

THE LEADING EDGE



Newsletter of the Northern Illinois Rocketry Association

Volume 13, No. 4
July/August 1990



T MINUS ONE - NIRA EVENTS

MONTHLY MEETINGS

All meetings start at 7:30 PM, and include refreshments, entertainment and a brief business meeting. Don't forget a model for "Model of the Month" voting. We need volunteer speakers to entertain the troops after the business meeting, so call Ric Gaff at 708-298-7896 if you can help with ideas or can speak yourself.

July 6, 1990 - World Championships Report: Join NIRA members "Jedi" George Riebesehl, Jr. and Ben "Captain Video" Roberto as they share photos, models and memories of the recent World Championships in Kiev, USSR.

August 3, 1990 - Lawrence Bercini will provide NASA/Space Videos for your viewing pleasure.

September 7, 1990 - Currently Open

1990 LAUNCH DATES

All launches or other activities start at 2:00 PM. Our launch site is located at Ackerman Park, intersection of St. Charles and Swift Roads in Glen Ellyn. BYOL (bring your own launcher). NAR Insurance required or else RSO must inspect and launch your model.

July 15, 1990 - NAR Sanctioned Section Meet featuring Peanut Scale, Open Spot Landing, Random Duration and 1/2A Streamer Duration. An excellent opportunity to try real NAR competition. Trophies and prizes will be awarded to the winners. See our "Basic Techniques" article to find out how easy it is to be an NAR competitor!

August 19, 1990 - Structural Separation: Unlike last year's event, all parts counted must be a STRUCTURAL part of the model, such as a body tube, fin or nose cone. The winning flight is one which can separate into the highest number of unattached parts. The model must be able to be reassembled for a second flight.

September 16, 1990 - Sports Scale and Rendevous

October 21, 1990 - Team Duration

November 18, 1990 - Uglyroc

OTHER INTERESTING ITEMS

July 14-15, 1990 - Chicago Air and Water Show, Chicago's North Avenue Beach is the best spot for commentary.

July 20, 1990 - Astronaut Charles Walker speaks at Harper Community College, Building J, Room 143 on "Space Exploration" at 7:30 PM. Free admission. Call 708-830-5860 for details.

July 21, 1990 - "A Celebration of Space", 3-10 PM, Our Lady of Ransom School, 8300 Greenwood, Niles, 708-699-0889. Speakers, telescopes, rocket videos and launch. Free admission.

August 4-11, 1990 - National Sport Launch, NARAM-32, USA-USSR Team Flyoffs, Dallas, TX; FAA Waiver for 3.3 lb models at the Sport Launch; Contact Scott Hunsicker, Box 551592, Dallas, TX 75355.

September 3, 1990 - NIRA's 27th Annual Labor Day Demonstration Launch, Newton Park, Glen Ellyn. Bring out your flashiest models and help carry on this grand NIRA tradition!

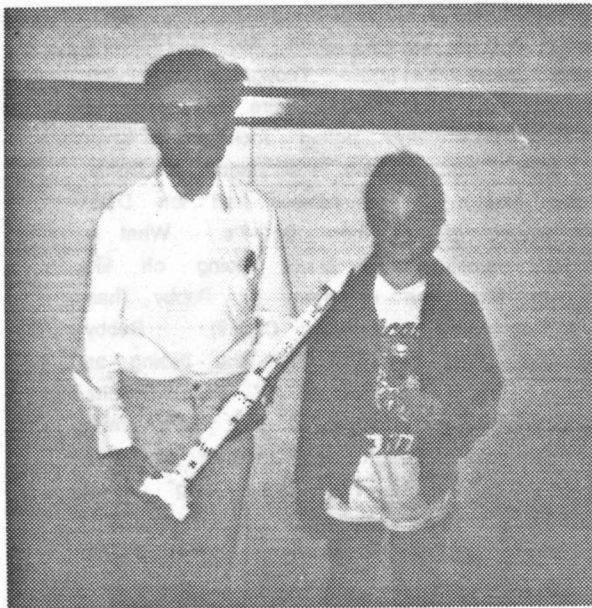
October 18-21, 1990 - Chicago Model Hobby Show. This year, NIRA will not only man an NAR/NIRA booth, and help with a special Estes demo.

CONTRIBUTORS: Lawrence Bercini, Bunny, Ric Gaff, Bullet Bob Kaplow, Rich McBroom, Tim Marcy, Leon Rathburn, Dennis Wacker

