

# THE LEADING EDGE

VOL.4 NO.5

## NARAM 23



# NIRA GETS NUKED!

# T minus ONE

MONTHLY NIRA MEETING September 4th  
Glen Ellyn Civic Center 7:30PM  
Last minute Labor Day Launch planning.  
Movies of NARAM-23 and Boatload of MAR.

SHOOTING STAR-SIX September 5&6  
Sanctioned Regional Meet in Tomah, WI

LABOR DAY DEMO LAUNCH September 7th  
18th annual launch.

MONTHLY NIRA MEETING October 2nd  
Glen Ellyn Civic Center 7:30PM

## JEDI WINS BOEING SCHOLARSHIP

"Jedi George" Riebesehl, Jr. captured the \$800 Rocketry Scholarship offered by the Boeing Company, July 12-13, 1981. George flew to the Seattle competition and proceeded to place in all seven rocketry events. With four firsts, two seconds and a fourth, the win was a piece of cake. (Ed. note: Jedi hasn't lost a contest in nearly two years!). George reports that Seattle grows huge thermals. His second BRG flight thermaled for over 7 minutes before disappearing OOS starward! A similar flight ensued in A PD. George also told of the fine facilities provided by the Boeing NAR section. Despite flying all the events, George still had time to wander over to the airplane competition and watch combat models mid-air repeatedly. Congratulations and best of luck at Loyola from NIRA!

# ANNUAL LABOR DAY LAUNCH

— A LITTLE REMINDER —

BRING YOUR FAMILY, YOUR FRIENDS, THE PERSON NEXT TO YOU ON THE BUS AND OTHER RANDOM STRANGERS TO GLEN ELLYN'S NEWTON (SOUTH) PARK SEPTEMBER 7th AT 2:00 PM FOR NIRA'S 18th ANNUAL LABOR DAY LAUNCH-----THE OLDEST MODEL ROCKET LAUNCH IN THE MIDWEST.

DON'T FORGET TO BRING YOUR BEST ROCKETS!!!!

///Don't you just love that name Newton Park, how appropriate!!!!///



# MODEL OF THE MONTH WINNERS



JULY

The Model-of-the-Month winner for July is Tom Pastrick and his Estes Nike-Ajax. Congratulations Tom!



AUGUST

The Model-of-the-Month winner for August is Brian Stout and his Centuri SR-71 Blackbird. Congratulations Brian!

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The Leading Edge is published bimonthly by and for the members of the Northern Illinois Rocket Association (NIRA), section 117 of the National Association of Rocketry and is dedicated to the idea that Model Rocketry is fun.

Articles, plans, newsletters and other items of interest should be sent to the editor: Ric Gaff, 331 third St., Northfield, Ill., 60093.

CONTRIBUTORS:

All NIRA members are encouraged to give the editor their suggestions for articles and plans. Contributions are encouraged! We are trying to keep NIRA members informed about club and member activities, so we would like to hear from you.

# NARAM-23



"IT JUST DOESN'T MATTER!"

This year for our Post-NARAM issue we're going to try something a little different. Instead of one person writing a single article, everyone from NIRA who attended is writing a personal account of their adventure.



Bunny helps out on the range by posting times and resolutely refused to "correct" anyone's time.

## IMPRESSIONS OF NARAM-23 BY BUNNY

This was my seventh Nationals, and I eagerly looked forward to it. I knew it would be a good meet, and if you forget about my flights, it was.

If a single word were used to describe the distinctive flavor of this NARAM, it would be class: Class flying, class people and class organization.

As for models, there weren't too many innovations. The events emphasized reliability and care, and that meant not doing too much in the way of weird models. The most innovative model had to be Tom Beach's flexwing RG. One A Division flyer was seen sneaking around the NIRA tarp taking its measurements! I suspect this may be the next RG craze.

As a club, we got thoroughly whipped by the PULSAR crowd. Not only did they have more people, they simply flew a better NARAM than we did. We were outpointed 2.5 to 1.

