

GALASPRING ISSUE

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PITTSBURGH 1969

On March 28-30, Shady Side Academy, of Pittsburgh, Pa. became the site for NAR Steel City Section's fourth annual spring convention. About 200 modelers at the convention represented over ten states. (NARHAMS was represented by only one member--in the past we have always sent 13-15 rocketeers, How Come?)

MANUFACTURERS

Three manufacturers were in attendance: Les Piester of Centuri gave the Keynote Address, Vern Estes of Estes, and Howard Kuhn of the new Competition Models Inc.

TRUSTEES

Several NAR trustees came for the convention, including Mr. Atwood (AAR - Section Director), Mr. Belkewitch (Pasack Valley - Safety Officer), Mr. Butterworth (Zenith), Dr. Rich (Treasurer), Captain Thompson (V.P. and NARTS Director) and Mr. Worth (AMA representative). On Saturday night the Board of Trustees met in what became an all time first, a single open lasting less than two hours! (Decisions of the Board later in ZOG)

DEMONSTRATIONS/PRESENTATIONS

Lecture demonstrations included John Bannister (Goddard Demonstration Lecturer), project officials from NASA's Project NERVA and an executive vice president from North American Rockwell.

The NASA demonstration included a sampling of space food and the North American Rockwell's presentation contained rare film footage of the Apollo (9) mission. All the lecturers left impressed with the scientific knowledge demonstrated by the modelers. The official from Rockwell talked about the possibility of sending rocketeers down to the Cape for future Apollo launches and/or securing summer jobs for exceptional rocketeers.

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NATIONAL'S NEWS

The Board of Trustees announced the following events for NARAM-11, to be flown at the U.S.A.F. Academy in Colorado Springs, Colorado:

- 1) Scale
- 2) Egg Lifting (no "F" engines)
- 3) Pee Wee Payload
- 4) Class I P/D
- 5) Swift Boost/Glide
- 6) Sparrow Boost/Glide
- 7) Predicted Altitude
- 8) Research and Development
- 9) Plastic Model (who'll make the U.S.S. Enterprise really fly?)

For those of you who weren't around then (editor included), NARAM-4 was also held at the Academy in 1963. Mr. William Roe will be the Contest Director.

If the airlines decide to permanently retain the half-fare systems, round trip cost from the WAMARVA area will be about \$85-90. Good Luck!

EDUCATIONAL PROGRAM SUCCESS

An awful lot has happened inside the club since the last Zog a month and a half ago. To prevent you from becoming more mixed up, an attempt will be made to stay in chronological order.

The February 14 meeting, if you can remember, was Jim Kukowski's talk on NAR history and that great film of Apollo 9. It was well attended by both NARHAMS and the UFO sections. Many parents and other visitors also attended.

Two days following we held a construction workshop at J.B.'s house. Although the original idea was to have all the new members and/or rocketeers building Arrow-c's from the Estes plans. It turned out that only one member decided to do this, but everyone else came and built something. When the editor left, Mrs. Barrowman was making hot dogs while the remaining people started to clean off the ping-pong table...

On Feb. 28, Old Ed gave an interesting talk on the birth of NARHAMS. Ed was a charter member back when the club was still called NMRC.

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EDUCATIONAL con't.

As a note of interest, I think it was that night that Jim became father once over: Heather Marie Barrowman.

The workshop scheduled for March 2 was canceled due to snow, and along with it went the range launch on the 8th. It was rescheduled on March 9 and held with fair turnout. Some people had already started working on their birds for ECRM-3 (the smart ones, I'm still rushing mine). Also, a lot of spray guns appeared, especially the Badger models. If this is out of your price range, the new spraymaker by PreVal is recommended. It lists for \$1.29 and works like a dream.

The Scale Symposium planned for the 14th fell through because not enough people were contacted to bring their birds and data. Oh well, can't win them all.

The range launch, rescheduled for the 22nd was poorly attended, but it did serve to bring to the light some more problems in the NARHAMS equipment. That night, Jim decided to use the Goddard racks (the ones used at the Nats) for ECRM-3.

These, however, were not without their own problems. When used at the MARS regional, rockets on rails 2-1 and 3-1 (rack-rail) had a habit of going off when the rocket on 1-1 was fired. The equipment was brought to Bob Singer's house where it was thoroughly checked. It was found that due to a common ground for all three racks, current leaked to every rail when the safety key was turned. When a rail was fired, this leak current was strong enough to fire an igniter on the corresponding rail on the other two racks.