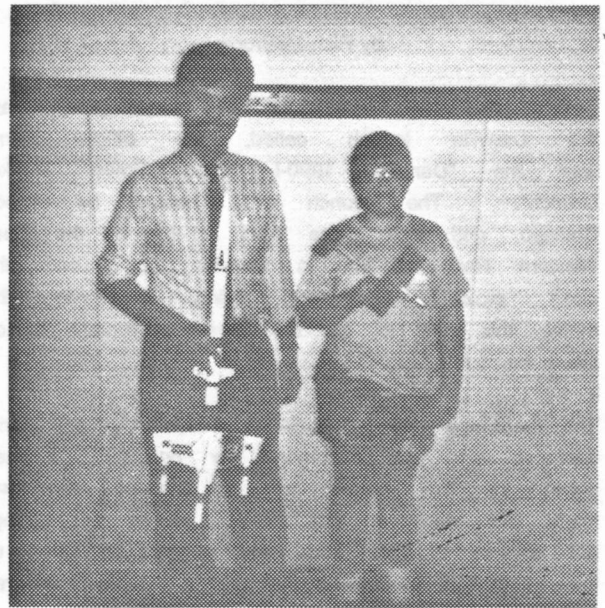
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THE LEADING EDGE, published bi-monthly by and for members of the Northern Illinois Rocketry Association, NIRA, NAR Section #117, is dedicated to the idea that Sport Rocketry is FUN! Articles, plans, other newsletters, and news items go to Lawrence Bercini, Editor, 6033 Sheridan Rd. #33J, Chicago, IL 60660. Send membership applications (dues: \$3/year and subscriptions (\$5/six issues) to M. Bundick, 1350 Lilac Lane, Carol Stream, IL 60188. Any item appearing in the Leading Edge may be reprinted by American Spacemodeling with proper credit given; all other uses require written permission of the NIRA.

MODEL OF THE MONTH WINNERS



Congratulations to Bunny whose SPEV took top honors in our May Model of the Month for the Adult Category. In the Youth Category, congratulations go to Sam Mulvy and his Tornado. Way to go, Bunny and Sam!



Our Model of the Month winners for June are Andy Linder with his Pink R/G in the Youth Division and Lawrence Bercini with his Super Vega in the Adult Division. Congratulations, Andy and Lawrence!

GENTLE REMINDERS

The following members are responsible for refreshments at the upcoming meetings:

July - Harland Pell
August - Mike Jungclas
September - Dave Price
October - Ric Gaff

LAUNCH RSO/LOG KEEPER

These people have signed up to be the RSO at club launches. Don't forget; this means being responsible for doing the safety checks, keeping the flight logs for our "Box Score" project, and then compiling the launch coverage for the "Leading Edge".

July - Mike Jungclas
August - Lawrence Bercini
September - Currently open

MRC DEMO KITS

Don't forget to have your MRC kit(s) completed no later than the July launch. Remember to build it exactly according to the kit directions using good craftsmanship. Lawrence will be collecting the models at the July launch.

BOX SCORE UPDATE

We are progressing slowly, but surely towards our goal of 500 flights this flying season. With our May launch and the Boy Scout demo, our new launch total is 125. Let's all get involved in this simple club project by posting an extra flight or two at each club launch function.

CLUB RECORDS

Don't forget about the NIRA duration records! A few members set some records at the June Launch. Their records will be published in the next "Leading Edge". If you want to see your name beside their's in this space, see Ric Gaff or Lawrence Bercini at the next launch and get your flight "officially" timed.

WELCOME TO THE CLUB

We'd like to welcome these new faces to the NIRA ranks: Bill Callen, Chicago, IL; Nathan Gilkerson, Newark, IL; Dawn McBroom, Bristol, IL. (Sorry we missed you last time, Bill!)

ON THE COVER - Judy Kaplow questions the stability of the modeler as well as the model flying skeleton being displayed by Harland Pell.

DANVILLE HPR LAUNCH

by Rich McBroom

Despite the half dozen or so names I've heard the Danville launch called, the official name was the "Danville 1990-I Mega Power Rocket Launch". The launch was hosted by Tripoli Chicago, and took place April 21-22, at the Best Western Redwood Inn in Danville, IL. With the close proximity of the flying field to the motel, this has to be the most convenient launch site in the country.

The morning of the 21st dawned cool and overcast, with an extremely low ceiling. It had rained the day before, and it appeared that we might get more at any time. Given this, things got off to a slow start, the muddy conditions of the field necessitated making a straw covered path out to the launch pads.

With the range set up and the ceiling slowly lifting, the first flights got into the air shortly after 10AM. Relatively low impulse models or high drag birds lead the way in order to stay under the clouds. As the day wore on, things kept improving, and by day's end, we were seeing J's and K's being flown.

NIRA members on hand included Mark Bundick (with Lizzie and Jenny in tow), Ric Gaff, Bobby McBroom and yours truly. The manufacturers and distributor segment was well represented. On Hand were DARE Dockets, LOC/Precision, North Coast, Rocketflite, Rocket Research, Ravenna, Plasmajet, Public Missiles and THOY.

While I'm telling you about flights that caught my eye, I apologize for the many fine flights I undoubtedly missed. It was a pleasure seeing the CSAR/MIVARS crew on hand and flying some interesting rockets. Jim Breckinridge had a magnificent LOC "King Viper" with a professionally painted king cobra coiled around the rocket's length. He also had along an ESI-65, powered by an I220 for his first ever "I" class flight. Steve Lubecki brought along his "Flashlight-O-Roc", and though I tried to convince him that it would fly just great on an H, he prudently stuck with an E30 for a good flight. Bill Curtin and Larry Davis were also flying, with Larry making a successful confirmation flight on Sunday. Congrats, Larry.

