

ZOG 43

Vol. 6 No. 3 November 1970

NARHAMS COMMITTEES

Paul Conner, NARHAMS President, has announced the following committee chairmen:

ROMAC	Bill O'Brien
Activities	Dave Lewis
Scrapbook	John Onachel
Contest and Records	Doug McMullen
Eclipse	Jeff Forden
Transportation	Jeff Forden
Communications	Steve Kranish
Jackets	Ken Guthrie

NARHAMS IN THE NAVY

Jan Blickenstaff, former NARHAMS member has been in the Navy for three years and has one year to go. He is now an Honorary member, and would appreciate anyone writing to him:

EM2 Blickenstaff BB213595
USS Canon PG-90
FPO San Francisco, Calif. 96601

PHONETREE CHANGES AND ADDITIONS

Phone number corrections:

Gary Cheimis	649-5891
Greg Kennedy	927-6659
Ed Pearson	864-7543
Dave Lewis	933-7142

Phone tree additions:

New members:

Dale Windsor 229-8719
Bob Parks 617-864-6900 Ext 7575
(goes under "via carrier pigeon and/or rumor")

Other:

Andy Elliott 417-491-9463
Carl Kratzer
(both go under "via carrier pigeon and/or rumor")

MARS-5 REPORT

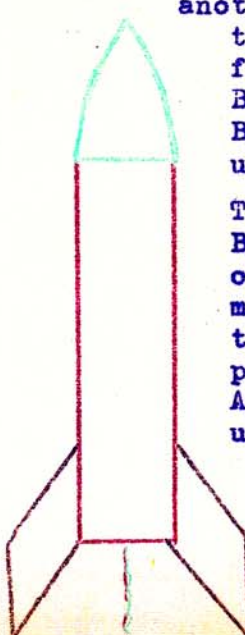
MARS-5, like most other meets, started when the contestants began to arrive. On 23 October 1970, rocketeers from all over the east coast gathered at the Quality Courts Hotel in Aberdeen, Md. Almost all the east coast sections were represented, and 1/2 of the MITSEW showed up. (They only have four members.) B/G and R/G testing abounded that night. Howard Galloway, the CD, received only 13 nasty phone calls and only a few people got yelled at by the police.

On Saturday the weather was perfect for tracking. To get the trackets ready, we flew Class 2 PD first. There were some outstanding flights, including a few over five minutes. Robin Eggloft and Class 1 Drag efficiency were flown simultaneously, but communications problems stopped the events for over an hour. While we waited, Ted Coughlin entertained us by failing to ignite an F engine five times, and Bruce Blackistone tried to kill the Firing officer with his Super Valkyrie. Finally, the events got under way. Egg loft was truly a happy sight for Howard Kuhn, because scores of his plastic egg capsules were used, many with good results. The better altitudes were about 175 to 200 meters. Many towers were used here to eliminate those draggy launch lugs. As we closed down the range for the day, it was already dark.

Saturday night was the banquet. Almost everybody went, and the food was a little better than last year. Afterwards Howard showed some 870 slides (here's the hotel, and here's the hotel again, and here's another shot of the hotel) of his trip to Brazil. Several good Cineroc films were also shown, along with the Battle of Hastings. Again we went B/G testing, again the cops came after us, and again Howard got phone calls.

The First event on Sunday was Condor B/G (what a way to wake up!), Many of the models showed the worst workmanship I have ever seen. The first two off had their #7 second F engine pods separate right after liftoff. An Orbital Transport with an F taped underneath went up, pranged and took off again. The Fox team's 1:43 was, I believe, the best flight there. It was a Nighthawk as a parasite glider. After too many flights fell apart or pranged

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into the housing development, the event was cancelled. Jim Barrowman's flexwing, Bruce Blackistone's Super Valkyrie, and the three RC B/G's were not flown due to this. (Two of the RC B/G's were destroyed while glide testing.)

