

THE ZOG-43

The Newsletter of NARHAMS, NAR Section #139.
NAR National Champions 2001, 2004

1965-
2005



40th
Anniversary



Celebrating 40 Years of NARHAMS

Or, If You Feed Them They Will Come



NARHAMS celebrated their Ruby Anniversary of becoming an NAR section at the March meeting. Club president Jennifer Ash-Poole went through the list

of NARHAMS friends and invited former members to come celebrate this event.

Several former members were delighted to get the invitation, and we had representation from every decade.

The Airport Annex was set up like a timeline, with food at the end. Tables were placed around the room with signs for each decade so that the attendees could put their memorabilia down in the right decade. It began with the 65-75 decade, and went from there. The food was placed after 2005 so you could work up an appetite by browsing first.

1985 to 1995 was a popular decade, with extra tables having to be added for when NARHAMS held NARAM 35 in Middletown, including the NARAM 35 rocket signed by all



NARAM 35 participants. Tom Lyon brought his first edition of "The Handbook of Model Rocketry". Several members brought old pictures, catalogs, newsletters and even the first membership card and jacket.

From the library, the minutes from that March 1965 meeting were shown, along with all the minutes from January 1965 to sometime in the 70's.

Ole Ed gave a little history about the club, and he and Tom Lyon had a few stories about the Battle of Cumberland, Pizza and Beer, and other NARHAMS things.

Rumor has it that NARHAMS wants to celebrate the 43rd anniversary in even bigger fashion. ✨



40th Anniversary festivities included a cake and photos with past and present Zogs (l-r) Peter Helt, Tom Lyon, Don Carson, Jim Filler, Ed Pearson, Jennifer Ash-Poole, Paul Croakin.

Ole Ed gets ready to server up some cake with Tom Anderson and Scott Branche looking on. Photos by Chris Kidwell..



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AND MORE!

ZOG-43

Volume 27 Number 4

April 2005

ZOG-43 is the official newsletter of NARHAMS the National Association of Rocketry Headquarters Astro Modeling Section # 139

NARHAMS is the oldest model rocket club in the United States!

ZOG- 43 is dedicated to model rocketeers of all ages, abilities, and interest. We are committed to providing the most current, up-to-date information on model and real world rocketry, and to provide educational material as well as entertaining information. ZOG -43 is published monthly and is available to anyone on a subscription basis. Current rates are \$10 for meeting pickup or email or \$15 for postal mail U.S. Funds for 12 issues a year, payable to NARHAMS

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For more information.....

If you have any questions about ZOG-43 or NARHAMS, or if you have any comment(s), correspondence, free merchandise or if you'd like to submit an article, send them to :

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ZOG-43 is edited by Kevin Johnson, and is an eight-time winner of the NAR/LAC "Rockwell" Trophy, recognized as the best NAR section newsletter.

Years won: 1969, 1973, 1975, 1990, 1991, 1992, 2003, & 2004

Zog-43 staff typist is none other than Jennifer Ash-Poole a.k.a. Secretary to the Stars !

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NARHAMS ON THE WEB

<http://www.narhams.org>

Send and receive E-mail with other NARHAMS members through NARHAMS Web page grouplist via yahoo-groups.



NARHAMS serves Baltimore, the state of Md., Washington DC and the surrounding Metropolitan areas. The club is a section of the National Association of Model Rocketry (NAR) and we are the oldest continuously active model rocket club in the United States, first established as a high school club in 1963, changing our name to NARHAMS when chartered as a NAR section in 1965. NARHAMS is the only five time winner of the NAR "Section of the Year" award.

Years won: 1997,1998,1999, 2001, 2004

NARHAMS members regularly fly their model rockets at NASA's Goddard Space Flight Center on Soil Conservation Rd. in Greenbelt Md. The launches are open to the public and are held the first Sunday of every month (weather permitting), starting at 1 PM.

Sport Launches are usually held the second Saturday of every month at Middletown Recreation Park in Middletown Md. Check the web page for updates.

NARHAMS welcomes all prospective new members to our monthly meetings. They are held on the first Saturday of the month from 5:30 to 9:30 PM at the College Park Airport Annex Building. Dues are 10 cents a week, with an initial 50 cents up front (good for 5 weeks) as a sign of good faith.

NEW: Monthly meetings available on-line via chat-room , simply go to the NARHAMS homepage and click on the link.

ZOG ROYAL COURT

(NARHAMS OFFICERS)

ZOG (President)

Jennifer Ash-Poole

410-674-6262

VICE ZOG (Vice-President)

Jim Filler

COLLECTOR OF THE ROYAL TAXES (Treasurer)

Ed Pearson 301-577-7775

KEEPER OF THE HOLY WORDS
(Secretary)

Chris Kidwell 571-434-7507

COURT JESTER (Section Advisor)

Khim Bittle 301-293-2399

Directions to College Park Airport:

Follow I-495 to Kenilworth Ave. South. Make a right onto Paint Branch Parkway, then make a right on Cpl. Frank S. Scott Dr. At the airport entrance go straight to the Operations Building, the annex building is adjacent to the "Ops" building.



Zog Message- April

The NAR Board went to NARCON for their winter board meeting, instead of someplace warm in February. NARCON moves around like NARAM and NSL, but stays in the same place for 2-3 years. This was the second year NARCON was hosted by WHOOSH, in Kenosha, WI.