Tom Secrist had a beauty with his NCR/Enerjet 2650 using three F41's. Thought not flying, Bob Hegwood and Fred Williams were seen hanging about, adding color and ogling rockets. Chris Pearson also had some outstanding flights, including his Meteor. The Meteor had ten D12-0's CHAD staged to ten more D12-7's. What a flight! Fire, smoke and D12's going off like popcorn. In fact, one of them hit Bobby (has our lawyer contacted you yet, Chris?). Bobby thought it was great fun and kept the casing as a souvenir. The "Doc from LOC", Ron Schultz, was making some great flights. His "Jaws" with an I250 was great, though he tempered this with an unstable flight of his "Boss Hog" using three G100's. It's comforting to know that even a "rocket pro" has problems once in a while.

Tripoli Chicago's own Tom Svetlik had an awesome flight of his "Liberator" and a K900. He then proceeded to show us the mettle of his "Road Warrior" original design by power pranging it when one of three G50's mis-ignited. Tom had the rocket back on the pad Sunday, and this time it went just fine. Who says cardboard rockets can't take it? Not Tom! Jack Svetlik's US Rockets "CCV" tipped off and ejected its chute just above the motel. The Bob Lazzari-Joe Kristie Team suffered a separation with their rocket landing in the parking lot. The damage wasn't bad and they made another flight with it, only to have the US Rockets I140 cato. Meanwhile, Bunny had substantially better luck. His NCR Phantom 4000 HD had nice flights on Vulcan H115 and I200 motors.

The Wackers' were also making some great flights. Dennis' "Up In Smoke" went like blazes on an H115; boattails really do work! Kenny and Philip Wacker teamed up on a beautiful G100 flight of a DARE "Blackhawk Warrior". Bobby Mc Broom was another A Divisioner using the Rocketflite G100 to good effect in his own "Delta One". He showed up his old man by flying it four more times to go five for five. I was up to my old tricks going only three for five on Saturday (quit snickering, Bobby).

My near minimum diameter I115 flight shreaded at max-q, and my "Lucky Seven" (a misnomer if there ever was one) got good ignition on its six F motor cluster, only to failed to airstart the H70 core engine. It streamlined in from waaaaay up there! But my NCR/Enerjet 2650 flew great on three F30's, and my AAA Aerobee-Hi flew fine on a single F30-5.

The Saturday evening meeting was well attended and began with a presentation from Tripoli Chicago Prefect Ken Vosecek to Tripoli President Chuck Rogers. Then we drew for door prizes. The manufacturers and distributors were most generous, and many fliers left happy. Next on the agenda was a talk by Mark Bundick, NAR Vice President, on the NAR's Advanced High Power Rocketry Commission study. Everyone present had a high interest in the subject, especially since many fliers were members of both the NAR and Tripoli. I felt that Bunny was most informative and provided much insight into the NAR's HPR position. A segment of those attending were rather vocal, almost hostile. Some Tripoli hard liners view the NAR's committee as an invasion of their "turf". However, as a veteran of many NAR Board meetings, Bunny had little trouble handling the situation. (Hmm. I'd never addressed a group on a volatile issue in a BAR before! - Bunny)

Tripoli President Chuck Rogers took the podium next. He too had to deal with some rather heated discussion. Tripoli's had its share of problems and he touched bases on most of them. I thought this meeting was positive too, and things adjourned rather late. Some hit the sack for much needed rest, but others spent more of the night and early morning shooting the breeze.

Sunday was a beauty, but found Bunny and Ric having to go back to Chicago for the NIRA launch! The field had dried up overnight, there wasn't a cloud in the sky, and there were only light winds. Tracking was operational, with Chuck Rodgers and Tom Blazanin heading the show.

Sunday was Earth Day, and Martha Sienkiewicz was appropriately using the ultimate in biodegradable wadding, lettuce. Worked great, too. I personally recommend adding some croutons and a dash of bacon bits, though it's not really necessary. (Did a waiter offer some fresh ground ammonium perchlorate? - Ed.)

Martha and her son Caz had some really great H and I flights. Jim Breckinridge flew his King Viper with three I160's, and the boost was awesome. Alas, the shock cord mount failed, and the rocket had a hard landing. Damage wasn't extensive, and I'm sure Jim will have it flying again. A number of experimental Ravenna I and J motors were flown, and while some failed, the ones that worked, really screamed.

Sunday also brought high tech electronic and photographic payload flights. LOC/Precision and Rocketflite teamed up to construct the "Intercept". The two stage model had four G100's in each stage with radio controlled upper stage ignition. The flight had a perfect staging and recovery. Thad Johnson flew an EZI-65 with an altimeter payload. Lovett Reddick had a "Magnum" filled to the brim with electronics. Propulsion was provided by a J280 in the core, four G25's outboard and two D12's for smoke tracking. A capacitance discharge system ignited the auxiliary engines, the main chute had electronic ejection, and there was even a back-up ejection system. A perfect flight resulted.

Chuck Mund found a new use for FS1's E60 motor. He CHAD staged them to F's in his "Initiator". He had three flights, all with the same profile. The button was pushed; the E60 would cato, loft the rocket to about 30 feet, then the F would ignite and take over. "Ker-blam, zoom, whoosh". I loved it!

