

ZUG 43

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NARAM - 12: A Contestants' Story

One gets all sorts of opinions about a NARAM and it should be noted that those expressed in this articles are not meant to be definitive, only those of the author.

NARAM-12, Apollo-NASA's NARAM, was held on 17-21 August 1970, at the Manned Spacecraft Center near Houston. Most of the contestants arrived on Sunday, the 16th, as we did. The 8:40 flight out of Friendship had NARHAMS members Andy Elliott, Bob Singer, Guppy, John Omachel, Doug McMullen and Dave Rosenfield. Also on this flight were Sam Atwood of AAR and a few other NAR members of other sections in the area. We arrived at Houston at 10:30. John and Doug went with Dave and his mother who had rented a station wagon, leaving Bob, Guppy, Sam and me to fend for themselves. We finally got a cab to take us to the Sheraton Kings Inn for \$5 apiece (the limousine was \$4.50 and would not be there for another hour)!

We were now faced with the first of a problem which was to permeate the whole meet, there was nothing to do. We cased the motel, the restaurants in the immediate vicinity (including a very liberal Shakey's pizza parlor), considered going swimming then finally ended up doing the standard prelude to any rocket meet, testing boost gliders. I had my latest Thermod, Bob had his Flap-wing thermic, Guppy had his flop-flap-pop original and Doug had his Bumble Bee. After many tosses I finally had the Thermod trimmed out, and Guppy asked to try it out, whereupon he heaved it right into the sidewalk causing irreparable damage to the boom.

After another hour of this idiocy, we retired to the room, and wasted time talking to each other and some of the other rocketeers there. (I ask you seriously: What kind of fool travels 1800 miles to fly rockets for five days in 95° heat?)

All the contestants gathered for an introductory meeting Sunday night at 8:00 and were greeted by the news that the internationals had been cancelled. This was news to everyone, including the people who were

going to fly for the U.S. in Vrsac. (See article this issue).

Monday we were introduced to Texas heat as the temperature rose to near 100. Egg Lofting and Design Efficiency were flown simultaneously during the morning and afternoon, with second flights being allowed. The system allowed the contestant to fly which ever event he desired by coming through the lines and telling the check in which he wanted to fly. Launching was from the ESCARLS modified misfire alley system. This did not run very well on that day because of the long wait to get a safety key and get on the pad. During the rest of the meet, the keys stayed at the launcher and assignment was speeded up greatly.

On Monday, as on the other days, a break was taken during the hottest part of the day, 12:00 noon to 3:00 p.m. This allowed the contestants to get back to the motel to take a shower, grab some lunch, turn in their scale, space systems and r&d project and generally get some rest and respite from the heat.

Tracking was fairly good due to experienced trackers and very good tracking weather. The morning was almost perfect, but the afternoon started to get a little

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MARS - 5

MARS-5, the SSB regional, will be held at Aberdeen Proving Grounds, Aberdeen, Maryland on 23-24-25 October 1970. The events are:

- Sparrow Rocket Glider
- Class 1 Drag Efficiency
- Class 2 Streamer Duration
- Robin Eggloft
- Class 2 Parachute Duration
- Open Spotlanding
- Condor Boost Glide

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INTERNATIONALS CANCELLED

It was announced at NARAM -12 that the internationals were cancelled. The reason given was lack of response from most countries, with a total of only 35 contestants replying positively. The U.S. did its part providing 10 contestants.

cloudy and hazy. The only problem was a badly laid baseline of somewhere around 200 meters, making the results good only for this meet and invalid for record attempts. Since the altitudes were being computed on a 300 meter basis, the efficiencies ran consistently over 100 with the winning Junior running about 170!!!

Tuesday morning ran very well also. The spot was placed downwind of the launcher and contestants were allowed to pick their own launcher. In this manner no one could complain about getting stuck too far from the spot as had been the case at another NARAM. The flights were run in what is becoming a new standard, i.e. all the juniors were flown first, then all the leaders then the seniors. This saves a lot of measuring time since only the closest three in each class have to be measured.