The firing panel was totally rewired and checked the next Sunday, March 30. It was used on another range launch on April 5, with out mishap except for one loose connection. This launch was well attended, despite the light, continual drizzle. When this turned into a real rain, the launch was aborted.

That brings us up to the meeting this Friday (that's when this is being typed, how about some help club?). ECRM is one week away, (now for some inter-club rivalry) let's get out there and get back for that loss at MARS (you guess which one).

BEWARE

Singer's R&D is here, it might land on YOU!!!

STOLEN COPY

This issue, the editor is initiating a new column, which includes material the editor gleaned from the other club newsletters he receives and deemed worthy of reading by NARHAMS members. Credits will be given, of course.

The four rocket clubs in New Jersey have incorporated themselves into one large (huge!) section, under the the time-honored name of Pascack Valley. The members of this colossus have two big advantages: they pay far less dues due to the large number of people paying, and they now have the influence of a large organization.

Impulse - Pascack Valley

Warning to all NAR members: the Valkyrie rocket, sold by Vashon Ind., Inc and all of its derivatives have been condemned by the NAR. It has a liquid propellant (fseom, it doesn't burn) and a metal body tube. (Ed. Note - this was also included in most of the others that were received)

Orbit - NAR Orbiters

Estes has finally changed paints. They have stopped selling the butyrate sold by Tester's, which is a cheaper (in both ways) dope and have switched to Acro-Gloss a higher quality paint

The Banner - 858

MATERIAL NEEDED

As usual, material, both copy and art work (not comics, plans), is needed for ZOG 43. Send anything you would like to see in print to the editor;

ZOG 43
c/o Andy Elliott
10203 Leslie St.
Silver Spring, Md. 20902

PITTSBURGH con't.

LAUNCH

A launch was held for the first time in two years, as this was the first convention at which neither mud nor snow covered the ground. With the temperature in the high thirties, over 150 rockets were set off in less than two hours. Several Camrocs were fired, along with completed kits of every type and many original designs. Two birds which caught the eyes of spectators were a 1/4 A shuttlecock, now kitted by Estes and a semi-scale Viking 12 (BT50 size) which soared out of sight.

A Mini-Max (Maxi-Boom) rocket mushroomed its propellant and Mr. Piester's Saturn 5 (a terrifically detailed bird to see) became under-powered when two of its engines, out of a four engine cluster, failed to ignite. Mr. Estes showed off his new, soon to be released, large diameter "D" engines. Mr. Kuhn flew several of his high performance kits, which include launch lugs which stay on the pad after firing and molded plastic fins and nose cones. (Yes, he's got scale too.)

LAC

The Leader Administrative Council met briefly at the convention. Attending were Jay Apt (chairman), John Belkowitch, Jr., Bob Mullane, Joe Persio, Elaine Sadowski (secretary) and several observers. Project reports of the LAC were given. This Year's LAC projects include, among others: Several planned field trips for modelers, analysis of NAR membership and section demography, expansion of the NAR section guide, establishing a method of choosing a U.S. team for international competition, and selection of the best NAR section newsletter.

Some NAR trustees informally asked the LAC to compile and copy for the Model Rocketeer.

Formally, the Board has asked the LAC to look into revising the 1967 Pink Book and to tender a report at NARAM-11.

Finally the LAC is looking into obtaining and drafting new scale ~~RMK~~ plans for NARTS. Paul Conner, who is presently in charge of the range for ECRM-3, said he would be glad to help in this capacity (the editor is astounded). Geoff Hornsteff, of Suitland, Md. (LaSalle?) also volunteered to help.

DISCUSSION GROUPS

Discussion groups were the heart of the Spring convention. Following the wishes of modelers in the past convention these workshops were expanded in the material covered and the length of the session. The final discussion groups on Sunday lasted for two hours. The areas covered included scale modeling, clubs, R & D methods, construction techniques and computer applications to model rocketry. The last three were held on two levels, beginning and advanced. Discussion leaders were Jay Apt, Manning Butler, Jotho, Marvin Lieberman, "Red" Thompson, Bob Atwood, Karl Feldman and the author.

Two special evaluations took place-- one for NAR members and one for non-NAR members. The NAR session was led by Jay Apt and Elaine Sadowski and consisted of a 5-page questionnaire prepared by LAC to improve the NAR. Dick Sipes of MARS section said that the questionnaire was "just what the NAR needs" and should be sent to all NAR members.