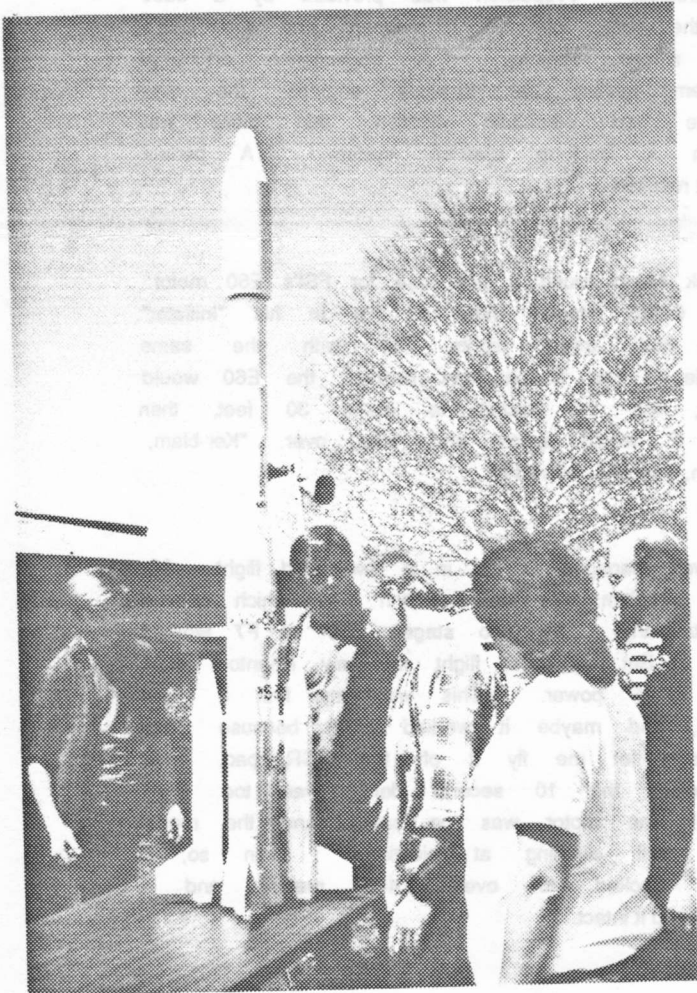
I even managed to get in a few good flight. My only problem was an Aerotech G42 which cato'ed spectacularly. My two stager, F80 to F7 worked fine. But my best flight was my Phantom 4000 with J125 power. This was my first J class flight, and maybe it worked great because Chris Pearson let me fly it off the NCR pad. As expected, the 10 second delay was too short (Hey! The motor was on sale!), and the model was still climbing at ejection. Even so, it was tracked to over 2,400 meters and I recovered it intact.

The absolute kicker was Rich Zarecki's Arianne IV. This rocket had to be seen to be believed. The detailing was awesome, and the model was built like a tank! Rich combined a Vulcan K575 and NCR's VEET-1 electronic ejection for a stunning flight. It was, in my opinion, the prettiest flight of the meet. The crowd must have thought so too, if their cheering when the chutes opened was any indication.

The last flight of the meet was Ken Vosecek's ESI-65 powered by an I160. This was the only rocket Ken got to fly all weekend, and it was a beauty. Thanks, Ken, for all the hard work (an understatement, I know) you did in order to make Danville happen. Thanks too to all who came out to fly. Tentative dates for the next Danville launch are October 27-28, 1990. See you next fall!



Achtung! Der Blue Max!



Spectators inspect Rich Zarecki's scale Arianne IV.



Bobby McBroom indicated his opinion of Ric McBroom's recovery technique for the "Lucky Seven". Says dad, "Guess which way your allowance is going!"

APRIL NIRA LAUNCH

by Lawrence Bercini

It was a combination of beautiful weather, a recent rebroadcast of the NIRA segment of "Wild Chicago", and an ad in the Chicago Tribune which attracted boatloads of spectators to NIRA's first launch of the season. The NIRA folks had a healthy assortment of sport models to fly, and with both Team Kitbash and Federal Express flying to do, there was a lot going on.

Glen Thiel set the most for the rest of his flying when his Gemini Titan very nearly landing on a passing police car. He followed that act by hanging his Explorer Aquarius in the tree, then sent his Astrocam into a "squirrely" flight over the crowd to take a picture of the tops of tree, in typical Astrocam fashion. Later he put up perfect flights of his Gemini Titan, Star Rider, and Chicago Watertower.

Bullet Bob had a similarly mixed day with both his PAK-57 and Maxi-Sprite using "bury nose" recovery systems. Of course, the ubiquitous Happy Meal saved Bob's day with a perfect flight, which also appealed to the crowd.

Jim Christensen and Tim Marcy were going for the D's and E's and wowing spectators and rocketeers alike with some pretty birds. Tim's Magnum Jayhawk and Black Brant II had gorgeous flights. Jim's twin D Starburst flew perfectly, but his Li'l Hustler stoke the show when it tore through the sky under E15 power, and proceeded to land right back at the pads!