The swift boost/glide event introduced the contestants to the "great Velt", a large area of waist high grass and scrub filled with ticks and red ants. Most of the modelers who wore shorts and had to chase gliders through this area wore long pants for the rest of the week. The wind was strong for the rest of the day (why did they fly spot landing the morning calm and B/G in the afternoon hurricane?) and the gliders were drifting far and fast. The wing speed above the shear was estimated at thirty miles per hour by those who had to chase their birds past the buildings over a mile away and were getting times of only two minutes or less.

Tuesday night was a disappointment as the trip to Galveston was cancelled and nothing was planned in its place. The meet seemed to be plagued by cancellations and lack of things to do. This was due, in part to the large size of the contest (over 200 competitors) which precluded gatherings or parties of all the contestants in any of the available rooms.

Wednesday, Parachute Duration and scale were flown. Once again the high winds took over the event and many of the winning birds were found late in the day in clearings over two miles from the launching site. Howard Kuhn put up a fantastic flight of 6:05 and returned the bird. Hung alone knows how he found it. This is good for the National Record if he files for it (the FAI sanctioned event is our Class II PD).

Some of the scales were fantastic. A two-foot V-2 made a beautiful flight on the Estes D engines. One controversial rocket was a 1/4 scale Goddard rocket (the original liquid fueled rocket). After much argumentation over NAR number, weight, strength and stability, the builder got tired of waiting for clearance to fly and stormed out of the launch area indignantly proclaiming he wouldn't fly it now anyway. At least that saved a lot of trouble.

The triennial meeting of the Association that night was a theatrical farce which alienated most of the juniors there and amused everyone else with its lack of order. By the end of the meeting, however, the new trustees had not been elected, though nominations were closed. By some permutation of the bylaws which gives trustees the power to do so, elections were postponed until the January mailing of new NAR cards, in which the ballots will be out. A completely new set of 15 trustees will be chosen then, with the top five vote gatherers serving three year terms, the next five two year terms, the next five one year terms. In this manner elections will be staggered with five new trustees being elected each year.

On Thursday, Space Systems and sparrow B/G were flown. Once again for some unknown reason, Space Systems was flown in the early morning hours and B/G was flown in the afternoon. The Space Systems flights were very interesting, with only one entry, I believe, receiving the points for hitting the recovery area. The number of 3-5 foot models was phenomenal.

There were no really good glider times to the high winds, the event high being 2. Apollo-NASA is to be congratulated on the efficient running of the contest itself, since seconds were available to everyone. The range was ready to close early from lack of people going through the processing line. Outside of the competition itself, the NARAM was a large letdown, with the beach trip falling through, the Astroworld trip flopping probably due to the high cost \$3.50 and the lack of a tour of the Manned Spacecraft Center.

Contestants were forced to devise their own amusements, and they quickly discovered that the Shakey's across the street from the motel had very liberal drinking policies. A large portion of the IAC decided to investigate just how liberal they were, got thoroughly bombed and spent the rest of the

A LETTER TO THE EDITOR

June 26, 1960

Dear Andy:

I understand that some company in Colorado is making solid propellant rocket engines and selling them by mail order to anybody who can mark an order blank, enclose the money, and lick the stamp. There is also the rumor of a second firm just starting, too. This company, Model Missiles, Inc. and the new company, Estes Enterprises, obviously have such little regard for safety that they will sell these rocket engines to anyone. Obviously, these rocket engines will get into the hands of young people with no experience in rocket propellants, rocket safety, internal ballistics, and all of the other things us amateur rocketeers have learned so well. These people will hurt themselves, shoot rockets at other people, and destroy rocketry. Anybody will be able to get a rocket engine, not just us amateur rocketeers who would really know how to use them. Nobody will have to learn how to mix zinc dust and sulfur, how to machine a nozzle out of steel, and how to ram the powder into the steel pipe ~~making~~ casing. All of the fun, all of the education, and all of the excitement will be gone forever from rocketry if we permit these profit-greedy capitalistic companies to take advantage of the innocent youth of America by actually permitting them to buy factory-loaded solid propellant rocket engines.

