What's Up

The Official Newsletter of the Syracuse Rocket Club

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Group Project Taking Shape

The Syracuse Rocket Club group project, a two stage 10+ foot tall high power rocket, is starting to taking shape. The purpose of the project is to learn, from filling groves in body tubes and fin fillets, up to learning how to use electronics to light the upper stage and deploy the parachute. Much work has been done over the 3 building sessions so far, but a lot of work remains.

Dennis filling seems in booster body tube.

The as yet unnamed rocket (have a suggestion?) has a 4 inch PML booster with a 54mm motor mount, and a 3 inch LOC sustainer with a 29mm motor mount.

The first building session was at Walt's Hobby, while the past two building sessions have been at Rich Pitzeruse's house in Fairmount. A big thank you to Rich & Trish for opening their house to us!

Here's what we have accomplished so far:

- Booster fins glassed
- Sustainer fins cut out
- Electronics bay created
- Seems in booster tube filled
- Slots in sustainer cut
- Electronics bay access panel cut

Parts were donated by club members as well as purchased using club member donations. No club money has been spent on the project.

Ron and Jennifer donated the booster fins as well as the booster tubes. Ned Nassif donated the nosecone, The wood for sustainer fins and electronic bays was donated by Winnie Pitzeruse. The transition was donated by Walt's Hobby.

The rocket w/Ron, Winnie, Jenn, and Rich. Hiding in the back are Marty and David.

The next building session will be at the May 2nd meeting at Walt's Hobby, where major construction will begin. Planned jobs include attaching the fins to motor mounts, installing the motor mounts into the airframes, and installing the sustainer timer bay. Please plan on attending to learn and help out.

Also in this issue …

Meeting Minutes

November, December, January, and February

Submitted by Jennifer Lioto

November 1, 2000 Meeting

Old Business- Jennifer read the October minutes and gave the Treasury report. Newsletter- David has some articles to put in the newsletter and Jennifer will send Photos to David.
New Business- Should the sign come down at Weigand's for the winter? Mr Weigand was not present at the meeting. Elections are coming up at the December meeting and nominations were taken for the next year's officers.
Nominations- David Harbaugh nominated Ron Lioto for President, Winnie Pitzeruse seconded. David Harbaugh nominated Rich Pitzeruse for Vice President, Jenn Lioto seconded. Winnie Pitzeruse nominated Jennifer Lioto for Secretary, Marty Joyce seconded. Winnie Pitzeruse nominated Dennis Friend for Treasurer, David Harbaugh seconded, Dennis Friend accepted. Jenn Lioto nominated David Harbaugh for Editor, Rich Pitzeruse seconded.
Program- The program for this meeting was deciding further on how to construct the club project rocket. With the parts that had been donated, we decided to go with a 4" booster with a 3" sustainer.

December 6, 2000 Meeting

Old Business- Jennifer read the November Minutes and gave the Treasury report. Newsletter- Jennifer asked David if he needed reimbursement for printing and postage of the newsletter. David asked for $10 reimbursement for postage- Winnie motioned to reimburse David, Marty seconded. Sign- The sign at Mr. Weigand's was taken down for the winter. Mr. Weigand called Ron and asked for it to be taken down while he was away.
New Business- Elections- Jennifer asked if Secretary and Treasury are separate, who usually takes care of membership such as renewals and cards. People present decided that usually it is the Treasurer. Jenn and Dennis discussed this and decided that Dennis will mail renewals and cards, and Jenn will still maintain the database for mailings. Ron asked if there were any other nominations for any of the positions. David motioned to accept the slate of nominations as stated, Marty seconded.
Building Session- Jenn asked if anyone would be interested in a building session once construction of the high power club project started. That way it would give us more time as a group to work on it. Everyone seemed to like the idea of a building session to work on it sometime in January. Jennifer will contact Walt about what days are good or bad.
Program- High Power club project- The goal of this nights meeting was to have a complete parts list of what we needed to order so we can start construction. Final touches on the design of the electronics compartments were made and general fin designs. The deadline for all donated parts will be the January meeting- if parts are not received by then, they will be ordered so we have them for the January Building session.