The Price clan wasn't idle. Matthew kept his UFO going throughout the day. By now, this model can probably earn the title of "most flown rocket". David was experimenting with different motors in his no-moving parts bi-wing rocket glider. He came to prefer the 1/2A motors, since the model didn't loop until AFTER boost with that engine. Dave also posted a crowd pleasing flight of his hair curler rocket. Unfortunately, his flying megaphone didn't eject and will require a complete overhaul.

I had a gaggle of new rockets to try out. The X-16, Martian Patrol and Scout performed famously. Both the Super Vega and Alien Explorer were delights to watch. The Vega also gave yours truly the opportunity to revisit his

childhood, when I had to climb a small tree to recover it.

Meanwhile, Chris May, a new NIRA face, was popping up progressively more powerful flight with his Super Nova. Kleve Slouber demonstrated a nice D18 flight from his Uranus original design, plus other good flights from his Bull Pup and Helichopper. The spectators really got a kick out of the Helichopper! Mark Slusar's Leprechaun took a hard landing, but his Nike Apache flew without a hitch.

Only two of the four Kitbash model made it out to launch day. Tom Howe's "Triad" was only 25 points ahead of Mark Slusar's "NIRA Trident" following static judging. Both models appeared to be stable designs, so everybody knew it would be a close race. The "Triad" boosted fine on a A3-4T, but the bird failed to eject. The resultant prang was the funniest I'd seen since someone stuck their model in the asphalt at MAR. All the central supports shattered upon impact, but the central power pod and all three outboard pods stuck straight out of the ground. It resembled a dart game in an advanced stage. Tom dubbed the result "Kit Smash". All the "NIRA Trident" had to do was fly successfully to win, which it did indeed do to perfection.

Others were busy trying to finish "Federal Express". The object was to simulate the speedy delivery of mail across an "ocean". The shortest time to perform this simple task of sending two separate models across a simulated ocean, each model carrying a piece of mail, would win. After a couple of flights, it was obvious everyone needed more practice. Most of the flights either landing in the 100 foot wide "ocean" or were too high performance to be ideal spot landing flights. The competitors ranked as follows.

- 6th - Slobber/Slouber - 193 sec.
- 5th - Howe/Howe - 174 sec.
- 4th - Price/Price - 145 sec.
- 3rd - Slusar/Bercini - 137 sec.
- 2nd - Price/Price - 126 sec.
- 1st - Mays/Marcy - 115 sec.

It was a great beginning to the flying season. See you at the next launch.

