



# ZOG-43

## NARAM 2000



*PHOTO: What was Dr. Chris really thinking ? One NARAM competitor was out to find out " What is inside Kidwells head ?"*

*Photo By : Carl Truszynski*

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THE ONLY NAR NEWSLETTER PUBLISHED MONTHLY !!

## FROM THE GUEST EDITOR:

Hi Again!

Jim started doing the special NARAM issues in 1996, so I decided I should do one for this year, since only three of us made it out to Colorado.

Inside these pages, you should get a feel for the fun we had, what Carl and Nancy did in their free time, and hopefully some pictures.

If you guys read the e-groups, some of this is rehash, but some of it is new! Be sure to read Nancy's article on square dancing on the Royal Gorge bridge, and Carl's view as a NARAM newbie.

Hopefully this will get everyone revved up to go to NARAM in Geneso, NY next August. I have to go, now that I am a slimy NAR bored member (as Jim Filler calls me).

Let me tell you that the auction raised \$4142 for the Cannon fund, with the book donated by Alan Williams going for \$75. The raffle I was running for Ed Pearson and the Internats raised \$125 (which I saw Ed spend at the Goddard Gift Shop on calendars and patches for officials.)

Let me also tell you that Chris Kidwell just doesn't like dry areas. He was happy for the couple of storms that came through because he missed the humidity. I have no idea what is wrong with the guy. (Remember, I grew up in Arizona, where it's a dry heat!)

So, see you out on the range, hopefully at a contest, and in New York next year.

Jennifer "Bubbles" Ash-Poole  
Newest NAR Bored Member  
"Assassinate the members before they assassinate you."

## LAUNCH WINDOWS

### **SPORT LAUNCH / NIGHT LAUNCH**

Middletown Park Sept. 9 2pm –6pm Day  
Launch

7:30pm to 9:30pm Night Launch

Contact: Jim Filler

(301) 371-3365

Planned Notam for up to 3.3 lb

Limited to G class motors

Bring your own supper and a rocket with a light  
apparatus!

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### **DEMO LAUNCH**

Sept 23, College Park Airport  
Demo at 2pm

Contact: Alan Williams

(301) 464-0273

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### **MATTHEW-4 SECTION MEET / SPORT LAUNCH**

Oct 14 Middletown Park

10:00 - 4:00

Events: 1/2A BG, 1/2A HD, Open Spot

Alan Holmes, Contest Director

(301) 670-0887

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### **PLANNING SESSION!**

Come help decide what we do next year!

Oct 28, College Park Airport Annex Building  
10 AM until we're done!

## Square Dancing in Colorado

By Nancy Truszynski

When my husband, Carl, invited me to accompany him to NARAM 2000 in Colorado, I was ecstatic! You see Carl and I are square dancers and this would give us an opportunity to dance with friends who we had not yet met.

The day that we arrived in Cañon City, I called the point of contact for the local square dance club, the Royal Gorge Promenaders. I spoke to a lovely 7-year-old girl named "Sammie". I asked her if there was any square dancing that weekend and she said, "Yes, there's dancing on the bridge." "The bridge? What bridge?" I asked. "The one at the Gorge" she replied matter-of-factly.

OH MY GOODNESS! We had heard about a square dance on the Royal Gorge Bridge, but had no idea when it was scheduled. Could it be...? Was this our lucky day? YES, it was scheduled for this weekend.

Sammie informed me that her parents would be home from work later and to call back at that time. When I spoke to Rod, Sammie's dad, he told me that there was going to be dancing all weekend and that dancing on the bridge was to be the culmination of the weekend. He invited us to come to the club in Cañon City that evening.

Well, when we arrived, our new friends spotted us immediately and came to greet us with a typical square dance greeting; a yellow rock. A yellow rock is a great big hug. As I said earlier the local square dancers are friends who we haven't met yet, and that's how they treat you; like friends. We had a fun evening dancing to the club's caller, Spike, and meeting lots of new friends.