It is rumored that these companies also sell rocket airframes made from paper and balsa-wood. Furthermore, these paper bodies are already pre-formed so that you don't have to learn how to roll them on your lathe. The nose cones are also prefabricated so that a rocketeer doesn't have to learn how to operate a lathe. This sort of pre-fabrication is going to ruin rocketry! It will be too easy for people to build rockets. Little kids and even teen-agers will be able to build and fly rockets, and you know how reckless those teen-agers are! It may be possible to build one of these prefabricated rockets in a day or so, and this is going to take all of the craftsmanship and pride of accomplishment out of rocketry.

We must act immediately to ban these obviously dangerous rockets and to keep them from the innocent hands of the public. Rocketry must not be allowed except under the strict control of the professionals and

us experienced amateur rocketeers who know what we are doing. All information about rockets should be banned, and those books should be burned. All rocketeers must pass strict and difficult tests in order to receive a permit from us to work with rockets. We rocketeers must clamp complete control on rocketry and not permit anything new that would upset the intimate restricted rocketry situation. Most important, we must not permit these new factory-made rockets to participate in our desert launchings because we do not have any place in our propellant loading pits to store the factory-made engines and one can never know what sort of damage those factory-designed airframes can do.

We must stop this sort of rocketry at all costs.

If we permit it to continue, the next thing you know they will be making them out of plastic and selling them in the discount stores. Think of the millions of people who will be killed then!

I therefore certainly agree with the philosophy of your editorial in ZOG-43. Obviously anything new and different must be stopped because it is dangerous.

Sincerely yours,

G. Harry Stine

P.S. This letter is mailed to you 10 years late, if you will note the letterhead date. If it sounds silly, ridiculous, emotional, biased, irrational, and ignorant of the facts, maybe you should read what your editorial says. I am ashamed of you because I thought model rocketeers were progressive people who welcome new products and who are not afraid to grasp this new reality in model rocketry. Why not use this mass merchandising of model rocketry to your advantage by getting as many of those people as possible into your clubs? Then maybe you could build the NAR membership to something more than 0.1% of the model rocketeers in America. And did you know that in every MPC kit and Cox rocket box is an NAR membership blank? And a copy of the Safety Code? Did you start with anything more?

G.H.S.

There is nothing more successful than a failure.

and back to their rooms.

On Wednesday night the trustees quietly held another meeting. At the peak, the attendance was about 8 people. In this meeting they decided to try a two year term for officers of the Association in conjunction with the three year term of office. This means that every third year, five trustees will be elected who can never hold an office. After a fifteen minute break about 11:00 they decided to go into closed session (suggest you check bylaws and Roberts' Rules for their right to do that) which got most of the spectators mad. Even worse, they said they would get the remaining spectators from the waiting room when the closed portion of the meeting was finished, but quietly adjourned without informing the people waiting outside the door and left through another door.

Thursday night the R&D presentations were made by the Juniors and by the Leader contestants. Senior presentations were made in the field the next day. The steadily improving quality of the projects was clearly evidenced by some of the presentations. An unusual project was submitted by Mr. and Mrs. Guernsey of the NARCAS section. As teachers, they had been using model rocketry as an educational tool, and explained its benefits to all types of young men in their classes.

The awards banquet was held at 2:00 Friday. Following a short meal, the business on hand began. Not to be outdone by anyone, Apollo NASA had trophies for everyone. By my count there were over 100 trophies given out. Every place winner in each category received a trophy along with a gift from Estes Industries. First place winners got a Cineroc and an Omega to laugh it with, second place winners got a MARS Lander and third place winners got a Sprint kit. This years newsletter award went to the Three Rivers section for their very well done pulp in four color ditto.