A 1/2A STREAMER DURATION DESIGN

by Tim Marcy

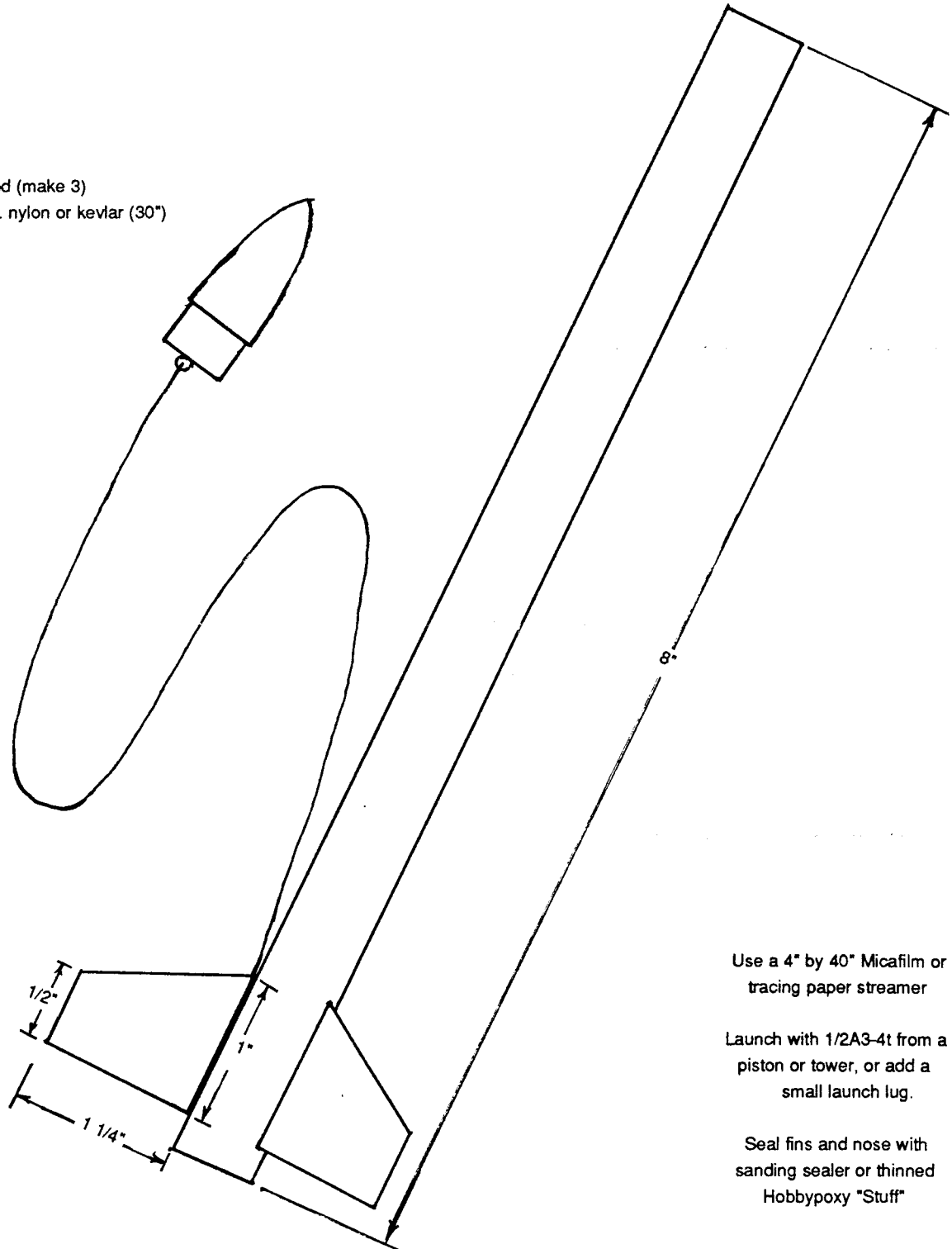
PARTS LIST

Nose - BNC-5E

Tube - BT-5 (8")

Fins - 1/64" plywood (make 3)

Shock Cord - 25 lb. nylon or kevlar (30")



Use a 4" by 40" Micafilm or tracing paper streamer

Launch with 1/2A3-4t from a piston or tower, or add a small launch lug.

Seal fins and nose with sanding sealer or thinned Hobby epoxy "Stuff"

BASIC TECHNIQUES

A novice's guide to turning sport models into competition birds

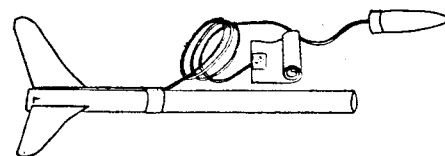
by Mr. Strato

Attention young people and first time competitors! Take a look back at this issue's "T Minus 1" and take note of the July 15 sport launch and NIRA section meet. While you are there flying for sport, you can try your hand at competitive flying, too. Competition is a lot of fun, and is really not difficult at all. In fact, all the events at the July Section met can be flown with available Estes kits.

Perhaps the most difficult event to be flown is Peanut Scale. The idea of this event is to build a model that resembles an actual missile or rocket, substantiated with documentation describing the shape and color of the real rocket (a color photo will do nicely). In Peanut Scale, your model must not be longer than 30 cm (11.8") or contain a diameter larger than 2 cm (.78"). The rules also suggest more points be given to *smaller models*.

Current Estes offerings kits for this event are the Bullpup and Iris. Better choices are the now discontinued Mini-Scale Pak models; the ISQY Tomahawk and Exocet. This kit is still easy to find in hobby shops. But remember you must also present documentation. Many NIRA members have access to data on real rockets. Try calling Bunny (708-293-9343), Bob (708-428-1181) or Lawrence (312-561-8098), who either have data or can identify books and magazines that have it.

1/2A Streamer Duration requires the simplest of models; three fins, a nose cone on top of 8-10" of body tube and a streamer to recover it all. The model should be as lightweight as possible, so using a 1/2A3-4T in a BT-5 model is better than a 1/2A6-2 in a BT-20 bird. Performance is greatly improved by an external shock cord mount. To install one requires little change from kit instructions. Build the entire model except for the shock cord mount. After painting (remember paint adds weight!), scrape the paint away from one fin-body joint, and glue a piece of braided fishing line along the joint. Fillet the joint well. Braided fishing line is available at sporting goods stores. Nylon chalk line from a hardware store can be substituted. Insert a used motor into the model. Temporarily tape the fishing line to the body tube until you find out where the model hangs horizontally. Then wrap tape all around the body tube at that point to hold the line in place permanently. At the other end of the line, tie the rubber shock chord. See the diagram below for further details:



Good kits are the Ninja, Laser, Meanie and Micron, but I prefer the Skinny Mini built with only one of the three tubes supplied in the kit. Replace the Estes plastic streamers; they don't give good durations. Better choices are crepe paper, wrapping tissue or Micafilm (a model airplane covering material sold in hobby shops). Wider streamer work better so try to make yours 3-4" wide and 15-20" long. It's also better to have a smaller streamer that comes easily out of the tube, than a big one that jams and doesn't eject.

Open Spot Landing has no model or recovery device restrictions. The objective is to land your model's nose as close to a pre-set target on the ground as possible. Thus, you need a model which has a predictable flight path, regardless of wind or weather conditions. While the now discontinued UFO is predictable, it will only work if the target is near the pads. Better choices of kits might be the Sparrow, Dasher, Big Bertha and Rascal. Remember, duration isn't the objective, so you can use the smallest recovery device that's safe to cut down on drift.

Random Duration is a new event, unfamiliar to even NIRA's craggy old time competitors (Pass the Geritol, Ric. - Bunny). On the day of the meet, by some random means, a time between 30 and 120 seconds will be selected. This time becomes the target time for all competitors. Unfortunately, nobody has a good enough idea for what kind of model should be used. (Since this also must be the first duration event you fly at the contest, you can't practice once you know the time, either. - Bunny) Bunny thinks a Big Bertha type model is the way to go, whereas yours truly prefers something a little more efficient, along the lines of a Firehawk, Sizzler or Calypso. Regardless of the model chosen, you'll need some idea of how it flies with different motors and recovery devices.