The following evening there was dancing in the theater at the Royal Gorge Park. The local square dancers set up a table full of food to share. We all enjoyed the homemade cookies, cakes, pies, cheese & crackers, veggie platters and punch with which to wash it all down. Then, the time we were all waiting for arrived. We were all told to meet on the bridge for the next dance. Carl and I followed

Spike's truck, which was full of audio equipment, to the appropriate place on the bridge. When everyone had assembled, Spike told us to count off starting with the first square. As the square dancers called off the number of their square, the count went to eight. That means that there were 64 people dancing on the bridge and lots more watching.

When Carl and I looked at the railing on the bridge we noticed that there was a sign saying "No Fishing From Bridge". No fishing? How on earth would anyone be able to have enough line on their reel to reach the Arkansas River 1,052 feet below? At that height, the Royal Gorge Bridge is the highest suspension bridge in the world.

As the breeze blew up from the gorge to help keep us cool on that hot summer's evening, we listened to Spike call allemande left and promenade home. It was a fun weekend and a wonderful way to meet new friends. Some of the people who we met that weekend will become life-long friends.



The Royal Gorge Suspension Bridge.  
Photo by Jennifer Ash-Poole

## NARAM 2000 – My First

By Carl Truszynski

My wife and I really enjoy vacationing in the state of Colorado. We'll go there any chance we get and NARAM 2000 was about the best excuse I've had in a long time. It didn't take long for Nancy (all of three seconds) to cave in at my suggestion for a ten-day sabbatical in Canon City, Colorado.

The range opened for sport flying on Saturday so we arrived even earlier, on Thursday, to get in some site seeing in before getting caught in the fray of prepping for competition flying. We're big into Square Dancing (the National folk dance) and try to visit at least one local club whenever we travel. We concentrated on that in the evenings and visited tourist sites like Royal Gorge and Garden of the Gods during the days.

The General Flier's Meeting at the Canon City Inn on Sunday night was great. The hotel conference room was packed with rocketeers from around the US and even some from the UK. The hosting clubs did a great job of providing a run down of general information on safety, fire hazards, food, and other amenities. There were a few of the usual questions about how rulings and judging were going to take place, but overall they answered most of the questions I had.

Monday arrived quickly enough with a lot of excitement. I've only participated in a couple competition meets and they were intense enough. But this is NARAM! Even though I arrived early the parking lot was almost full and there were only a few available seats left under the competitor's tent. Chris Kidwell and Jennifer Ash-Poole were already there and had already staked out a table with the NARHAMS flag flying high.

As I scanned the range head and surrounding vendor tents, I noticed that the atmosphere was more like a carnival. This was not what I had expected at a national rocket meet. Everyone I talked to was having fun and enjoying meeting other flyers and comparing notes and models. It was great. I also noticed that the food vendor was the Tallahassee Volunteer Fire Department. Not

only did they provide some of the best green-chili breakfast burritos I've ever had, but also had a couple of the largest mobile water trucks I've seen. They were definitely prepared for a fire if it happened.

Monday was Duration, ¼ A Parachute, and B Streamer. In ¼ A PD, my engine kicked DQ'ing my first flight, and on the second the parachute disintegrated. Both of my B Streamer flights DQ'd because the streamer separated from the model. Needless to say, it was not a good day.

Tuesday, Wednesday, and Thursday were better. I had lots of fun flying my 4xA cluster, D SuperRoc, A Boost Glide and C Egg Loft. For me, just coming away with qualified flights in most of the events was an accomplishment.

Every day you panned to participate in the competition, you also had range duty. Everyone was assigned to a team. They did a good job rotating the times, so if you were timing, or tracking, or at the range head it was at a different time each day.

Even though Nancy and I enjoy vacationing in the state of Colorado at anytime of the year, this time I'm glad it was because of NARAM 2000. Because of the people, the fun, the flying, and the dancing, I'm looking forward to next year's NARAM in New York. Just don't tell my wife, I want to surprise her.



Carl checking in an egglofter to NAR treasurer Stu McNabb.  
Photo by Nancy Truszynski.