The non-NAR evaluation as a discussion designed to discover why people stay out of the NAR, and how to attract these non-joiners. A questionnaire prepared by Bob Mullane and the author was passed out. Vic Cecyes (Sorry, Vic, but it is a pain to spell) helped out in the session.

By the end of the discussion, we had people clamoring to join the NAR, and a quick batch of 200 NAR applications were run off on the Academy's ditto machine. Trustee John Worth told LAC that he would have these quick applications counted as they came into headquarters, giving a quick indication of the effectiveness of the convention on NAR growth.

The results of both questionnaires will be revealed as the data is compiled, meaning if the editor takes time to call John Worth, ZOG will get first coverage on our then non- but now real NAR members.

Many thanks go to Convention Chairman Alan Stolzenberg and the Steel City Section for this memorable event.

Ole Ed Pearson

(Ed Note: Please excuse my horrible typing. Hey club - How about some help?)

AAM SCRATCHED

At the Pittsburgh, to the great dismay of the editor (this in no way is the official opinion of NARHAMS), the Board of Trustees voted to transfer the "Model Rocketeer" column from the American Aircraft Modeler to MIT's Model Rocketry Magazine. What this means is that when the negotiations are finished, NAR members will the Model Rocketry mag, instead of the AAM.

This was done, to my knowledge, without any consensus of the general membership. After a few phone calls, more of the members contacted preferred to stick with the American Modeler, if it would give more coverage to model rocketry. The editor has talked to Harry Harps, editor of AAM, who said the only reason he did not publish more rocket information was that he had not been receiving it from anyone. He can't publish anything that isn't submitted to him.

At the Board meeting were George Flynn and George Caporaso who represent the controlling interests of the MIT publication. The NAR has been promised by these two youthful editors at least four pages of the 48 page magazine.

The search is now on for an editor of the NAR news section. The Board announced that it has four people in mind: Lindsay Audin (co-author of the R&D guide), Jim Barrowman (Publications Committee Chairman, NAR), John Belkewitch, Sr. (NAR Trustee), and Larry Loos (current editor of "Model Rocketeer").

Jim Barrowman has heartily endorsed Lindsay Audin for the post, who said that he had the time and inclination to do the job. The Steel City section went a step further and encouraged its readers to submit technical information and club news to Lindsay at his New York address (sorry, it was not given).

PUZZLE PARADE ANSWERS

1) Since you can't have half a person, the pop. of Wetfield must be evenly divisible by 1 through 9. the first number to do this is 5040.

Wetfield - 5040

Ashkan - 6468

Garbij - 2750

2) the younger brother was 28 in 1950. (sorry, no explanation)

MAYHAM EVENTS

The events for MAYHAM-1 have decided on by the MARS section after some minor disagreement from NARHAMS. Mayham-1 is an area meet to be held on May 24. the events are:

Hawk Boost/Glide
Sparrow Boost/Glide
Design Efficiency
Class I P/D
Open Spot Landing
ORee Wee Payload

WAMARVA EVENTS

The events for WAMARVA-1, also to be hosted by the MARS section, have been announced. WAMARVA-1 is a regional to be held on June 14&15 at Fort Meade. These events will be fired:

Space Systems
Design Efficiency
Egg Lofting
Class I P/D
Sparrow B/G
Scale
Open Spot Landing

COMING ATTRACTIONS

Once again I'm hoping for that glider report by Paul Cenner. Also coming are a NARHAMS roster, more Attila and assorted other junk.

ZOG 43 is an official publication of the NARHAMS section of the NAR. It is sent free of charge to section members and sections who send us their newsletter. Others may receive ZOG by sending the editor a stamp for each issue with their address.

Editor - Andy Elliott
Cartoonist - Bruce Blackstone
Unwilling contributor - Bob Singer

Special thanks to Old' Edd for the Pittsburgh article.