You will find competitive rocketry fun and rewarding once you try it. plenty of people will be there to answer your questions. You might even make some new friends in the process.

BOY SCOUT DEMONSTRATION

by Leon Rathburn

NIRA was asked by Cub Scout Pack 156 to come out to do a rocket demo launch at their Crossover Picnic. Leaders Paulette and Don Macabee heard about our group on "Wild Chicago". The Pack graciously provided us with food and drink. Bobby and Rick McBroom, Ric Gaff, Lawrence Bercini, and Leon Rathburn from NIRA were joined by Dan Pasholk, Dennis Wacker and Ken Vosecek from Tripoli Chicago. The demo was enjoyed by all, especially the kids calling out the countdowns. The club got \$75 in donations, \$41 in cash and \$34 in checks. Here's a list of some models I remember flying.

First, we flew three Alpha III's with three different engines as examples of power. My dad gave us an Express. A real egg was used and didn't break. It got great applause. We had an Exocet and Phoenix, both scale models. Ric's V-2 was a scale model that went "kaboom" like the real thing.

There was a Flat Cat. It was a crazy glider recovery. (Shucks! A Red Baron! - Ed.) Lawrence flew a Mosquito to show featherweight recovery and a Scout to show tumble recovery, but neither could be tracked. Rick's helicopter recovery Rotaroc stayed up for 5 minutes. He found it when a blackbird perched on one of the rotors!

My Tornado using break-apart recovery and my UFO using drag recovery were popular. So was Lawrence's Yankee Clipper which used streamer recovery. One of the oddrocs was a Flying Pencil. Lawrence made this to write on the sky. Bobby's Scorpion said "Help! I'm getting out of here!" as it pierced the clouds. I lost my Star Seeker, but my SCRAM went fine.

When Tripoli launched their last rocket, it hit the house at the demo. Harland said, "Big rockets make big thumps and little rockets make little thumps." A total of 40 rockets were flown.

Later, when the Rathburns were looking for something at a craft shop in Elgin, they saw a family from the demo buying rockets to make and fly themselves. Yea! We got someone else into the fun of rocketry. The demo really paid off!

MAY NIRA LAUNCH

by "Bullet" Bob Kaplow

The May launch featured steady winds from the north. Despite this, NIRA members put up 39 flights, and set new records in A Paper Airplane Duration. Bill Callen led all fliers, putting up 10 flights. This marked his first flying since the 70's. He succeeded in joining the "LARRY" club, first getting his Magnum stuck in a tree across St. Charles road, then hanging an Astrocarn on the power lines. Many thanks to Dave Price who went back and retrieved the remains of both models days later.

The Price family was active as well, making many test flights in A PAD with Matt finally making an official flight of 27 seconds to take the junior division. Kleve Slouber managed to better Bunny in the Senior division with times of 50 and 28 seconds respectively. Kleve's first flight was a Red Baron that would have qualified in Helicopter Duration. Bunny had to suffer through a Red Baron and a missing ejection charge before finally getting his second place flight.

Jedi, obviously preparing for FAI S13A (International Paper Airplane Duration), brought out an old D.R.U.G. Team RG, which slid its wing forward to release the paper airplane. After a Red Baron he managed a flight of 15 seconds for third. All of the other A PAD flights were Red Barons, unstable, or otherwise not qualified.

Finally, Ric Gaff terrorized everyone with his Mosquito, a parasite design consisting of a CHAD staged superroc carrying two inflatable Minnesota sized mosquitoes. They were supposed to be released at ejection, which unfortunately occurred after impact.

Regards to Mike Jungclas, who made an appearance after returning from two separate extended business trips to the UK (burn your passport if you don't want them to send you back, Mike!). We also had an unusually large number of spectators, due to the publicity efforts of Lawrence Bercini, and perhaps the Wild Chicago segment being rerun that weekend. Hopefully, some of them will be joining us in the future.

HEARD ON THE STREET

Rumors and such, with apologies to the Wall Street Journal

Day 1825, Part 101 Held Hostage - After 5 years, the NAR has finally managed to get action on its petition to change FAR Part 101. The FAA has placed the NAR's petition on its regulatory schedule, and has promised Congressional members, including Illinois Senator Alan Dixon, action on an NPRM within 12 months. Also of note: in a letter to Senator Dixon from William Pollard, FAA Associate Administrator for Air Traffic, are these statements.

"While such a change is of great interest to the NAR and its members and other model rocket enthusiasts, there is no safety problem to be resolved. Consequently, we could not direct resources to the NAR petition which were assigned to higher priority safety rulemaking projects. However, some of those safety efforts were recently completed, allowing us more flexibility to consider other projects."

Pat Miller and the rest of the NAR Board now anxiously awaits the proposed NPRM language. Count on some sort of further contact between the NAR and the FAA prior to the NPRM publication. Thanks to Bunny for working with Senator Dixon's Chicago office to get this ball rolling at last!