The convention was held at a University, and we had lots of meeting rooms and space. I think Trip convinced them to go for it one more year. And if you are ever in Racine, Wisconsin, buy some Kringle. This year, they had 200 people pre-registered for the event. Wow!

If you have ever been to a CapCon, then you know what a NARCON is about. I had never been to a NARCON (and quite a few people on the NAR board hadn't either) so I was looking forward to it. I also did a presentation about the NARHAMS cadet program. Think NARAM, but you don't go out and fly every day, you just get to talk rockets. There were quite a few hands on sessions, education sessions, and Big talks by Vern and Gleda Estes and Jay Apt. Listening to Vern and Gleda talk about what it was like to start Estes Industries was cool. Having Jay Apt talk about how to release a satellite from the shuttle bay was interesting, but learning how to drink french wine on the MIR was better.

The great thing was seeing all these people, AND TEACHERS, talk about why they like rocketry. Plus, I got to meet a few people who I only knew by name or email.

So next winter, when you get depressed about the weather, try to make it to a NARCON (even if it is in Wisconsin). You'll get energized about rockets, you'll see some vendors while it's still building season, and you'll see some other people just as crazy about rockets.

RESOLUTION UPDATE: I have completed 1 of the 5 resolutions I had for the year (See January President message). I finished painting the rest of my rocket room!

Zog Bubbles 

Meeting Minutes- February

Recorded by Dr. Chris Kidwell, NAR Keeper of the Holy Words
Since we had the anniversary party last month instead of a business meeting, there are no minutes to report! -kj 

NAR PointsTop Fives

Compiled by: Tom Lyon NAR-16558
Listing as of March 1, 2005

A Div

NAME	NAR #	SEC #	Points	WF
Caroline Steele	78080	506	2196	3
Victoria Blessing	79364	308	1995	3
Kaitlyn Steele	80121	506	1482	3
Katherine Humphrey	81367	139	1242	3
Michael Humphrey	75192		139	1140 3

B Div

NAME	NAR #	SEC #	Points	WF
Cody Steele	46810	506	2352	3
Kris Bittle	74626	139	1311	3
Zain Marvi	84252	672	1173	6
Remon Maximos	84246	672	1128	6
Chase Hrcir	83490	498	1080	3

C Div

NAME	NAR #	SEC #	Points	WF
David Belhorn	59351	585	3270	6
Bruce Markielewski	38377	482	2961	6
Russ Anthony	81741	482	2550	6
Ernst Strother	76992	365	2337	6
Steven Clapp	79622	482	2028	3

Team Div

NAME	Team #	Sec #	Points	WF
Saenz Saenz evrwhr Saenz	T-300	672	3273	6
Pod Bay Doors	T-201	506	2400	3
Battlerock Warriors	T-040	365	1638	6
Slightly Harmful		T-609	139	1272 3
Krispy Kremers	T-890	473	1122	3
Pod Babe Doors	T-202	506	954	3

Sections

NAME	Sec #	Points	WF
SSS (AZ)	506	11508	3
NARHAMS (MD)	139	9708	3
STARS (TX)	672	9693	6
CRASH (CO)	482	9516	6
NASA/Houston (TX)	365	6699	6

Utterly Alien

by Dr. Tony Phillips

There's a planet in our solar system so cold that in winter its nitrogen atmosphere freezes and falls to the ground. The empty sky becomes perfectly clear, jet-black even at noontime. You can see thousands of stars. Not one twinkles.

The brightest star in the sky is the Sun, so distant and tiny you could eclipse it with the head of a pin. There's a moon, too, so *big* you couldn't blot it out with your entire hand. Together, moonlight and sunshine cast a twilight glow across the icy landscape revealing . . . what? twisted spires, craggy mountains, frozen volcanoes?

No one knows, because no one has ever been to Pluto.

"Pluto is an alien world," says Alan Stern of the Southwest Research Institute in Colorado. "It's the only planet never visited or photographed by NASA space probes."

That's about to change. A robot-ship called New Horizons is scheduled to blast off for Pluto in January 2006. It's a long journey: More than 6 billion kilometers (about 3.7 billion miles). New Horizons won't arrive until 2015.

"I hope we get there before the atmosphere collapses," says Stern, the mission's principal investigator. Winter is coming, and while it's warm enough now for Pluto's air to float, it won't be for long. Imagine seeing a planet's atmosphere collapse. New Horizons might!

"This is a flyby mission," notes Stern. "Slowing the spacecraft down



New Horizons spacecraft will get a gravity assist from Jupiter on its long journey to Pluto-Charon. Credit: Southwest Research Institute (Dan Durda)/Johns Hopkins University Applied Physics Laboratory (Ken Moscati).

to orbit Pluto would burn more fuel than we can carry." New Horizons will glide past the planet furiously snapping pictures. "Our best images will resolve features the size of a house," Stern says.

The cameras will also target Pluto's moon, Charon. Charon is more than half the size of Pluto, and the two circle one another only 19,200 kilometers (12,000 miles) apart. (For comparison, the Moon is 382,400 kilometers [239,000 miles] from Earth.) No wonder some astronomers call the pair a "double planet."