Soft Landing Craft 1

Robert Singer

6102

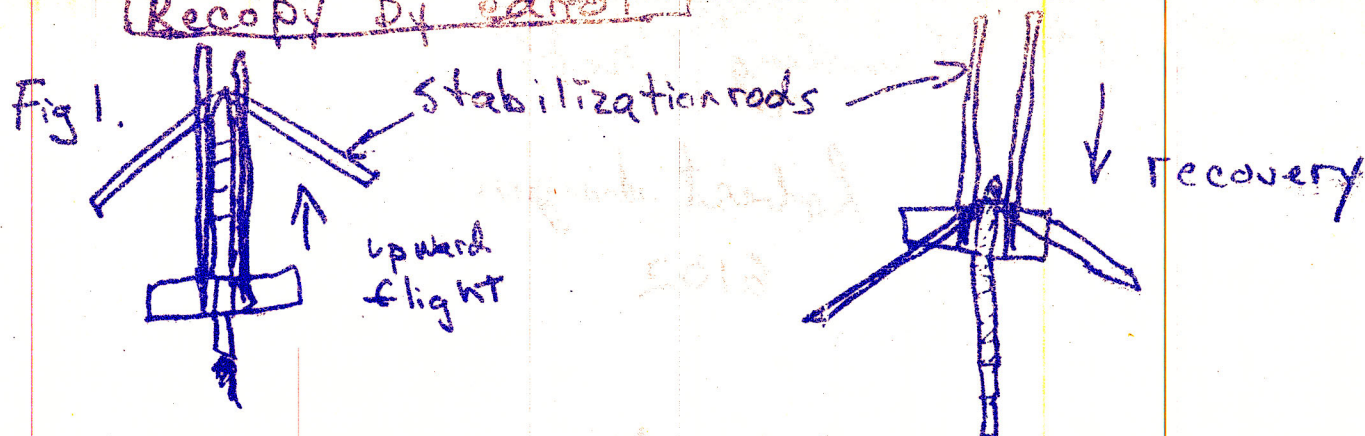
Objective

The objective of this work is to provide a method of gentle recovery for model rockets, relying on thrust in the direction opposite from ^{that of} gravity, and not aerodynamic drag.

Method and Equipment

Providing a soft landing by ^{the} reactive force of a rocket engine is not as difficult if the object is dropped, as it is when it has to take off on its own power. In order to maintain an upward attitude during upward flight and keep the same attitude during recovery, it was necessary for me to make ^{the} rupper stage the actual soft landing craft, with moveable fins, which spring forward at the peak attitude.

Recopy by editor



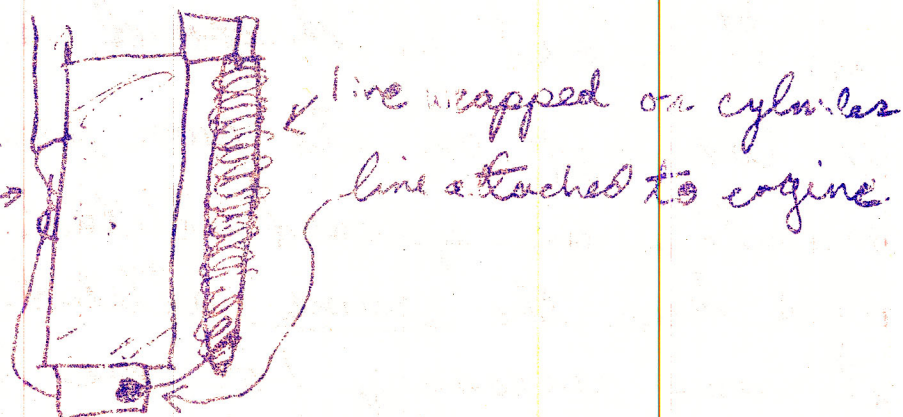
In order to reach a usable altitude, a booster is used, but it will not be shown because of its ^{relative} unimportance.

When the upper stage engine finishes burning, it is blown out by the ejection charge. This releases the fin unit, which snaps upward, and the engine unwinds a length of string from a tapered cylinder, which was made from a pen. (see fig 2.)

E.D. Note: If you can figure out that release, tell me.