## NAR Town Meeting Report

By Chris Kidwell (via e-groups)

These are notes from the NAR town meeting.  
(Some editing has been done)

- Family membership rate is capped at \$108 if all members are at the same address.
- RocketVision will promote NAR membership on their web page.
- NAR insurance is not valid overseas, so foreign membership fees may be restructured. A discount for senior citizens was discussed, but no action was taken.
- NAR\_Sections mailing list may be opened up to past club officers. Further action was referred to Glenn Feveryear.
- Level 1 high power certifications can now be made using hybrids.
- There was an extended discussion of the dangers of retrieving rockets from power lines. There have been several incidents recently where people were electrocuted in the process. Trip Barber will be taking with various people in the electrical power industry to see what can be done. It was suggested that the power company should always be notified if a rocket lands on power lines. They will retrieve the rocket, but may not return it, and may charge up to \$500 for the service call.
- Standards & Testing committee will be reviewing the safety code to see if it can be simplified. A survey will be sent to section advisors and selected senior members in the next 6 months.
- There are currently about 5300 members, 1300 of whom are A and B divisioners.
- The NAR web site received lots of hits in November from the ustreas.gov domain (i.e., BATF).
- Stu McNabb analyzed the NAR's financial situation and reported that the organization is

financially healthy and can support member services through the end of the year.

- Scholarships are being offered to A and B divisioners for post-high school education. Applications will be available through sections.
- Insurance policies will continue to be sent to section advisors. There will be a new FAQ posted on the web site to explain the new insurance. There is also a need for reporting any possible claims on the policy, no matter how small, to HQ.
- In the 1980s, there was an educational section program whereby schoolteachers received NAR membership, educational material, and insurance for their school. This program was not available with the previous insurer, but the current insurance does allow it. Mark Bundick will be investigating reinstating this program.
- Mark Johnson is no longer editor of Model Rocketeer. This has passed to Chuck Streka in Ohio. It was an easy transfer since the publication is all done electronically. Sport Rocketry and Model Rocketeer should be published in alternating months, so the next issue of MR will shift 2 weeks to get them in sync. The graphics in SR will be upgraded in quality within the next few months. The current press run of SR is 10,000, up from 6,700 four years ago.
- It has been proposed to make cash payments to article authors in SR. Reader feedback will determine which articles are the best, and prizes will be awarded. This still has to be approved by the board, however.
- The Trained Safety Officer program has started, and Jonathan Raines is the first to certify. It takes 5 - 8 hours of range duty to complete the 50 items needed for certification. A new patch still needs to be designed.
- Stu McNabb and Tom Lyon got together to settle accounts for the contest board.
- Lee James setup a web site to track records and contest results.

- Contest forms are now available on the NAR web page.
- The board approved submission of contest results by electronic means (such as Contest Manager). Contest Directors should contact Tom Lyon for more information.
- The rules revision process is too lengthy and misunderstood. It will now be a 1-year cycle, with rules to fit on 1 - 2 pink book pages, and schedule to coincide with publication of Model Rocketeer.
- NFPA 1125 (rules for manufacturers) is under major review. NFPA 1127 rules pertaining to manufacturers are being moved from 1127 to 1125. Also under review are additional rules to help prevent manufacturing accidents. NFPA 1127 will also be under review starting in January. If you have changes to recommend, talk to Mark Bundick.
- The board committee structure will be reorganized to relieve Mark Bundick of many management duties to allow him more time for educational outreach and church obligations. It will take about a year to work everything out.
- Standards & Testing has a new computer to allow faster/better/easier motor testing. Motor data for WnRASP and RockSim will be embedded in the PDF files on the NAR web page.
- The board is close to signing an agreement with eHobbies.com where they will help promote NAR membership. Club rewards, free shipping, and 10% discount may also be offered.
- The G. Harry Stine Lifetime Achievement award has been created. It is meant to be awarded infrequently and be a highly significant honor. The nominee must be named by two board members.
- The NARtrek program needs to have more promotion. A list of recent awardees may be published in Sport Rocketry.
- Sport Rocketry has added a high power editor to add more content.