We did have fine individual performances, however. Many people asked me on Monday, "Who's this kid Peterson?" I didn't have to answer the question on Friday. Pat placed in 5 events and silenced any criticism that he'd spent the year flying against weak competition. In B division, eight flyers were within 800 points of one another prior to the meet. The race quickly narrowed down to two; Mike Sykos and Jedi George. It was the closest race, and it captured the interest of all competitors.

come off the range, walk into the cafeteria and hear people asking how Mike and Medi had done in the day's events. In a storybook finish, George won his second National Championship on his last flight of the meet. Both flyers received standing ovations at the awards banquet, a fitting testament not only to their flying performance, but to the sportsmanship they demonstrated on the range. George helped Mike in Saturday's Team selection flyoff; Mike gave George an old Flagship to study.

Off the range, NIRA had as good a time as anyone. Once again, our rooms were the center of a good portion of Midwest evening activity. We swapped war stories, heard tales from the NAR President and replenished precious bodily fluids.

New faces showed up at NARAM-23. I didn't know what to expect out of Miller Newlon, the California B Division contender. He flew some good flights, was an excellent sportsman, and of course, threw Frisbees quite well. Lawrence Bercini entertained us as Mr. Strato, and left me felling good about the future of NARTREK.

Overall, I left the NARAM exhausted, but content. Hats off to PULSAR and Wheaton for a super contest.



Pat Peterson with his D-region Tomahawk scale altitude entry.



## 23<sup>rd</sup> NATIONAL MODEL ROCKET CHAMPIONSHIPS

WHAT I LIKED THE MOST ABOUT NARAM #23.

THIS BUD'S FOR YOU!

*G. H. Rickard Jr.*



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## PAT PETERSON "A DIV" NATIONAL CHAMP

Perhaps, the most interesting thing I can note about NARAM-23 was the realization I had that it was much more than a simple rocket meet. It was a great opportunity to get together with friends and simply have a honking good time all week. In addition, NARAM is an outstanding learning experience. I think I learned more new stuff about rocketry in one week than I did during my first 3 years in the hobby.

Finally, I'd like to thank those people who made NARAM an especially fun time; Ric Gaff, Tom Beach and the Birch Beer Association of America.

# IS NARAM A BIG JOKE? RIC GAFF

Well, we didn't win the National Championship this year in fact we got stomped on! Pulsar had pulled out the stops and steam-rolled over everyone to win the National Championship with over 21,000 points. I must admit that I hated to miss this shot at the Championship (hey! I'm only human!) but there is no shame in being beaten by a better club and Pulsar is a really good club! At least we gave them a good run for the money.

There are two things I especially like about model rocketry: the camaraderie of good friends and making jokes, at NARAM you get a concentration of both. Jokes flow like water over Niagara at a NARAM especially when two jokers like Tom Beach and myself get together - critical mass - there is an explosion of jokes! (of dubious quality admittedly). This year three items provided a great deal of opportunity for jokes: (1) Bob Kaplow, don't ask me why but Bob was easy to joke about this year (2) The food in the cafeteria, this is usually a source of humor but especially this year, and finally (3) the main joke of NARAM, a local variation of root beer called Birch Beer. Birch Beer was supplied with the best of intentions by the host section, unfortunately Birch Beer is one of those worst tasting soft drinks I have ever tried. Unfortunately most (all?) of the jokes are not very funny outside of the NARAM context and would require more explanation than I can put on paper, but just ask me at a meeting or launch!

All-in-all I love going to NARAMs, this was my seventh and definitely is not my last!



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## "JEDIMASTER" GEORGE 'B DIV' NATIONAL CHAMP

### C-D-R/C-B/G?

NARAM seemed a bit lower keyed than the past two years, but with Tom Beach and Ric Gaff supplying the humor it was never boring.

What I remember most from NARAM is some of the stranger things we did. The long and narrow halls of the dorm made nice places to toss frisbees and have tennis ball fights. We couldn't help ourselves when we saw Larry London sleeping on his bed with his door open, so we took a roll of shroud line and tied him up, literally. (Sorry Larry)

Some of the people at NARAM were especially nice. You may only see these people once or twice a year but you can still be good friends. It was especially neat to see Vern and Gleda Estes. (Gleda Estes beat me in the streamer flyoff event)

Overall, NARAM lived up to its reputation of a fun filled week. I hope next year we can get more NIRA members to attend. OK





Mark Schmitt and his 1/2A B/G model.