Researchers believe that Pluto and Charon were created billions of years ago by some terrific impact, which split a bigger planet into two smaller ones. This idea is supported by the fact that Pluto and Charon spin on their sides like sibling worlds knocked askew.

Yet there are some curious differences: Pluto is bright; Charon is darker. Pluto is covered with frozen nitrogen; Charon by frozen water. Pluto has an atmosphere; Charon might not. "These are things we plan to investigate," says Stern.

Two worlds. So alike, yet so different. So utterly alien. Stay tuned for New Horizons.

Find out more about the New Horizons mission at pluto.jhuapl.edu/. Kids can learn amazing facts about Pluto at spaceplace.nasa.gov/en/kids/pluto.

This article was provided by the Jet Propulsion Laboratory, California Institute of Technology, under a contract with the National Aeronautics and Space Administration.

U. S. Naval Academy Museum :

Your Travel agent recommends;

An interesting side trip to Annapolis Maryland

By Alan Williams NAR 14137

Recently I found myself unexpectedly off work one day and decided to re-explore the grounds of the Naval Academy in Annapolis. While not a treasure vault like the Air and Space Museum a number of aircraft, weapons and other artifacts are on display on the grounds of "the Yard". They range from an F-4 Phantom and Tomahawk missile to a '50s era black ops sub that looks remarkably like the Lionel sub in your Christmas train set. And of course , Alan Shepard's Freedom 7 Mercury spacecraft is displayed in the Academy Visitor Center. Most items on outdoor display are extremely touchable and measurable.

Somewhere in the bowels of Rickover Hall is an SSN5 Styx missile; see if someone can escort you to see it. This brings up an important point . Security is an issue as the Academy is an operational Naval station. Any grounds are open to anyone the guards pass, but only specific halls are visitor accessible. Respect that; remember, the guns are real.

The Academy has a nice museum in Preble Hall. The items displayed present an odd, almost quirky picture of U. S .Naval history. Uniforms and ball gowns are presented cheek by jowl with boarding knives and pistols. Trombones, swords and cutlasses clamber for attention alongside Northwest Indian carved peace pipes. Battle flags, decorations and medals. Story boards of battles lost and won against pirates, slavers, countries and empires.. The table used to sign the Japanese surrender in World War 2. Mines, cannon and straw hats. A nice new display on the Academy's contribution to America's space program. All in a vaguely

clockwise swirl through the subdued lighting of the first floor.

I suspect the presentation is telling us that real history is more jagged and pointy than school books would have us believe.

But what's all this got to do with model building?

Down in the basement is a collection of British Admiralty shipyard models that are some of the most breathtakingly detailed



examples of scale work to be seen on this planet.(Yea, Alan's going off the deep end again, but so what!)

These 100-plus models represent the highest technology England could produce . The collection stretches back 355years. Most models were created by the same craftsmen who built the actual ships. Most are in constant 1:48 scale. The detail is not to be believed . Carved stair railings, fine inlay floorings that would have made a master furniture maker weep with envy, incredible details in gold leaf and brass then sealed in as the ship model was built so that all of that work was invisible; unreachable under further layers of detail. We know it's there because the Museum staff sent fiber optic imaging systems through gaps in the hulls. A number of models are full-rigged with the scale equivalent of 5 to 10 miles of lines.

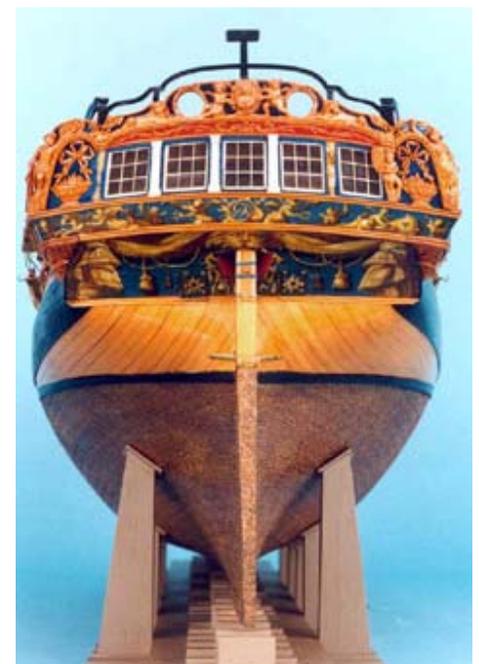
If all this weren't enough, there is an even more astounding room displaying the "Prisoner Bone Models". During the Anglo-French wars of 1756-1815, captured French sailors were kept aboard derelict ships in London Harbor for years at

a time. To keep their sanity in the vermin-infested holds, some began making ship models by splitting strips of bone from the beef they cooked for food. Again the detailing on these models is astounding. They worked the bone strips with bits of glass, nails and wire, made all these pieces from memory and under the most horrible of conditions made some of the most beautiful models I have ever seen. While starving to death and without so much as a jackknife among them. When the English nobility heard about the models, they began buying them, which meant the French sailors could buy food and clothing. So, in an odd way, fine modeling skills saved them from death!

So if you want to expand your building horizons a bit, try the U. S. Naval Academy and Museum. It's worth the trip!