- HQ operations is being restructured to reduce Marie's workload. The new member packets will be repackaged into a magazine format by Mark Johnson to allow faster turnaround and lower cost. George Gassaway will also do some reprogramming of the HQ database to make it more efficient.
- NAR Teen Program offering mentoring in high power has been suggested. There are still some problems, primarily with how the teen is supposed to get the high power motor.
- Steve Lubliner announced the creation of the Carlisle Prize, which is a technical challenge prize for things that are technically possible, but not currently being done (e.g. A radio-controlled rocket glider with 5 min duration, radio-controlled parachutes, etc). The award will be a cash prize of about \$300. He is still brainstorming for ideas and will submit the formal proposal soon.
- Election results for board members: Jennifer Ash-Poole newly elected, Trip Barber and Steve Lubliner reelected.
- Jack Hagerty announced that the California Attorney General has mandated that any high power rocketry activity in California with spectators must obtain a pyrotechnic exhibitors license (cost \$1500). Mark Bundick will contact the AG to see about straightening things out.
- Vern Estes questioned whether there was any correlation with membership growth and \_October Sky\_ movie last year. George Gassaway said there didn't appear to be any large effect.

## **NARAM Events**

By Chris Kidwell (via e-groups, again some editing and comments by Jennifer Ash-Poole)

Monday's events were 1/4A parachute multiround and B streamer. There were lots of thermals, so the trick for parachute was to max at 60 sec, but not lose the model in the process. Chris lost his first model using an 18" chute but managed to get the 2nd model back twice after cutting a 6" hole in another 18" chute. Jennifer was out looking for her

first model when Chris asks over the radio "Where are you?" Jennifer answers, "I am out with the cows." Chris gave the heads up and Jennifer watched his model fly over. We debated which county/state/freeway it was heading. Five rocketeers made it to the flyoff in C division: Chris, Trip Barber, Rod Schafer, Mel Gray, and Dave Lyle. Trip didn't have another model to use, so he took 5th. Chris' parachute didn't deploy and he got 4th. Rod was 3rd with a partial deployment. Mel got 2nd, and Dave got 1st with good flights. Jennifer also got flight points. (Ken Mizoi RSOD and Jennifer LCO'd the flyoff, NARAM 41 all over again!)

In streamer duration, several people had > 5 minute flights, but we didn't fare quite as well. Chris got flight points with 2 minutes, and Jennifer Dqed both flights.

Tuesday was 4xA Cluster and 1/2A helicopter. With the thin air up here, the cluster records were obliterated to say the least. In C Division, the old record was around 320 meters. By the end of the day today, 15th place in C Division was 350 meters! Chris actually held onto 1st place for about 2 hours with 459 meters. Then sank to 2nd when Scott Humphreys got 560 meters, then 3rd when Trip Barber got 479 meters. Jennifer and Carl didn't do as well, DQing both flights with motor ignition failures. We had quite a bit of that, possibly due to the lack of McCoy relays at the pads...

In helicopter, Jennifer and Chris both qualified but did not place. Carl didn't fly helicopter.

Wednesday was D Super-Roc Altitude and A Boost Glider. The super-rocs were quite entertaining to watch, with many of them doing various skywriting before crashing (and after misfiring 5 times, of course). Tracking was pretty terribly for the D3s since they have no delay train smoke. Even with a nice cloud of powder, many flights were track lost. Chris' first flight was a minimum length (150 cm) 13 mm model on a D3. It actually went after only 1 misfire and kept going, and going, and going... Tracking east 1 actually got numbers, but no one else did. His second flight was with a maximum length (300 cm -- that's nearly 10 feet) 13 mm and 6