Larry "Curse you Von Braun!!" London prepares to fly 1/2A B/G.



Bob Kaplow was tough on models, they even had to smell right.

## NARAM-23

PHOTOS BY TOM PASTRICK



Tom Beach, NIRA's newest member, with his very nice Aerobee 350 which unfortunately was less stable than a NERF rocket.



Ever watchful "Jedi" George checks the sharpness of the launch rod before putting on his model.

# BOATLOAD(S) OF MAR

BY  
BUNNY

## QUESTION:

How many NIRA members does it take to win a Regional?



Boatloads of MAR certainly lived up to its name for NIRA members. NIRA literally crushed its competitors, sweeping 4 of 9 events and winning all three divisions. Seven NIRA-ites posted 3,876 points, a club record.

Maxes were somewhat difficult in  $\frac{1}{2}$ A Int. SD due to wind and lack of thermals. Tom Pastrick missed one by eight seconds, then posted two maxes in a row to win C. George Sr. had three OK flights to finish 2nd. Pat Peterson followed George Sr.'s strategy to squeek out a win over Ken Czerwinski of Michigan.

In A SD, many people flew either the same rocket or the same design as the  $\frac{1}{2}$ A event. Bunny's primary model cato'ed, but that just let him catch the only thermal of the day and post a 2:17 first flight. He didn't need another flight to win. Pat Peterson had a 1:44 to pace the crowd in A Division. The tracing paper streamer problems of MWRC were thankfully absent here.

Since the wind was still fairly brisk, NIRA put away the BG's and flew altitude. Mark Schmitt showed the soundness of that decision by posting a 1% error in Predicted Altitude. Jedi George had the Force with him here since he didn't have his tracked model. He guessed an altitude and placed anyway. Bunny and Bullet went 1-2 in C with the same design, Big Berthas. Tracking was OK here with a 92% closure rate.

Tracking went to pot shortly after Predicted was over. B Eggloft was especially hard hit. The low elevation angles (8-14°) required great accuracy on the tracker's part and quite a few 15% errors resulted.

Flying-wise, the event was not kind to the club. Pat, Jedi and Ric swept Payload, but below them were quite a few empty spots. "Track lost" cropped up here, too. Combined with a 73% closure rate, we missed opportunities right and left. Maybe we'll learn something at NARAM, and fly Payload better next season.



Mark Schmitt seems oddly pleased with his scrambled egglofter.



Eggloft was even worse. Tracking went to a 26% closure rate, and egg yolk rained everywhere. Bunny broke his egg on the way up; the acceleration cracked the egg against the shock cord mount of his Easter Egg. Pat Peterson's first in A saved some points for the club.

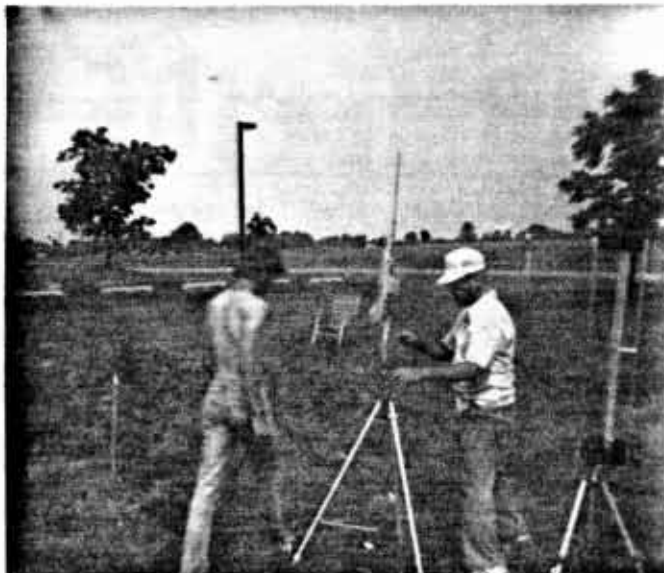
Things improved lots on Sunday. The wind went away, and thermals grew. Pat kept up his winnings with a 2:28 in  $\frac{1}{4}$ A PD, Jedi won in B, and Ric Gaff's single qualified flight took C. A lot of fried mylar chutes here. Try more wadding, folks.

