. The sooner you get them to Dennis the faster he will place the order. We (Dennis and I) would like to have all the forms in by November 26 so we can try and get them before Xmas, again no promises.

-----CUT HERE-----

MARYLAND TRIPOLI SHIRTS

Commitment Form

Means you will buy one when they come in.
Money upon delivery.

Name: _____

Contact Phone Number: _____

White Mesh Polo Shirt with Tripoli Maryland Logo on Chest

Shirt Sizes	S	M	L	XL	XXL	XXXL
(Chest inches)	(34-36)	(38-40)	(42-44)	(46-48)	(50-52)	(54-56)

Quantity (\$15.00ea) _____ _____ _____ _____ _____ _____

Email Bob Utley robertu@erols.com

Mail to Bob Utley
11554 Sullnick Way
Gaithersburg, MD 20878

Please have back by November 26,1999.