Access through the King George St. gate. On grounds parking for military I.D. holders only. All others must use street parking off grounds. All adults must present valid photo I.D. for entrance.

Also in Preble Hall is the Naval Institute Press Bookstore; a great source for historic publications on many subjects. ✈



May AstroBulletin

By Jennifer Ash-Poole, NAR 61415

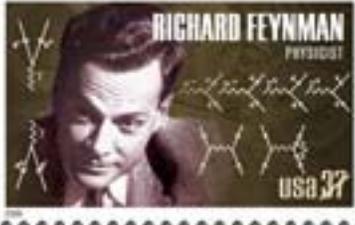
3rd Quarter May 1

New Moon May 8

1st Quarter May 16

Full Moon May 23

3rd Quarter May 30



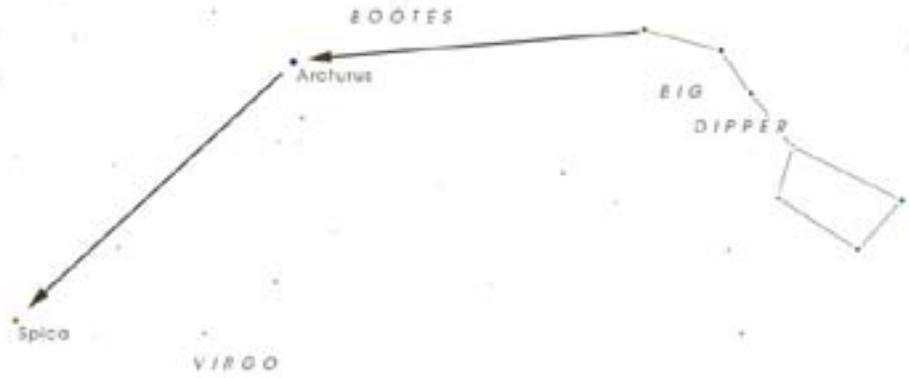
Ah May! When man's thoughts turn to...astronomy. May 5 is a big day! It's Space Day (www.spaceday.org), and it's when the post office releases its Richard Feynman stamp! May 5th is also the peak of the Aquarid meteor shower. May is also when we have International Museum Day, May 18, and the Team America Finals May 21. We also have Opossum on May 14! And don't forget your mother on May 8.

The Moon does a lot of conjunctions with planets this month. The first one is May 2. The Moon and Mars can be seen in the early morning of May 2. Take a look towards the East South East at the horizon. The conjunction happens between the constellation Aquarius and Capricornus. Now that you know what the constellation Aquarius looks like, you will know where to look early in the morning of May 5 to view the Eta Aquarids. And while you are up, look directly East to see Mercury. You will have to find a dark site to observe the meteor shower. Bring your red flashlight and allow your eyes to adjust.

The second planet the Moon visits is Saturn on May 12, in the evening. Around 9pm, look towards the West Northwest and you will find the constellation Gemini, the twins. Saturn appears on the left the constellation, while the Moon is in between. The conjunction happens after the Moon and Saturn have set here on the East Coast, but following the Moon to the planets also helps you figure out the constellations!

The third planet is Jupiter on May 19, also in the evening. The Moon is getting bigger, so it's a good thing Jupiter is near the Moon, since it is the only planet that will be bright enough to see next to the Moon. (Maybe) This time, the Moon is in Virgo. This constellation won't quite be overhead at 9pm, but towards the south. Maybe the best way to find this is to find the Big Dipper. Follow the handle and "arc" to Arcturus. If you continue the arc, you will find Spica, one of the hands on Virgo. Nearby will be the Moon and Jupiter.

Then the Moon goes back and visits Mars again on May 31, again in the morning. This time, the Moon and Mars are between Aquarius and Pisces. Again, you are going to look to the East South East, but the sky has moved,



How to find Virgo by "arcing to Arcturus." and there is a different set of constellations there. By observing this phenomenon, the first astronomers figured out that Earth rotated around the Sun and so did the planets. All without computers!

NARHAMS

Interview with Some Pirates

By Steve Humphrey NAR 17888

[While currently not members of NARHAMS, John Yost and George Beever are well known to the NARHAMsters—perhaps best known under the team name “Over Forty Victims of Fate” (or if you go back far enough, “Flirtin’ With Disaster”). They’re the ones sometimes seen wearing pirate gear and exclaiming “Arrrrr”. I’ve always wanted to know the story behind the pirate gig, so I thought I’d ask.]

Hey guys, what’s with the pirate talk?

George: Beats the heck out of me how it started. Just seems like John and I have been doing that shtick forever. John and I are actually very different kinds of people, despite rumor that we are joined at the hip. The one big thing that we have in common, however, is a need to be silly.

About ‘97 or ‘98 John and I were still competing as “Flirtin’ With Disaster”. We had just been totally trounced at RAMTEC—really embarrassed. We were literally walking off the field at the end of the meet, and we were discussing the future of the team. We did kick around just bagging the whole thing, but we decided an overhaul might be what was needed. It was there that John came up with that pirate bit, you know, being ruthless and giving no quarter and all that. I kid you not. Within a couple of weeks I suggested “Over Forty Victims of Fate” for the name. It comes from an old Jimmy Buffett tune named “A Pirate Looks At Forty”. He wrote it about one of his early-70’s Key West cronies who was, shall we say, colorful—a drug smuggling, roguish, piratical type of guy. Only problem was, it was the 20th century, not the 18th. The line goes,

“Yes, I am a pirate two hundred years too late.