January 3, 2001 Meeting

Old Business- Jennifer read the December minutes and gave the treasury report. Jenn handed over the treasury book to Dennis and explained the way she maintained the records.
New Business- Launch Dates for 2001- Tentative launch dates for the 2001 launches were chosen pending Mr. Weigand's approval. We followed basically the 3rd weekend of the month unless there was a conflict. Dates are posted on launch date page. Jobs- Ron and Jenn explained needed assistance for some of the launches. Winnie offered to make signs and poster for Walt's Hobby on events. Rich offered to Backup Ron Lioto as Launch Director at some launches, and would be Program Director for the

SRC Officers

President: Ron Lioto
Vice President: Rich Pitzeruse
Secretary: Jennifer Lioto
Treasurer: Dennis Friend
Editor: David Harbaugh

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meeting programs. David offered to be Public Relations at launches and meetings. Thanks for all the help! Membership cards- Jenn said that the club is running low on membership cards and that more would be needed. She asked if it is necessary to mail them to kids still. I vote was held and agreed to still send cards to kids, but with no expiration date so they do not need them every year, and was unanimous to buy the card sock. Building Session- Saturdays are bad at Walt's, Sunday the 21st there was already an event going on. Either Sunday the 14th or 28th are fine. Everyone thought the 14th may be too close to get parts, and decided to have it on January 28th at noon. Jenn asked if the club thought it was a good idea to mail a postcard to members about the launch. A vote was held and passed to send a post card to members and to buy the postcard stock. Dennis asked if he could have a spending amount to purchase a notebook and a few other supplies for Treasurer. A vote was help and Dennis was granted a $20 petty cash amount for supplies. Next Month Program- Rich mentioned that with having building sessions we should have separate programs from the high power club project. Rich offered to give a demo on fiberglassing a body tube at the February meeting.

Program- High Power Rocket- We discussed how it would be best to keep track of the funds for the club project. Some donations were done with memberships and were logged in treasury, should all transactions be logged in treasury? We discussed this for awhile and decided to log all expenses and donations for the club project in the treasury, but to maintain a separate log also to make sure that expenses do not exceed donations. This way the actual membership funds are not funding the rocket. We have a complete list of parts and are ready for construction!

February 7, 2001 Meeting

Old Business- Jennifer was not present to give meeting minutes, this month's minutes were taken by Ron Lioto. Dennis gave the Treasury Report. The post cards and membership cards were purchased and logged in treasury. Building session was held January 28th at Walt's and construction was started on the rocket.

New Business- Next Building Session- Rich Pitzeruse offered to have the next building session at his home so that the fiberglassed fins can sit and dry. The next building session will be at Rich's on Feb. 17 at noon. Is it worth mailing cards? It cost the club $11 and there was no better turn out. A vote was held and decided to email people with the information, and call the people without email. The club section renewal and site insurance is up. Total cost is $40. Agreed to renew section and insurance and was paid out by Dennis.

Program Next Month- David Harbaugh suggested someone doing a presentation on the NARTrek program through the NAR. Seeing David is unable to attend the meetings, Jenn will give a presentation.

Program- Rich Pitzeruse demonstrated covering a rocket body tube with fiberglass

SRC members at the National Sport Launch

Photos by Marty Joyce

On the left, the SRC gang gets settled.

Jennifer poses with her Praying Mantis

Syracuse Rocketry Club at LDRS

By Rich Pitzeruse

Each year the Tripoli Rocketry Association holds it's annual launch called LDRS, which literally stands for Large and Dangerous Rocket Ships. LDRS is held in a different part of the country each year, and for 2000 the 19th LDRS was held in Orangeburg, South Carolina. There were 3 Syracuse Rocket Club members that made the trip to South Carolina, and 1 past member who provided room and board for us.

Towards the end of 1999, Mike Scicchitano told us he was moving from Upstate NY to Florence, SC. I was saddened by his departure, but when I found out LDRS 19 would be held less than an hour from his home, I knew I'd be seeing him again soon. As July 4th weekend approached, John and Steve DeMar decided to accompany me down to SC for the event. We packed my Ford Taurus wagon chock full of rockets and rocket paraphernalia. Poor Steve was completely surrounded by rockets in the backseat of the car for the 12-hour trip. John had just bought a new laptop computer, and a Sprint PCS digital phone. This allowed him to connect to the Internet in the new wireless, digital age. He was posting messages to rec.models.rockets and e-mailing our wives and fellow rocketeers as we drove down I95. It sure was cool (some may say geeky) getting e-mail while driving down the road. Also, each day John would keep the Internet rocketry community updated with news on the days events. Too help pass the time in the car, Steve had rented some movies on DVD, and between Internet sessions, watched them on the Laptop.