We then went on to fly Sparrow R/G and Class 2 Steamer Duration. Most of the Rocket Gliders were failures, but Doug Plummer put in a 40 second flight and the ZOG ed got 23 seconds. The rest of the qualifying flights were under 20 seconds. Steamer Duration had one flight of over 2 minutes, but the rest were under 90 seconds, mostly under 60 seconds. Several people came up with extremely long (27 feet) streamers because they wouldn't believe that there is a limit on how much streamer is practicably usable.

Open spot landing started out quite slowly, but finally sped up so we could close on time. Near the end of the launchings, three Cinerocs were sent up simultaneously, two of them staying within several feet of each other. Guppy and Bob Parks flew their 10 foot rocket twice, and it made a successful flight both times. As we closed, and started to give out the awards, it was already getting dark. One NARHAM, Carroll Yung, made an outstanding performance by getting 132 points. NARHAMS won the section championship with 311 points, for which we received a trophy.

As we departed we began to think about the next meet, but it's a long time till ECRM-5

ECRM-5

ECRM-5 the annual NARHAMS regional will be held on 16, 17 18 April 1971 at Camp AP Hill, Virginia. The meet is open to anyone. The events are:

- Scale
- Sparrow B/G
- Swift R/G
- Hawk B/G
- Class 1 Parachute Duration
- Class 2 Streamer Duration
- Parachute Spotlanding

Contact Jim Barrowman or Doug McMullen.

A year ago Contest Director Dick Sipes forecast NAR membership soon reaching ten thousand members. True, 5,700 is well below the ten thousand mark, but then again, this is the first year we have even had 5,000 strong (last year ended between three and four thousand I believe.)

This phenomenal though expected growth has brought on some changes within the NAR. The most important of these changes is the transition of the NAR from a small non-profit organization to the large non-profit Association envisioned years ago.

The transition is evidenced by events occurring at NARAM-12. Essentially these events will bring about the first mail ballot for the board of trustees (under the philosophy that the NARAMS are too localized, restricting voting only to those who attend).

The forthcoming election then is more important than it has ever been before. We are voting for true representatives -- people we can trust with directing our growth and making objective decisions about finance and competition without taint of personal profit motivations. This is why we call them TRUSTEES.

In my opinion, it is unwise to elect to the board of trustees those people who will have the inherent potential of conflict of interest because of their business associations with model rocketry. At the general meeting of the Association at NARAM-12 Vern Estes espoused exactly this view. He refused nomination to the board, saying he felt no manufacturer or manufacturer's representative should hold such an office. Similarly, Dane Boles and Norman Wood, also of Estes, Declined nominations.

The problem of "professionalism" has been kicked around for a number of years now. As it has been essentially discussed, it refers to the possible unfair

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FIRST UP WITH BAD IDEAS

NPC PIONEER I

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advantage manufacturers have in competing with the average modeler. The question has never been truly resolved, although a special EAR committee, Model Rocketry Magazine, the Pink Book Revision Committee, modelers, and the manufacturers themselves have tackled the issue. The difficulty lies in reaching a coalesced opinion on how to initiate such competition and how to draw the line between the "professional" modeler and the average or better-than-average modeler.

The reason I bring this up is to suggest that the idea of professionalism is one broader than that of competition. What has heretofore been discussed is allowing manufacturers to fairly compete with modelers, but really, doesn't this idea of professionalism also include electing as Trustees manufacturers and other people who make model rocketry their business?

Hardly a month goes by where some public official isn't indicted or charged with conflict of interest. Let's not allow the same charges to rip open the EAR.

As in the case of manufacturer competitors it is hard to say, "You're a professional, and you are not." But as voters, leaders and seniors can draw that line in their minds and vote accordingly.

-- Ed Pearson

MIT COMES TO NARHAMS

Welcome aboard Bob Parks!

Bob Parks, a resident of Mass. and Florida, and sometime frequenter of Virginia, sought membership in NARHAMS at our last meeting held Oct. 30 at Chevy Chase Library.

Bob is the first out-of-towner to ask to join NARHAMS and to make his request even more unusual -- he wasn't even there at the meeting! Andy Elliot (former editor of ZOG-43 and MIT school chum) made the request on Bob's behalf .. and had the enthusiastic support of Doug McMullen.