The cannons don’t thunder

Calendar of Events for 2005

Apr 16-17- 9 am - 4 pm ECRM-32 regional meet
Apr 24- 12 - 4 pm Rockville Consortium of Sciences Rockville, MD
May 1- 1 - 2 pm Goddard Public Launch
May 7- 5 - 10 pm Monthly meeting, NARAM models (Chris Kidwell)
May 14- 10 am - 10 pm OPOSSUM-9 open meet/ night launch
May 21- 8 am - 5 pm TARC Flyoffs Great Meadow, VA
May 28-30- Balticon-39 Baltimore, MD
Jun 4- 5 - 10 pm Monthly meeting, fiberglass tubing (Mark Petrovich)
Jun 5- 1 - 2 pm Goddard Public Launch
Jun 11- 10 am - 4 pm Sport launch, cluster/ staging theme
Jul 2- 5 - 10 pm Monthly meeting, open building session, focus on staging
Jul 3- 1 - 2 pm Goddard Public Launch
Jul 9- 10 am - 4 pm Sport launch, airborne trooper spot landing, special prize for 40 troopers deployed
Jul 10- 12 - 4 pm Goddard building session, open to public, tie in to Goddard Contest

Jul 17- 10 am - 4 pm Goddard contest
Jul 30 - Aug 5 24/7 NARAM-47 OH
Aug 6- 5 - 10 pm Monthly meeting, pirates discussion (Alan Williams)
Aug 7- 1 - 2 pm Goddard Public Launch
Aug 13- 10 am - 4 pm Sport launch, pirate theme
Sep 3- 5 - 10 pm Monthly meeting, elections, night launch discussion (John McCoy)
Sep 4- 1 - 2 pm Goddard Public Launch
Sep 10- 10 am - 10 pm Record trial, FAI S6A (A SD), night launch
Sep 25- 12 - 4 pm AIAA Picnic Launch
Oct 1- 5 - 10 pm Monthly meeting, leftover parts scratch building (Jim Miers)
Oct 2- 1 - 2 pm Goddard Public Launch
Oct 8- 10 am - 4 pm Sport launch, Oktoberfest theme, microbrew launch
Nov 5- 5 - 10 pm Monthly meeting, glider building session (Robert Edmonds)
Nov 6- 1 - 2 pm Goddard Public Launch
Nov 12- 10 am - 4 pm OPOSSUM-10
Dec 3- 5 - 10 pm Monthly meeting, holiday party
Dec 4- 1 - 2 pm Goddard Public Launch
Dec 10- 10 am - 4 pm Sport launch



Sport launches are held at Middletown Park from 10am-4pm, waiver up to 3.3 lbs and “G” motors not exceeding 62.5 grams of propellant. All flights “E” power and above are restricted to 5 degrees from vertical and between the hours of noon and four PM. Call ahead to confirm launch and waiver availability.

Business meetings are held at the College Park Airport Annex Building. Meetings begin at 5pm with building sessions or presentations and last until 10:00pm or so.

Questions? Call Club President Jennifer Ash-Poole at 410-674-6262 or visit NARHAMS online at <http://www.narhams.org>

I'm an over forty victim of fate

Arriving too late, arriving too late."

John: So it seems natural to me to talk like a pirate at meets. Especially after I found a cool pirate flag at Ocean City! Kind of set the mood.

Do you celebrate Talk Like a Pirate Day, September 19?

John: I didn't even know about the celebration until a fellow NARHAMster told me about it. Thanks Jen! Seems like a great idea to me.

George: Actually, I think I first heard about it from you, Steve!

Where do you live these days and where are you from originally?

George: My wife, kids and I live in Ephrata, PA, which is in northeastern Lancaster County. I was born and raised just outside of Baltimore, MD, where two of my sisters still live. I went to college in Philly, and wound up working for my brother-in-law who had opened a small business here. Even though this area is a great place to live, work and raise kids, "Bawlmer, Merlyn" is still home.

John: I live in Mt. Joy, PA. It's on the west end of Lancaster County. I'm originally from Lebanon, PA, which is about 25 miles north of where I live now. I moved here after meeting my wife, Debbie whose birthday is also September 19.

Hmmm, I don't think we should explore that coincidence. So what kind of work do you do?

George: As little as possible. Thank you very much, ladies and gentlemen—I'll be in this room all week, thank you.

I am a police officer. Have been for almost 22 years. Well, I used to be a real cop. Started in patrol as a "road dog", got promoted to Corporal and ran a shift, then became a detective. Man, I loved that job! I was totally prepared to live out my career as a

criminal investigator when about 11 years ago the chief had himself a full-blown mid-life crisis and quit the job. And so guess who got the booby prize? Yup. Me. Like I said, I used to be a real cop. Now I'm the chief. I drive a desk.

John: Currently I'm between jobs but I worked for a telecommunications company. Prior to that, I was a field service technician repairing various electronic equipment.

When did you start flying rockets?

George: October 1968.

John: Started flying rockets at about 13 years of age. Which would be around 1963. Then stopped for a while, became a BAR and joined the NAR sometime before 1980.