World Championships Notes - Congratulations to Ben Roberto and "Jedi" George Riebesehl on their performance at the recent Kiev World Championships. Jedi finished 8th in RC RG in a ten man "winner take all" flyoff. Ben finished 15th overall. US winners included Art Rose's silver medal in BG and Bob Biedron's bronze in Scale. Look for a complete article next issue.

What's in a Number - Finally, an explanation for those mysterious engine codes found on Estes motors. Want to know when the motor was produced? Look for the cryptic two number, one letter code on the motor and decode as follows: The first number is day of month. The letter is the year of manufacture. (T is 1990) The second number is month of year. Example: 10S1 decodes to January 10, 1989. Thanks to Roy Green of GAMMA for this tip!

Mir Happenings - The Soyuz TM-9 spacecraft currently docked at the Mir space station will be the subject of an EVA repair session. Some loose insulation might block instruments designed to align the capsule for re-entry, and

the lack of insulation forced Soviet controllers to orient Mir to prevent the Soyuz from overheating in sunlight. This disrupts experiments. In other Mir news, docking of the Kristall unit to the Mir station has been completed. Kristall is designed to produce high quality crystals for Soviet electronics. Docket was originally postponed after one of the craft's attitude control engines failed.

To the Shores of Tripoli - Tripoli Headquarters is up and running at a new address: Tripoli Rocketry Association, Inc., P.O. Box 40475, St. Petersburg, FL 33743-0475. Some delays are still being reported on membership processing, so give those guys at least a couple of weeks to process your application.

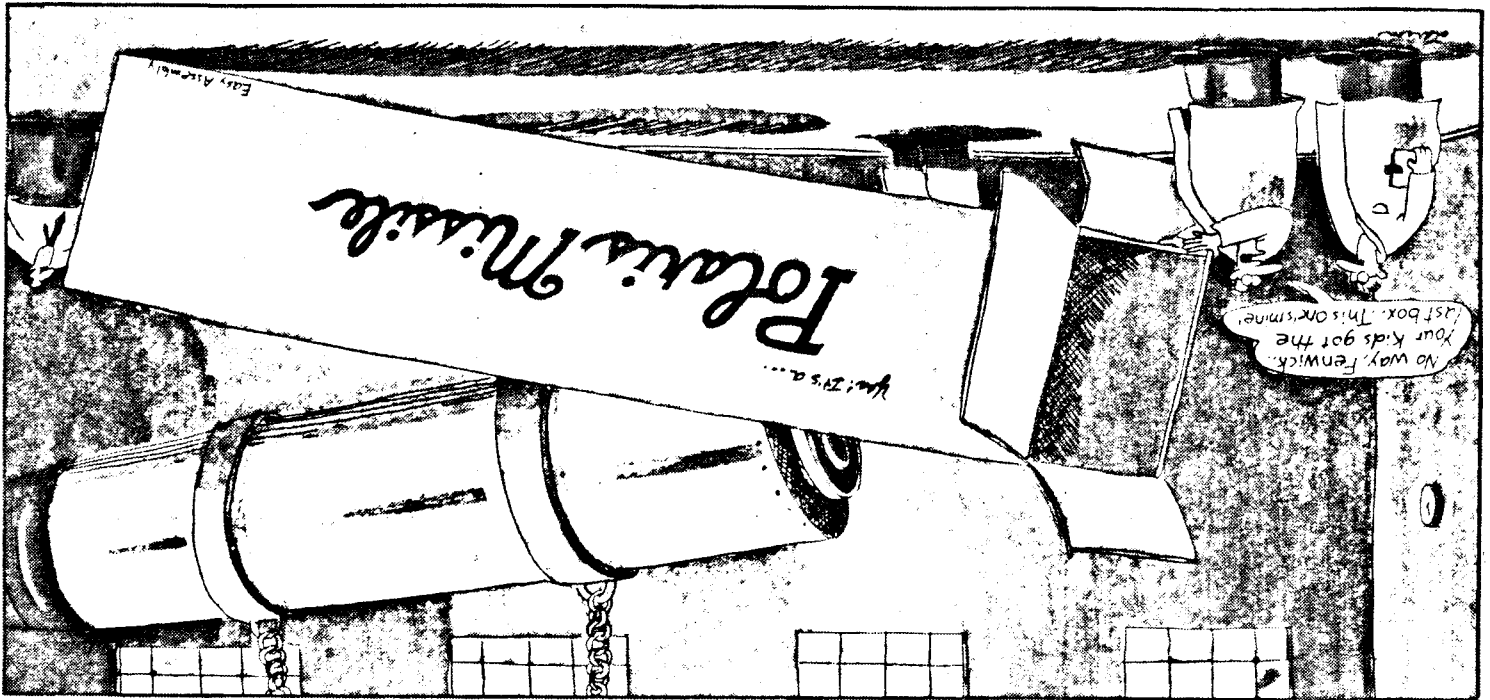
Class B Landings - Federal Express now lists 24 airports nationwide to which it will ship Class B motors, including Chicago's O'Hare International. It will not deliver these packages door-to-door, as Flying Tigers used to do. Remember, only those who are in compliance with NFPA #1122 are qualified to be receiving Class B explosives.



ATTENTION NEWSLETTER EDITORS

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