Mike Scicchitano preps a J350 for his Amraam

DAY 1

We arrived in South Carolina the night before LDRS was to begin. Mike and his wife Trish graciously allowed us to stay with them for the weekend. The next morning we woke up early so we could get to the launch field and choose a good spot. Unfortunately, most people arrived the night before to set up at the launch field, and we ended up at least 1/4 mile away from the launch pads. We checked in with registration, then wandered down vendor row, and searched for some Internet buddies before getting down to business and prepping rockets.

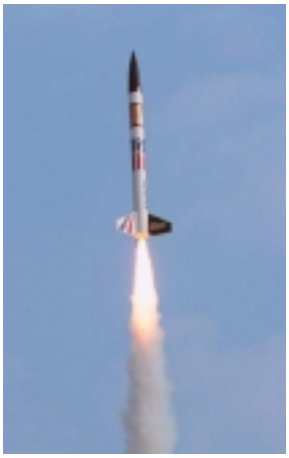
My main goal was to launch my Maxi Citation Patriot, which I brought to a couple of SRC meetings during its construction. This rocket is 7.6" in diameter, and 10' tall. It was built with level 3 certification in mind, with input from 2 NAR level 3 committee members to make sure my designs were sound, as well as give me some advise and ideas I had not thought about. For more information on its construction there will be a construction and launch article in the March/April issue of Sport Rocketry.

This would be a test of the rocket, and it's recovery system before a level 3 flight would even be considered. I decided to use an Aerotech K700 for this flight. Saturday, the first day of LDRS, would be spent prepping the rocket, with a scheduled liftoff of Sunday morning. The reason I needed so much time to prep was because of some unfinished details, such as wiring the electronics, etc.

Meanwhile, Mike, Steve, and John wasted no time prepping and flying some rockets. Mike immediately got to work prepping his 4" diameter PML AMRAAM. He launched it on a J350 with a Missleworks Altimeter on board for a perfect flight.

DAY 2

The Patriot was almost ready to fly, all that was needed was to load the motor, prepare the ejection charges, pack the recovery system, and prepare the electronics, which consisted of an AED Electronics R-DAS flight computer and Transolve P5 altimeter. Sounds straight forward, right? Well, it took me half the day. I will



Patriot under a K700

never underestimate the time needed to prep a large rocket again! Mike, John, and Steve helped me most of the morning. The rocket was driven to the away cell after lunch and loaded onto the pad. A couple of bad igniters (and 3 hours!) later the rocket was finally launched and had a perfect flight and recovery with a recorded altitude of 1680'.

Rich's Patriot safely under canopy.

Day 3

For the 3rd day I wanted to take a break from flying. I decided to take photos, meet more of my Internet buddies from around the country, and help my fellow SRC members with their projects. Mike decided to fly his 5.5" diameter upscale Lil Nuke on a K550. This would be Mike's first K flight. Once the rocket was prepped and loaded with his trusty Missileworks altimeter, it was loaded on the pads and launched. The K motor really shot that rocket up there, and it was recovered safely.

John was prepped his SU Rocket for his NAR level 2 certification flight. He used a J350 for the motor and had an R-DAS flight computer for recovery. The J350 pushed the 3" diameter rocket to an altitude of 3700', but when the drogue chute was deployed something odd happened, the power to the RDAS was cut, and it never deployed the main chute, resulting in a hard landing, and some damage to the rocket. Level 2 would have to wait for another day for John.

Steve flew a rocket with a cluster of 4 D12 motors, and it worked fine, with a slight premature ejection.

Day 4

The fourth and final day was held on July 4th. I just had to fly my 4" diameter Citation Patriot, because 4 years ago to the day, on the very same field, it flew for the first time at LDRS 15. I put an I161 in it and used no electronics, just motor ejection for a nice flight.