How did you get started?

George: Well, like a lot of us who grew up through the 60's the space program fascinated me. And, like many of us, I wanted to make my own rocket. I experimented with various liquid fuel combinations—I'd read that the German V-2 used alcohol as a fuel, so some of that went in ... and then there was something about some sort of acid, so in went the lemon juice ... then a little of this and some more of that, and I had invented ... the margarita! Thank God I never got into the match-head thing, but a buddy of mine did have a cool formula for flash powder. Anyway, when I got into the 7th grade, a friend of mine who was just as nuts about space and rockets told me one day about a friend of his (yes, the typical friend of a friend bit) who had been to a local hobby shop the previous weekend, and told him about these little cardboard tube rockets that flew on "gunpowder" motors. Even though I knew the friend of the friend was an out-an-out wing nut and anything he got into usually had "Trouble" written all over it, I was intrigued. We decided to ride our bikes over there on Saturday to see

for ourselves. Now, this hobby shop was the prototypical 1960's hobby shop, and the old boy who ran the place knew airplanes and trains, but he did his best to help us. For \$2, we each bought an Estes Astron Scout kit, a blue tube of 1/2A6-2s, an 1/8" X 36" piece of music wire, and a 1968 Estes catalog. Man, we were set!

We had off from school the following Tuesday, October 17—not that the date sticks in my mind or anything—for one of those teacher conferences. We both packed all our stuff up and headed to the school. I had used a nail to make a 1/8" hole in a piece of wood for a launch pad; and, in accordance with the safety code that was drummed into us in all of the paperwork that came with the motors, I had scrounged up some wire and a battery somewhere ... Ground Support Equipment, if you will. We decided my buddy Steve would go first, so we hooked everything up, stood back and I connected the wires to the battery ... nothing. Tried again. Still nothing. And again ... and again. You know, wonder if the fact that the battery was one of those old round 1.5-volt jobs had anything to do with it? We were contemplating defeat, ready to admit that maybe this rocket business was beyond us, when we both remembered the guy at the hobby shop saying something about fuse ... hmmm ... so, another 1/2 hour bike ride to the store, and we scored on some prime Jetex, man, and we were gold! Another 1/2 hour bike ride back to the Cape, er, the school, and this time, I would go first. Yup, we joined the "Light It And Run" crowd. I am sure you can remember your first rocket flight, right? The flight was much faster than I thought—it jerked our heads up ... and then we smelled that wonderful aroma! From that day on, I was hooked!

John: Like a lot of modelers my age, I responded to an Estes ad in a

catalog and anything else I could get my hands on that even remotely smelled of model rocketry. And on the Second Day, I spread the word of Vern Estes throughout my neighborhood, and it was good. I grew up in a typical Baltimore row-house area, so there were scads of kids my age. By the summer/fall of 1969 there were about 12 of us who were building and flying rockets. We weren't an official club or anything, but looking back if we'd had real parental supervision that might have happened. In any event however, by about 1972 I was a junior in High School, and my attentions had turned toward "other" things. I kept up with things as best I could, but I didn't fly again until the late 70's. I've been back "full time" since about 1979.

What got you into the hobby again?

John: I'm not sure if I got back into the hobby to go to the 1980 Internats [World Space-Modeling Championships] or if I joined just before. Either way, the very first contest that I attended was the 1980 Internats as a member of the range crew. I was hooked on competition ever since.

George: I really got back into it in the late 80's when John and I met up and formed what became SPAAR [NAR Section #503].

What kind of rockets did you fly as a youth?

John: I flew mostly Estes and some Centuri kits as a kid. I tried my hand at building a few models from plans but am not sure if they ever flew. One I remember in particular was a 2-stage model that looked like a shark.

George: Estes kits and some scratch builds using Estes parts. We'd pool our resources and put one or two big orders in to Estes each year, or go to the hobby shop. Mail order just seemed cooler, though. I did receive one MRI kit as a gift around 1969. It was the Zenith II, which has resur-

faced again under the Quest name. Centuri was known, but not available in our local hobby shop.

What kind now—MR, LMR, HPR?

George: I've done a bit of all of the above, and I did actually have a very low Tripoli number, #606. I even "confirmed" as they called it then back in 1992, at an HPR launch in Culpepper, VA. I've shied away from it the last 10 years or so, due to the uncertainty surrounding HPR, the cost, and the infighting. Don't get me wrong; I like HPR, but in view of those things and time concerns, something had to give. I started competing in 1988 and was hooked. I was ready to bail on it in 1992, however, when John and I teamed up to form "Flirtin' With Disaster". My first love, however, is sport model rocketry, especially sport scale.

John: Though I'm certified level 1, I mostly fly model rockets.

What other hobbies or activities keep you busy?

George: Are there any? Just kidding. As a husband and father of three, ages 15, 12, and 5 (yes, I said 5!), I have plenty of activities. However, I am a homebrewer [of beer] and a fulltime Parrot Head [fan of Jimmy Buffett]. I'm also a Baltimore Ravens season-ticket holder.