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The MPC Pioneer I is definitely a beginners kit. It consists of nine parts, including a nose cone of a rather poor silver-gray colored plastic and a slide on fin unit of semi-fluorescent orange. The instructions are not too clear, but anyone who has built a rocket before should have no trouble assembling it. All that is required for assembly is white glue and 30 seconds, and plastic cement if desired.

I will make a few suggestions for making the model easier to build. First of all, the nose cone plug should be glued in place with plastic cement, to stop it from coming out. The engine tube insert should be either replaced with 3F-20 which slides into T-20 much easier than T-19, or the T-19 should be inserted like so. Glue the engine block in place. Then slide the tube into the T-20 so that only 1.5 cm protrudes. Then, run a ring of glue around the T-19 and push it in the test of the way by pushing it against the corner of a table.

The shock cord is really just a piece of yarn. It can either be mounted as per the instructions or a slit can be cut in the tube, the yarn run thru it and a knot tied at the end, with glue smeared over the knot, which is outside the body tube. If you use the provided mount, curl it before inserting it. When it is in place, push a dead engine casing in to hold it flat against the body tube. Just tie the other end of the yarn to the nose cone and tie the streamer in the middle.

You can just slip the fin unit on, and this is firm enough to keep it in place.

The model is relatively stable, and quite indestructible. My sample cracked part of one fin on its' first flight, but this hasn't affected it any. It pranged once, burying its' entire nose cone in the ground. I broke the nose plug trying to get it out (the ground was very hard), but the body tube was undamaged.

A good beginner's kit, or at least something quick and dirty, only \$1.00.

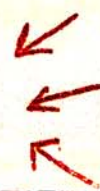
BUY A SONGBOOK

ONLY 50¢

Available From

Steve Gramish

3



continued: MIT comes to NARHAMS

A fifteen minute discussion followed including a thorough check through the club's constitution to make sure such a membership was possible. (It is.) Debate was centered around the idea that NARHAMS membership might become a gag at MIT (what with Andy, Bob singer, and Guppy already there), and that since membership in NARHAMS is a two-fold proposition (in exchange for membership prospective members are expected to contribute to the section) Bob might not be a club asset living so far away.

Things seemed hopelessly deadlocked when ZOG Paul Conner stated, "things seem hopelessly deadlocked," and suggested perhaps the best way to handle the discussion was on a personal level of the man involved instead of attempting a solution which would lay a general precedent on handling out-of-town membership requests.

At this point Doug heartily agreed almost shouting that Bob would do anything to join the section! "Will he kill?" it was asked and a chorus of "Test by Fire" rang out. Jim Barrowman restored order by motioning that Bob be accepted as a member provided that he maintains contact with the section and contributes to the section's welfare. The motion was almost unanimously adopted with only two dissenters -- Andy Elliot, who thought he was being funny, and the Head Zog -- Concrete Man -- who is going to be watching that Bob lives up to the bargain. Again -- welcome aboard, Bob.

-- by Ole Ed

EGG COMPARTMENTS UNLIMITED

High quality
Balsa Egg
made to your
Satisfaction
Minimum cost



low weight
compartments
specifications.
guaranteed
\$1.00.

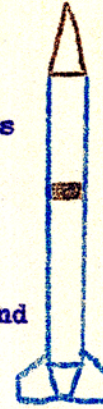
Contact:
Doug
McMullen

422-7652

4

SCALE SERVICES

For a very
Scale services
sources of
on your scale



minimum fee
will find all
data available
model

We will also
from the
we have found
pennies.

send for your data
manufacturers which
for an extra few

Contact:
Doug McMullen 422-7652

Proposals:

Proposed Bylaw change:

In the section concerning dues and membership, the words "and attendance" would be deleted so that one loses his membership after being 12 weeks behind only in dues.

* * *

Policy change:

The initial joining fee would be changed from fifty cents to one dollar. The fee would then cover the first ten weeks of dues.