The highlight of the banquet was a special award made to Howard Kuhn. This, the first annual Bumble Bee award for outstanding contribution to the B/G art was given for successfully flying the Maxi Manta in public. Bob Singer, designer of the Bumble Bee (it is a proven scientific fact that Bumble Bees cannot fly), began the presentation with a standard six-inch Bumble Bee, but when Howard stepped forward to receive his award, out came a FOUR-FOOT cardboard Bumble Bee as the real award. This

is, by the way, a perpetual trophy which Howard is supposed to bring to NARAM-13 next year. He will, of course, get a normal sized glider to add to his ever growing trophy shelf.

Friday night, the IAC and a few other fools decided to gather in our room and have a good time. They did this by dumping all the vermicules on the floor and throwing it at each other. Upon entering to room and finding this mess I yell "What the --- do you think you're doing" and was promptly thrown in the pool for my concern. After the floor was cleaned, we spent the rest of the night trying to hold down a very well slosh fish and keep him from attacking someone (you don't know what danger you were in Elaine) or jumping over the rail from our second floor room.

Most people stayed over Friday night and left Saturday morning for the flights and drives home. At the end, on the plane home it was decided that this was the first NARAM we were glad was over. The reasons were vague, but lack of planned activities and the absence of the Great Warlord of the Southern Marines, Bruce Blackistone, seemed to be prime contributors.

How to begin planning for NARAM 13 to be held at Indiantown Gap Military Reservation ...?...?.....?
-Andy Elliott

Bits & Pieces

Ole Ed Pearson is old enough to not want to let anybody know how old he is.

With the new pink book supplement, it is possible for a 16 member section to win 15,840 contest points by holding 12 ~~sec~~ sectional meetings.

ELECTIONS!

Elections for all NARHAMS offices will be held on 18 September at the regular meeting at Chevy Chase Library. Everybody be there and VOTE!!

NOTICE

New ZOG 43 mailing address !!!
Please send ALL correspondence to the new editor at:
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USA

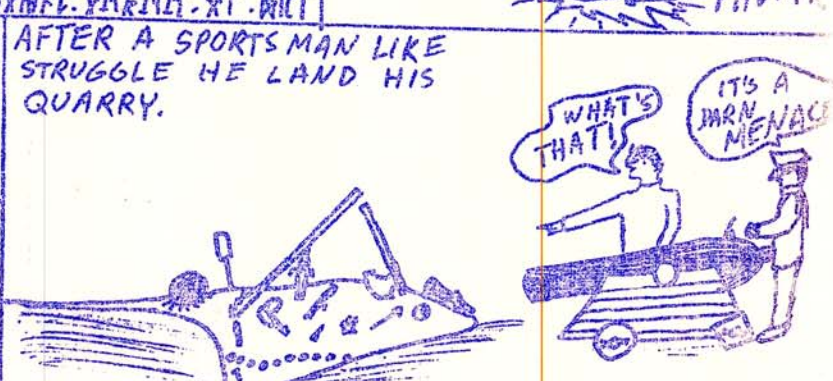
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ATTILA OF WARHANS

BY Bruce Edward Claborn

This issue:
a new adventure
ATTILA vs.
THE MAXI-
MENACE



And so it came to pass that the Maxi Menace was born!



AFTER SEVERAL MONTHS OF ADMIRING HIS CREATION ANOTHER BRILLIANT IDEA OCCURS



"THERE'S ONLY ONE MAN WITH A LAUNCH SYSTEM SUITABLE FOR THIS MAGNIFICENT _____"



TRULY THE MAGNIFICENT GUPPY SKULKER OF DARK CORNERS, GARGOILS & VODKA BOTTLES



LITTLE DOES HE KNOW WHAT LIES IN STORE FOR HIM.



WHERE DOES ATTLA FIT INTO THIS?
HAS CAPT. COON GONE TO THE DOGS?
IS SNOOPY PREGNANT?
DO GYRFALCONS MAKE CARION OUT OF BUZZARDS?
DO THE NARHUNS CONTROL THE EAST COAST?
THE ANSWER TO NONE OF THESE PRESSING QUESTIONS IN THE NEXT CHAPTER!