John: My other hobbies are hiking, geocaching and collecting diecast miniatures like knights and Lord of the Ring figures ... which leads me to make an aside here: I have always been fascinated by tales of knight-hood and chivalry and swords, etc. I have long considered myself a 13th century man in the 20th (and now the 21st) century. Many people may think this odd but also like many of my generation, I dreamed of becoming an astronaut. The correlation is when scientists were planning and researching how to make spacesuits, they studied suits of armor. When I

found that tidbit while doing research I didn't feel so torn between the hobbies.

Are you a member of an NAR Section?

George: Yes, SPAAR, Section 503.

John: You bet! Along with George, I'm a founding member of SPAAR. George gets the real credit though. It was his idea. He called me out of the blue on a Saturday morning way back when.

Is there anything about NAR or the hobby in general you would like to see changed?

George: Obviously, the threat of governmental over-regulation that I wish would go away. Finding good flying sites is also an issue.

John: I'm pretty easy going about most things so I can't think of anything that really bugs me that we aren't addressing already (lighten up BATFE). I'm a little disappointed that the magazine seems to be mostly about HPR lately but I know that's what is being submitted for publishing. I also realize it's exciting to read about. I just wish there were more really decent fields to fly locally to do both HPR & MR.

What do you like best about model rocketry?

George: Easy—the people!

John: What I like best about model rocketry and competition is the camaraderie. That's what really got me hooked. I began in this hobby by meeting and flying and learning with such wonderful people as Ken Brown, Janet Rose, Charlie Sykos, Ed Pearson and Terry Lee, to name just a few. I still associate with others that make this hobby a real pleasure to be involved with but I hesitate mentioning names for fear their heads would swell. 🚀

The Photo Page

The February sport launch offered brisk, but enjoyable flying. Kindra Bittle took pictures of the Lockheed Martin TARC team, Mark Petrovich and Thomas Henderson.



Also in February, the club arranged a tour of the Udvar-Hazy Center in Dulles. Dr. Chris Kidwell snapped this photo of the gang.



In March we launched Bunnies and John McCoy took pictures of the models (at right). John flew a MicroMax carrot and the rabbit to chase it. Paul Miller built his bunny on steroids. Kevin Johnson painted his to look like Bugs Bunny.



Past Zog-43 editors got together for a photo by Dr. Chris Kidwell at the Anniversary Party. L-R: Bob Austin, Tom Lyon, Jim Filler, Kevin Johnson, Peter Helt, Don Carson, Paul Croakin





McCoy's Micro Wonder Works

Micro-Maxx Carrot Odd-Roc

Drawing : 03-12-2005, Model 303 Complete: 03-03-2005

1 inch square

Approx. 1/2 size finished model Photo



.375" OD x .282" ID x 1.25" long
Clear Mailing Tube Motor Mt.



1.5" long

HC-5, .544" OD x .518" ID HC-5 Tube TC-4 .4475" OD x .4215" ID Tube



1.75" long

TC-3 - .975" OD .349" ID Tube



2.0" only

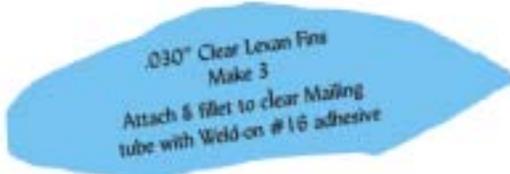
TC-2 + + .916" OD .290" ID Tube



Foliage pattern: Make 3 Adhesive Backed Green Vinyl paint detail lines and shadows with lighter & darker Green paints on both sides of each fins.



.030" Clear Lexan Fins
Make 3
Attach & fillet to clear mailing tube with Weld-on #16 adhesive



Main Body tube 6.0" long, - TC-2 + .281" OD x .255" ID Tube



.5" long Motor Stop
TC-2, .246" OD x .220" ID (same) Tube

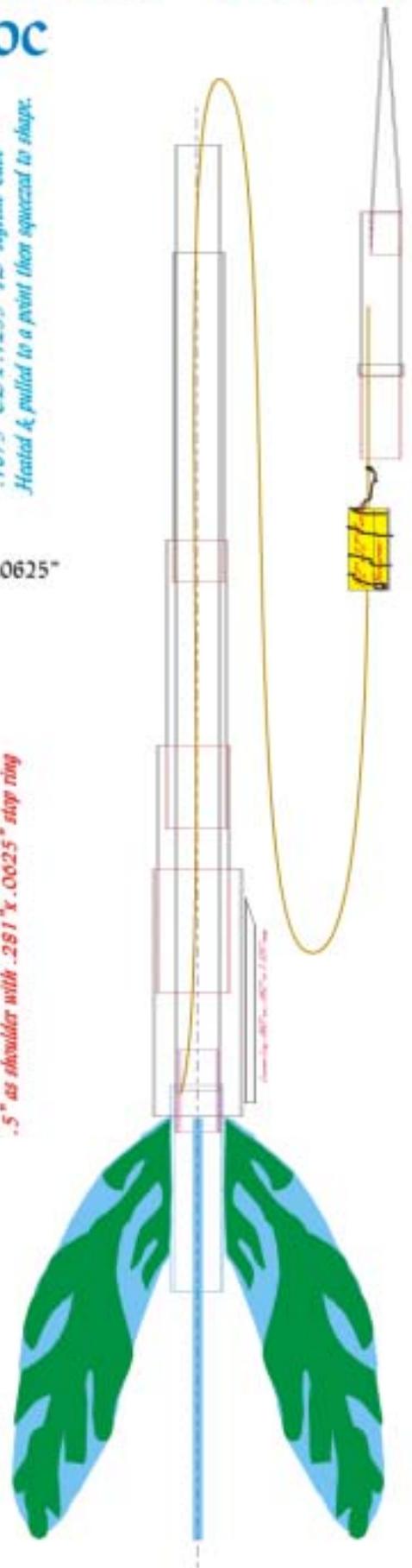


1.5" long
TC-2, .246" OD x .220" ID (same) Tube
.5" as shoulder with .281" x .0025" stop ring