mm model, also on a D3. This one went straight for the first 100 feet or so, then bent just enough to cause it to arc over and power dive into the ground. It was recovered in about 20 pieces. Since his first flight was track lost, Chris decided to try again with that model to see if he could get it tracked. Chris extended it a bit by adding another section of 13 mm tube salvaged from the crashed model. He also filled about 18" of the bottom section with tracking powder to make sure trackers could see it. After 6 misfires, Chris exchanged the D3 with another one from Tim and lit the new one on the first try. Boost was perfectly straight, away from the baseline and into the haze, but with a nice orange cloud of powder at about 750 meters one would guess. Of course, all 4 stations reported track lost. Arrrghh.... So after all that work, Chris settled for flight points in super-roc. Jennifer had somewhat less luck, pranging her model on the first flight. She did, however, earn an honorable mention for Best Midwest Qualified Flight when the remains of her super-roc continued flopping around on the ground and tried to go airborne again (gotta love those 7 second burn times on the D3). Jennifer also started a rumor among the board; take out the members before they take you out. This is in reference to board members always being in the way of models as they prang.

In A Boost Glide, Jennifer and Chris both brought an Ivey and Deltie each. Jennifer got 2 good flights on her Ivey (1 minutes 45 seconds), but not good enough to place. Chris' first flight was only 10 seconds, but qualified, so he didn't bother flying again.

Wednesday night was the mid-week social (basically a picnic dinner inside) and auction. Jennifer thought she was going to be modeling the items for Ken, but actually ended up doing the auction herself, with Ken modeling. Chris got roped into being recorder, since no one had thought of that beforehand. Jennifer did an outstanding job (check out the last of Carl's pictures on the egroups web page) and we raised \$4,142 for the Bob Cannon fund. According to Vern, that is the largest amount ever for an NAR auction. I didn't buy anything because the prices were just too high. The Delta notebook that we donated went for \$70, and the

1970s-era Centuri Saturn V (still shrink-wrapped in the box) went for \$351.

Thursday's events were C Eggloft Duration and D Rocket Glider. Eggloft was pretty uneventful, with only a few splats. Chris got 2 qualified flights of about 45 seconds with a 22" chute and a stripped 28" chute. Jennifer also qualified with a 60 second time. Bob Kaplow repeated his performance from last year, using a 52" chute to get a 17-minute flight before the official timers lost it in the haze (his timers tracked it for 30 minutes). It was recovered about 2 miles downrange to get him first place in team division.

Rocket glider was a bit more exciting, with lots of balsa raining down throughout the day. Several people, including Chris, Jennifer, and Mel Gray (our prep tent companion for the week) built designs from George Gassaway's web page and flew them on D12s. They all shredded at the wing and were disqualified. D3s appeared to do better for some people, though one flight managed to loop 4 times under thrust, then crashed with no glide after transition. Chris really wanted a qualified flight, so he made a quick trip back to the hotel to find Jim Fackert and get one of Robert's EC Thunder kits. Chris was back under the prep tent at 11 am and had the glider finished around noon (would have been sooner if the instructions had any resemblance to the kit). Jennifer had made him a bet about finishing the model in an hour. Chris even hand-tossed it a few times to see that it did in fact glide (sort of). When he flew it however, it did a nice big arc and crashed into the ground under power, reverting itself to kit form in under 2 seconds. The canard was flapping just like it was supposed to, and Jim just said, "hmmm, that's interesting". R&D presenters were also announced Thursday morning, but Chris wasn't asked to give a talk (Jim said it wasn't enough improvement over last year) so neither one of us bothered attending the other talks.

We had better things to do anyway. Vern took Jennifer and Chris on a tour of his house and rocket museum. She missed out on the tour last Friday with the other board members due to our late arrival. Dick Freed and his wife also attended as winners of the raffle prize, as were Charlie Sykos

and his wife. First we had some light snacks as we sat on his back porch and talked. Then it was a short tour of the house, followed by the rocket museum and theater. Vern gave a short explanation of the various artifacts that filled the room, including the Orville Carlisle's original patents, the prototype Big Bertha, and the Alpha that went in space with Jay Apt. We also watched some video from an LDRS launch. Dick and Chris sat on a reclining chair imbedded with speakers that gave a very realistic feel (Ward would have been in heaven). Various pictures will be online sometime soon.