* * *

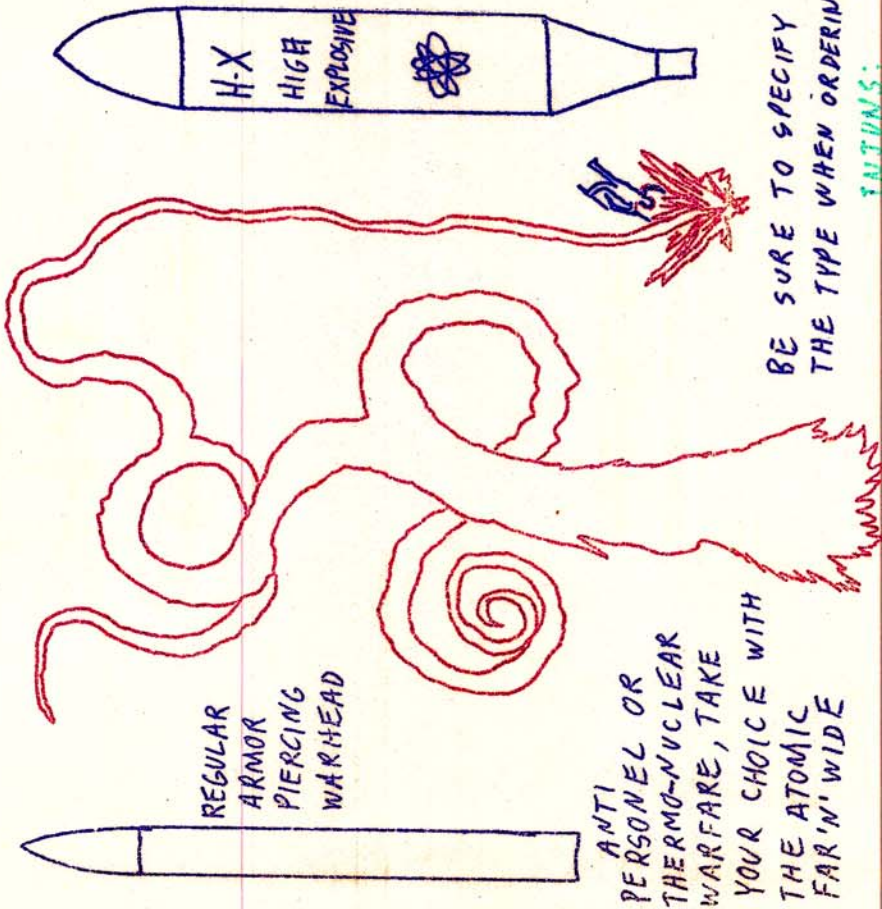
PAY YOUR DUES !!

EGG-43 is an official publication of the NARHAMS section of the NAR.

Editor: Steve Kranish
Typist: His suffering mother
Cartoonist: Bruce Blackstone
Contributor: Ed Pearson

Use monthly catalog selection

Atomic FAR 'N' WIDE



3 BIG STAGES

M.I.R.V. out with the Atomic Far 'n' wide

BITS AND PIECES

Call **ANDY ELLIOTT** collect at MIT.
 His number is:
 417-491-9463

* * *

The model rocket industry has finally abandoned us: Estes now sells plastic nose cones, fin units, and engine mounts. They even have a new "Alpha III" which used plastic nose cone, fin unit and engine mount. It looks the same as the balsa and paper Alpha, but weights 1.2 ounces to the old version's .8 oz.

* * *

Plastic model rockets reduce our hobby to underarm scratching and things like that.

* * *

The ads in Model Rocketry magazine for Centuri's new catalog advertise "exciting new flight patterns". The flight patterns of the new rockets are so exciting that they can become a really moving sight!

* * *

The YMCA space pioneers (G. Harry Stine's section) plan to hold 12 section meets this contest year.

* * *

If we decide to boycott the companies using plastic, Tag Powell (SAI) and George Roos (FSI) are in great shape!

* * *

NARHAMS CRAFTSMANSHIP EVENT - RULES

Purpose -- To increase the level of workmanship as a whole within the club.

OBJECT --- Thru judging to choose the model with the highest level of workmanship submitted in the event.

1) The Craftmanship event is to be held at the monthly Narhams launch, starting with the November launch. All NAR members may compete.