The glider events really came through. Pat's mylar flexies have really come around, and he nearly maxed out in  $\frac{1}{4}$ A Int. EG. The flexies were well trimmed, and deployed promptly at peak. Jedi George flew a fixed pod model (see plans in Leading Edge, Vol. 4, No. 3). That disadvantage was offset by one honking boost from a piston! Nobody in B came close to George's two maxes. Bunny and Tom Pastrick fought it out in C. Bunny's last flight centered in a mild thermal, set a US record and put him in first. Tom had a couple of good flights, but a DQ hurt his chances. Both flew pop-pod birds.

$\frac{1}{2}$ A RG saw Mark Schmidt's ever reliable Rebel put up two good flights, both of which had very wide turns. Pat Peterson was a close second. Jedi George won B Div. easily. In C, Tom and Bunny reversed their placings of  $\frac{1}{4}$ A Int. EG. Tom flew a fairly large model that was well-trimmed, whereas Bunny had a slight case of the "stalls".

Plastic Model ended the contest. In sharp contrast to MWRC, most PM's worked well. Pat Peterson's Saturn V flew well on a D12 for first in A. Mark Schmidt's A-7 Corsair boosted fine, then failed to eject its chute. Crunch. Jedi's 1/32 scale F-104, done in Canadian markings, flew well, but got edged in static points by Dave Wolf. In C, Tommy P's new F-104 killed everyone in static points, but inexplicably broke 3/8" wide elastic shock cord and crashed. That left George Sr.'s Saturn V to slip into first, just like MWRC. Bunny got his 1/72 scale F-104 to work, and Ric's rip-snorting MIG 21 flight took third.

Pat's seven first's and two seconds left him with only 963 points. Mark Schmidt's 354 points took second in A. Jedi's 747 total let him squeeze by Dave Wolf for first in B, and Bunny's 606 made it a clean sweep. All in all, the good weather, and willingness of people to help run the range (thanks, Mr. Peterson!) made Boatloads of MAR a meet you shouldn't have missed. See you next year!



Tom Pastrick preps his beautifully built F-104 Plastic suicide model.



Bob Kaplow attempts Hari-Kari with his egglofter and piston while onlookers cheer him on.



Tommy P. with his eggloft model, the "Pregnant Whale".