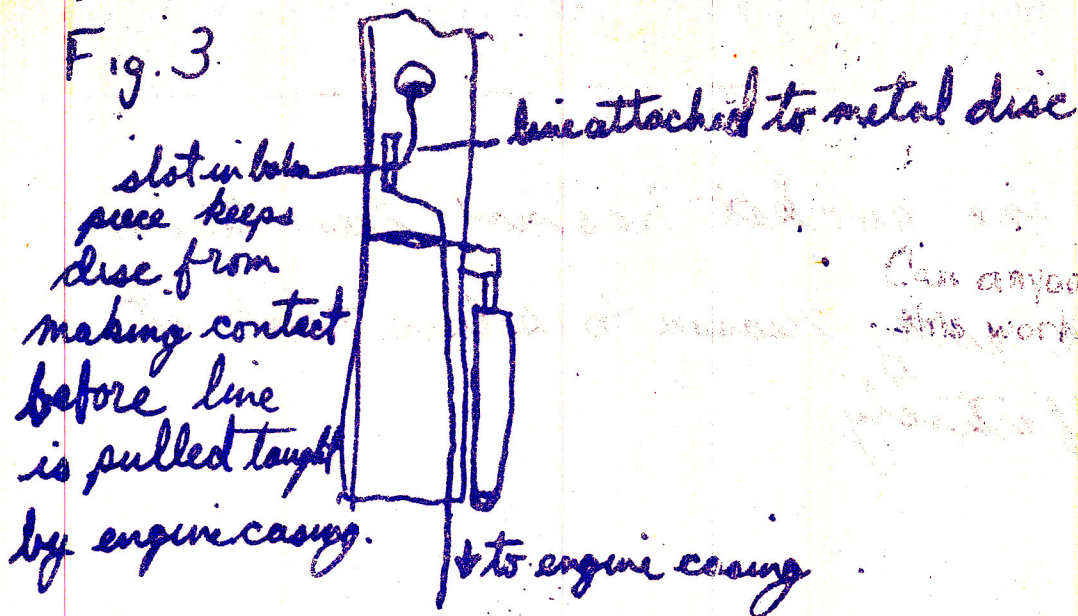
Fig. 2

fin unit
release
(2)



When the line is all drawn off, the engine casing pulls on a metal contact disc, keeping it from making two electrical contacts. (see fig 3. The rocket descends like this

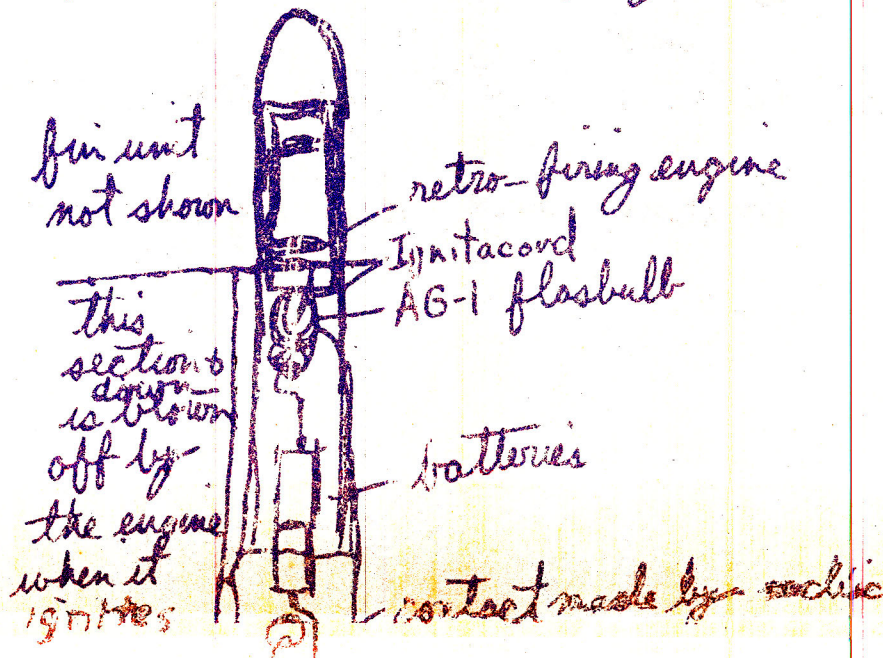
Fig. 3



Can anyone explain how this works? Cal.

When the engine casing touches ~~the~~ the ground, the line is slackened, and the metal disc falls, making an electrical connection. This sets off a flashbulb, which in turn lights a 1" piece of ~~igniter~~ fuse, which lights the retro-firing engine. (see fig. 4). All this happens in ~~less than~~ a second, at which time the rocket is a ~~short~~ ^{less than} distance from the ground and is slowed to a gentle landing.

Fig. 4



Ed. Note: this page rewritten verbatim by editor;

As of yet, the rocket has not been flown,
but I have every reason to believe that it
will work effectively

Note.

The rocket accompanying this report is not
made very neatly, as anyone can see. The reason
for this is that it was built as the ideas
came to me, with the materials I had on hand.
With the data ^{to be} collected by this rocket, I hope to
a much sturdier, and less experimental model.

FCC: RF: AND: P&HT: K&DMX: A&P&M&TH: MD: P&R: PM: Y&R&D: W&Y&R&M&B: DM&T- A&K&T: K&X&M&N&K&Y