Friday was sport scale flying, which is always fun. There were some spectacular flights, as well as some spectacular crashes. Chris' Nike-Tomahawk (photo #7 on the [www.naram2000.org](http://www.naram2000.org) web page) flew perfectly on an F50, staged to a C6. I got 50 mission points for the staging since, according to the judge, I wasn't doing any wimpy booster motor staging. I used Doug's G-Wiz in the payload section to do both staging and apogee deployment. Scott Johnsgard (A Division) had a 10-foot tall replica of Goddard's original rocket. It performed as expected, going unstable shortly after liftoff and crashing hard. Bruce Markelewski had a very night lunar module that took first in C Division. John Pursley entered a gorgeous Mercury Redstone that blew everyone else in teams.

## **NARAM Banquet Report**

By Chris Kidwell (via egroups, usual editing)

Friday night was the awards banquet. The food (at least the vegetarian entree) was better than at previous NARAMS. Ken did a smart thing by holding applause until all 4 winners made it to the front. This sped up the pace considerably, and would have made for a short ceremony, if it hadn't been for the raffle prizes. He spent at least an hour calling out numbers for various prizes, and then at the end just announced for everyone who didn't win before to come up and grab a prize.

John Viggiano announced that NARAM-43 would in fact be at Genesco, NY, Aug 4 - 10. Events are 1/2 A boost-glider, 1/2A flexie, A Alt, B Super-Roc Alt, C Streamer, C Eggloft Alt, D Helicopter, Sport Scale, and R&D. Note that most of those events can

be flown at Middletown. Make your reservations early at the Ramada Inn (800-888-8210). (This number has proven to be incorrect,)

The David Gregorick Award for craftsmanship in A Division D R/G went to Mary Wolf.

RC/RG Championships were won by George Gassaway (of course) with a time of 9 minutes 55 seconds.

The NAR President's Award went to Bob Bloomster for his work on getting insurance reinstated.

The Howard Galloway Spacemodelling Award went to Tim Van Milligan for his educational outreach.

Section of the Year went to CRASH.

LAC Newsletter Award went to COSROC's "Cosrocketeer". Second place was NIRA's leading edge, with honorable mentions to ZOG-43 and Lunar Eclipse. SOJARS' "Altitude" was named best new newsletter.

Mark McReynolds won F/F Scale, with a Super Diamante.

Scaleroc Rookie of the Year award went to James Snow for his Saturn.

Best Midwest Qualified Flight Award went to George Gassaway. His scale entry, a radio-controlled Bell X-1, was severely underpowered on a G12. It crashed into the ground, took aim for Chad (RSO at the time), then blew out the motor mount, which started a grass fire and destroyed the back half of the model.



Chris asleep at the banquet (photo by Truszynski, don't know which one)



Peter Always looking at the book donated by NARHAMS.



Jennifer Ash-Poole running the auction from a chair. Photo by Carl Truszynski



The Estes opening up their backyard to the NARHAMS crew.



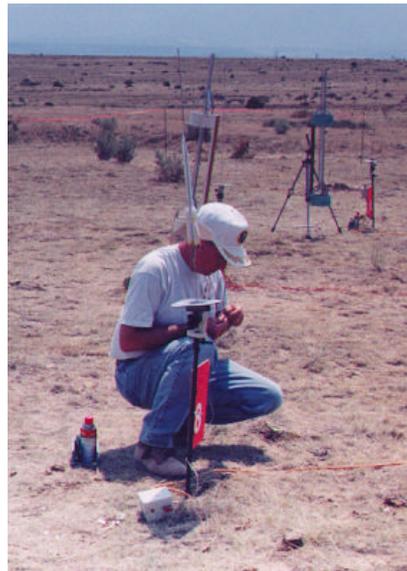
Vern Prepping the Big Bertha for flight.



Vern putting the Bertha on the pad. It was recovered.



John Pursley's Redstone in flight



Mel Gray getting ready to fly his 4xA cluster.



Steve Lubliner comes over to the NARHAMS corner to sit and chat.