# BARMECIDE

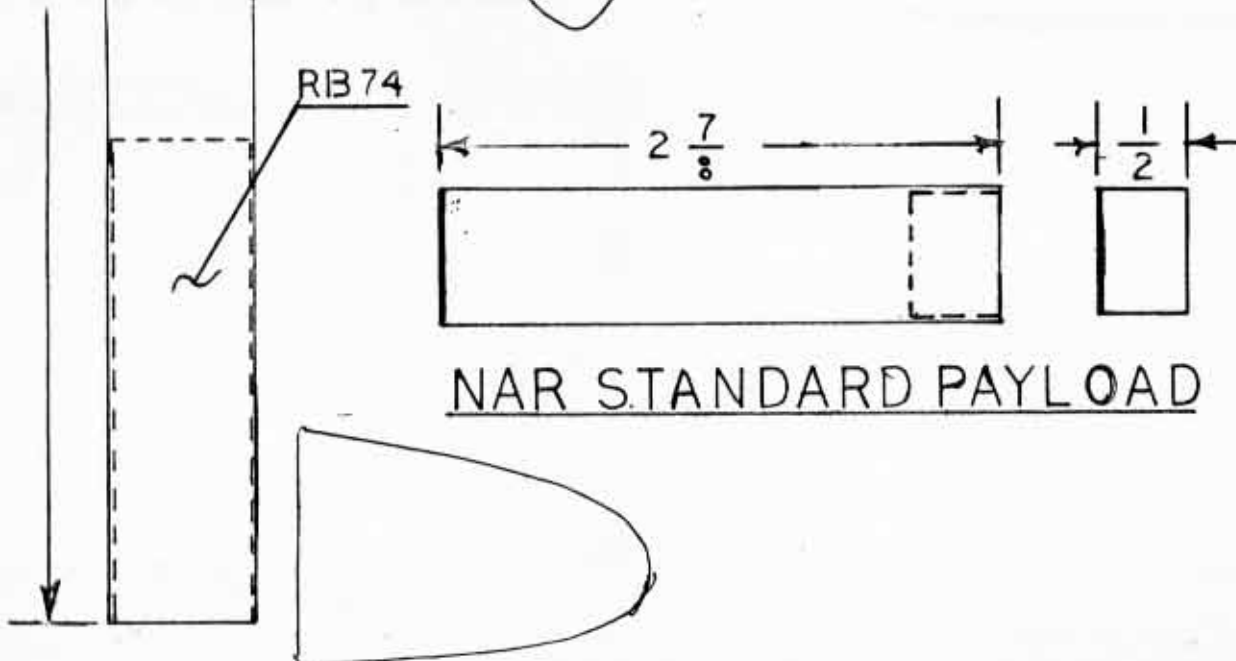
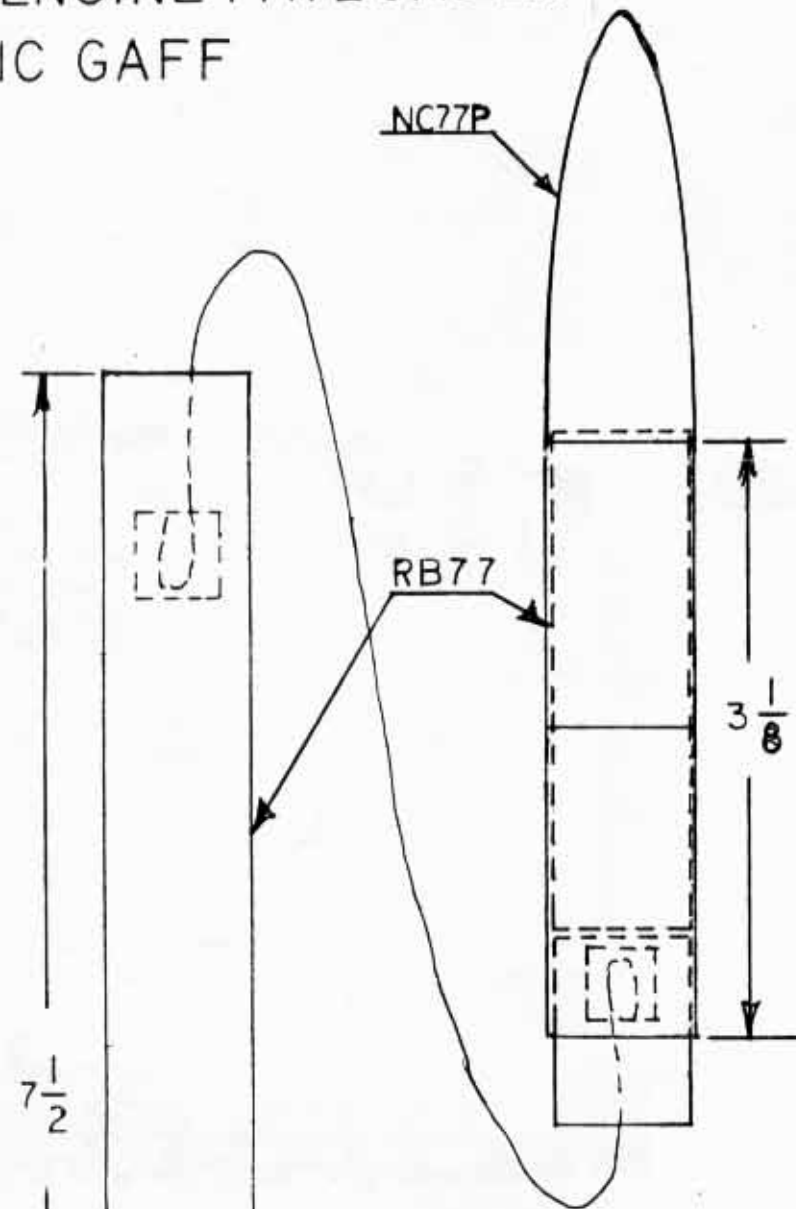
"B" ENGINE PAYLOADER  
RIC GAFF

The Barmecide is a fairly simple model designed for the new NAR payload weight.