.281" x .0625" stop Ring

1.5" long

.1875" OD x .1235" ID styrene Tube
Heated & pulled to a point then squeezed to shape.



NEXT ISSUE'S SUBMISSION DEADLINE IS MAY 21

May 14th

10:00AM-10:00PM

Middletown Park

OPOSSUM-9

LAUNCH

CONTEST\SPORT\NIGHT

May 1st

Visitor's Center

Goddard Space Flight Center

PUBLIC LAUNCH

Apr 16th-17th

9:00AM-4:00PM

Middletown Park

ECRM-32

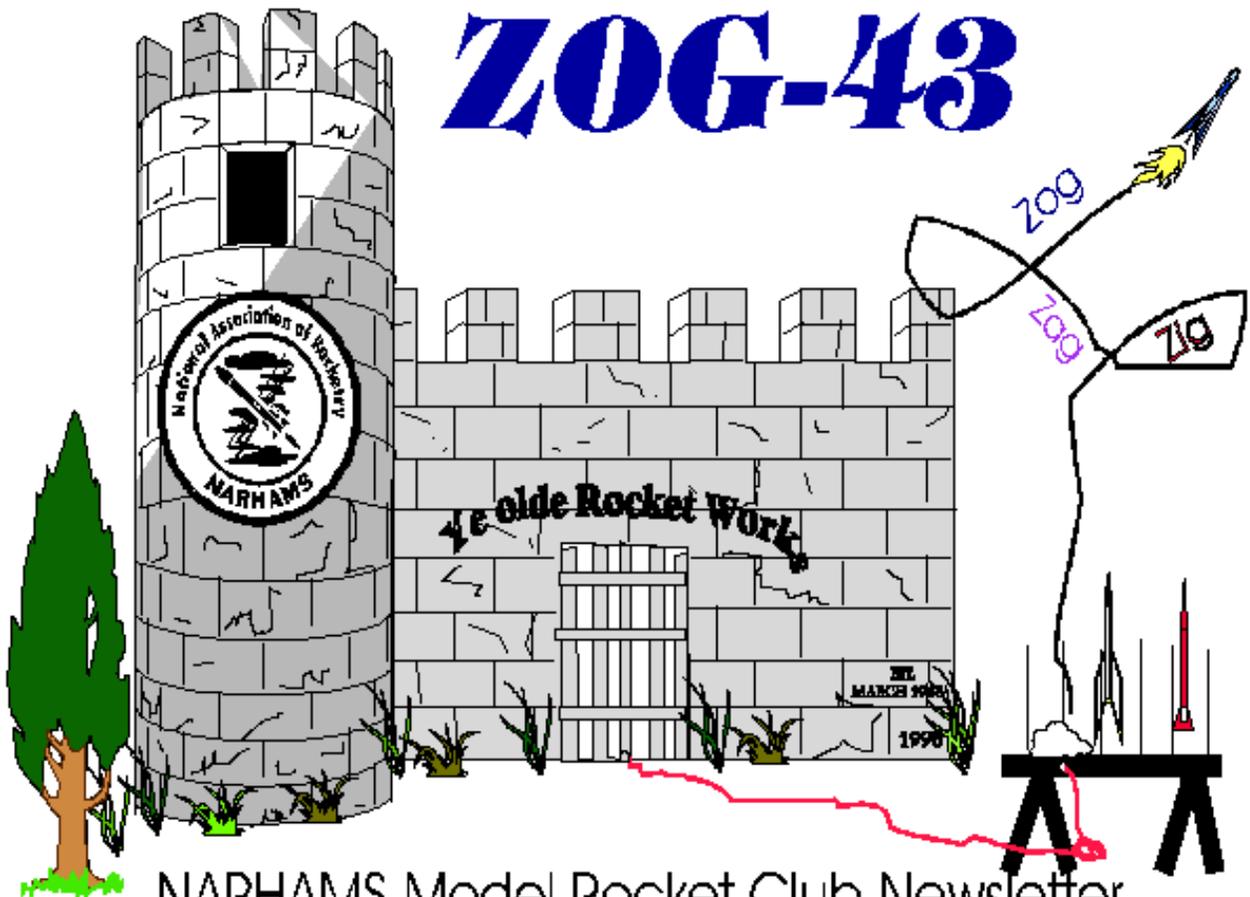
CONTEST\SPORT LAUNCH

Launch Schedule

5269 RIVENDELL LANE, APT 5 COLUMBIA, MARYLAND 21044

ZOG - FORTY THREE

ZOG-43



NARHAMS Model Rocket Club Newsletter