2) To qualify:

- A) The contestant must submit a rocket vehicle which conforms to the designated type as specified by the judges. The type of vehicle required will be chosen one month if possible before the date of the contest. The type of vehicle is to be discussed and approved by the Club membership.
- B) All vehicles must be in flying condition when submitted and will be flown the day of the event in view of the judges unless prevented by weather or other similar causes. If the vehicle is unstable for design or construction reasons it will be disqualified from the event.
- C) All vehicles must conform to all present and current NAR rules.
- D) Once a specific vehicle has won the event once, it will not be allowed to compete again. The records of each winning vehicle is to be kept by the club secretary and the records will be made available at the launch.

3) Judging:

- A) The judges will be chosen by the following requirements:
 1. modeling ability
 2. experience
 3. availability

The judges will be chosen by the club president and will be approved by the club membership. The number of judges will be a minimum of two (2) but a recommended number of three (3).

- B) Judging will be on the quality of workmanship alone. Degree of difficulty will not figure in the judging. The method of judging will be as follows: All judges will inspect each model individually and then will judge the entries against each other. All judges will observe each flight of the entries. From the resulting factors they will make a decision. In case of a split decision among three judges, the vehicle with the majority will win. In the case of a tie, there will be awarded duplicate prizes.

4) Eligibility:

- A) After winning the event two times, the contestant becomes ineligible for a period of two months. After the waiting period is over, if the same contestant wins a third time, he will enter a period of ineligibility of three months. From each time on, when the same contestant wins the event each time he will be ineligible for the next three months. During this ineligible period the contestant can be used as an event judge.


5) Awards:

- A) The winner of the event each month will be given an award chosen by the club and approved by the club treasurer. The award will be something to do with the hobby of model rocketry (a kit, supplies, etc.) and will be of reasonable cost.
- B) After a certain contestant has won three times, his name will be placed on the NARHAMS Craftsman Award Plaque. The plaque will be of a design approved by the club members and will be bought with club funds. The plaque is to be kept by the club's Contest and Records Committee and is to be brought to meetings for display.

SPOR
 attila
 *roof
 narhams
 XXX


AT THE END OF OUR LAST EXCITING CHAPTER OUR HERO WAS NOWHERE IN SIGHT. HOWEVER EVIL THINGS WERE BREWING FOR THE SCOURGE OF THE NAR THAT HAD NOTHING TO DO WITH ANYTHING AT ALL!

OUR HERO HAS MEANWHILE RETURNED TO HIS HIDEOUT ATOP THE 13 STORY TENEMENT



PLAY MATE
 I WONDER WHAT MY NEXT EXCITING ADVENTURE WILL BE?

KRAK
 THUMP
 BUMP



12 JULY, 1990 BOGGIES
 AFFILA, A BUNCH OF VANDALS ARE USING ROCKETS TO DESTROY THE MALL IN FRONT OF THE SMITHSONIAN. MOVE QUICKLY. A FRIEND (ONCE AGAIN) THIS NOTE WILL SELF DESTRUCT IN 15 SECONDS


THIS IS ONE NOTE THAT'S NOT GOING TO SELF DESTRUCT!




ACE
 BOMB DISPOSAL



PHUMP
 ACE
 BOMB DISPOSAL
 WAP



LATER
 I HOPE I'M NOT TOO LATE!
 Pregnant Dragon



FIRE!



MISSFIRE
 STICKING LAUNCH LVGS!



STILL LATER
 THAT'S ODD, THEY'RE NOT HERE YET



MUCH MUCH LATER...
 IF THEY DON'T COME SOON... WHAT WAS THE DATE ON THAT NOTE?
 MOTHER



WHERE IS RA COON?
 WHAT IS GUPPY?
 WHY CANT I FLY MY CONDOR?
 HAS ATTLA PULLED ANOTHER SWIFT ONE?
 WHY ARN'T BOGGY SPECTATORS KEPT IN CAGES?
 WHAT EVER HAPPENED TO SLOT CARS?
 HOW DOES ALL THIS MESS TIE IN?

BUZZARDS EAT CARRION!