The booster consists of a 7.5 inch length of RB77 with a 2.5 inch piece of RB74 glued in one end as an engine mount. No block is used, the engine is simply taped securely in place. One end of a 2 ft. length of 54lb. test braided fish line is glued into the other end of the RB77. This shock cord mount should be at least  $\frac{3}{4}$  inch down to clear the coupler of the payload section. Three fins are cut out of  $\frac{1}{32}$  inch plywood or  $\frac{1}{16}$  inch balsa, airfoiled fins are best but rounded edges are better than nothing and a lot less trouble.

The payload section is a  $\frac{31}{8}$  inch piece of RB77 which is cut into two pieces of roughly equal length. A NC77P nose cone is "Hot Stuffed" or epoxied onto one end of one of the RB77's the base is not used. The joint, both inside and out, should be as smooth as possible, the payload weight must be able to fit a short way into the nose cone. A one inch piece of RB74 is glued into one end of the other short piece of RB77 and the other end of the shock cord is securely glued to the inside of the coupler.

CONTINUED ON PAGE 11



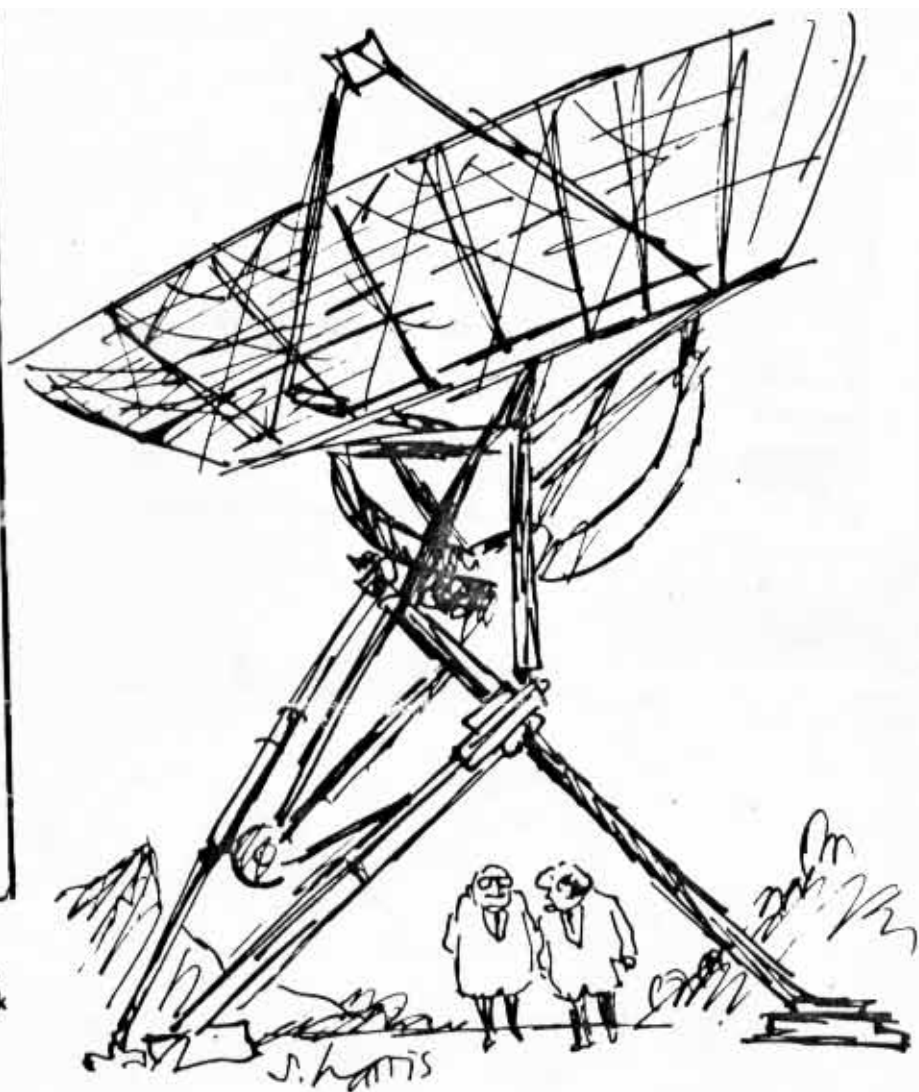
NAR STANDARD PAYLOAD

# ARMECIDE CONTINUED

The payload weight is made from a 2 7/8 inch long piece of RB74, one end is closed with a piece of thin cardboard securely glued in place, this end must be smooth so it will slide into the RB77 of the payload section. A 1/2 inch length of JT-20c with one end sealed as above is used as a removable plug as per Pink Book rules. Sand is then poured into the RB74 until the whole assembly weighs one oz. The length of the payload weight can be decreased if desired so long as it weighs one oz. The dia. cannot be changed.

The payload weight is placed into the payload section and the two halves secured with cellophane tape. A 12 inch reinforced parachute is used for recovery. The Barmecide can be flown with either B4-4 or 6 and could probably be flown with a C6-7.

"There's some light coming from it.  
We'll just have to assume it's a dark  
gray hole."



## NORTHERN ILLINOIS ROCKET ASSOCIATION MEMBERSHIP/ SUBSCRIPTION FORM

Please fill in completely, print or type

NAME \_\_\_\_\_ DATE \_\_\_\_ / \_\_\_\_ / 19 \_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

NAR NUMBER \_\_\_\_\_ EXPIRES \_\_\_\_\_ AMA NUMBER \_\_\_\_\_

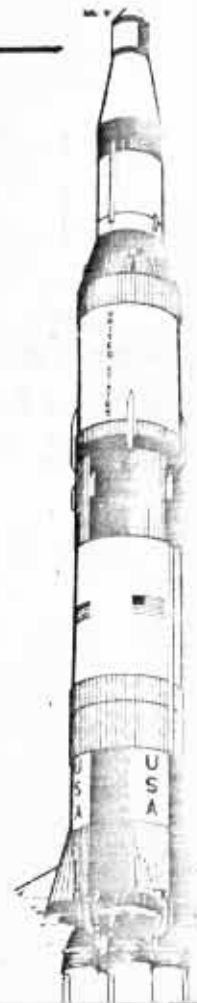
- (1) How long have you been involved in Model Rocketry? \_\_\_\_\_
- (2) List your favorite type(s) of rockets. \_\_\_\_\_
- (3) How did you first learn about NIRA? \_\_\_\_\_
- (4) List any other interests besides Model Rocketry. \_\_\_\_\_

Membership in NIRA- \$3.00 per year (includes subscription to Leading Edge)

OR

Subscription to Leading Edge along (6 issues)- \$2.00

Please make checks payable to the Northern Illinois Rocket Association



Hi, I'm "DARTH" RIEBESEHL'S  
"DEATH STAR" BEAKER EXCUSE  
ME FOR A MOMENT WHILE I  
DISTROY THIS PLANET.

ZAAAAAP

(FOLLOWED BY  
AN "EARTH SHATTER-  
ING EXPLOSION")

THERE, THAT'LL TEACH THEM.  
NOT TO FLY FLEXIES!



BEFORE I MOVE ON TO  
MY NEXT TARGET LET ME TELL  
YOU ABOUT A GREAT HOBBY STORE  
GLEN ELLYN TOY AND CARD  
SHOP 476 MAIN ST,  
GLEN ELLYN. A NICE PLACE.  
PARDON ME WHILE I GET RID  
OF THIS "ALPHABET SOUP" COMMING  
MY WAY. BY THE WAY, DO YOU PEOPLE  
USE FLEXIES?

RICHARD GAFF  
331 Third St.  
Northfield, Ill. 60093

FIRST CLASS