John decided to try some composite motor clustering. He loaded a rocket with an I211 and 2 H97 motors. Wondering how best to ignite the cluster he decided to talk to the folks at the Aerotech booth in vendor row. Mike Martens handed him 3 of the new Aerotech First Fire igniters and told him to light all 3 at once, these new igniters would light all 3 motors simultaneously, according to Mr. Martens. John did as was recommended. Still a little leery of the cluster, he oriented the rocket in such a way that if only 1 outboard motor lit, it would send the rocket sideways, away from the crowd. It's a very good thing he did that because guess what?! Only 1 H motor lit, and it slowly launched the rocket in an arc. After the rocket had reached apogee (while still under thrust of the H97) the I211 suddenly came to life and propelled the rocket violently into the ground, destroying the rocket.

John was heartbroken, to say the least. He had not had as successful a weekend as he had hoped, but he kept his spirits high, and never let it get the best of him. He kept saying "We build 'em to fly 'em!" Well, at least we had a little more room in the car for the trip back.

So, all in all, we had a great time. It was nice to see Mike and his family again, and we'd like to thank them once again for putting us up (or should that be putting up with us) for the weekend. We got to see some very large rockets, one had a cluster of 2 M's, another had a cluster of 3 M's and yet another had an N Hypertech motor. We saw 2 M powered rockets drag race, and another large Pyramid rocket smash into the ground.

If you ever get a chance to go to the Orangeburg site, you will not be disappointed. The field is large, about 2 square miles (about the size of Geneseo) and it is held on a Sod Farm, so it's 2 square miles of short, mowed grass. And it's perfectly flat. If your rocket lands a mile away, you can see it lying on the ground! An absolutely wonderful launch site. I look forward to LDRS returning to the site, hopefully in a few years, and perhaps we can get a larger SRC group to go down. Don't worry Mike, we don't expect you to house the whole club!

Winter Projects

By George R. Reavis III

Ryan is in the final construction stages of an Estes Astrosat LSX. He has misplaced the stickers. Our two beagles have been blamed for the actual disappearance. This specific model has two streamer satellites that deploy along with the parachute. We will probably not use the satellites because of the retrieval difficulties. Whose watching what part?

Ryan Reavis holding his Astrostat LSX and his father's Heatseeker

I have completed two rockets during this past winter. The first is an Estes Heatseeker. This rocket was actually free. I'm always checking Wal-Mart for rocket related items on clearance. The Heatseeker kit was included in the Estes Astrosat LSX that Ryan made. The Astrosat box had been previously opened. That explained the clearance sticker for $3.00. Everything for both models were included in the "resealed" Astrosat box. That was a pleasant surprise. The Heatseeker took about 2 hours to complete, not including the time required for the glue to dry.

My second rocket is a scratch built model using Apogee RocSim 4.0 rocket design software. I have designated this rocket the Reavis 2001A, so named because this is my first scratch built model of the year. This software is very useful if you plan to build rockets from scratch. The program allows you to load motors and test your design before construction begins. You can print templates of the parts you will need for construction, which is very useful when stock parts are not available. A few years ago, I purchased a number of rocket tubes, that ended up being an odd size. The RocSim software allows me to input the specific dimensions of the parts that I will be using. The biggest problem I have run into with these tubes, is finding an inexpensive nose cone. For the first launch, I will be using a Plastifoam cone that has been trimmed to fit the rocket body. In the most recent issue of Apogee Rocketry e-zine #43, Tim Van Milligan talks about FIX-IT Epoxy Clay. This clay can be molded into any shape, and when dry, it is hard as a rock. I believe that I may look into this product for making my future nose cones. I plan to use an Estes C5-3 motor for my first flight. This specific motor was chosen because of the 8 ounce Maximum Lift Weight rating. The RocSim software predicts that my rocket will reach an altitude of 202 feet. I'm ready for the 2001 launch season!

Ryan holding the Reavis 2001A

Winter Projects

By Jennifer Lioto, NAR # 71050 SR

After basically taking a year off from rockets, I have been bitten by the rocket bug and can't wait for this year's flying season. And of course this year we have a late winter. But it gives me time to prepare for this year's season!

First thing I did this winter was get out all those rockets with broken fins, launch lugs, and got them all fixed up. My Big Daddy required some thought on how to fix it after crashing when the motor never ejected. The nose cone was fine, but it pushed down into the body tube, splitting the tube. Technical solution I came up with, Duct Tape! I lined the split up and covered it with cellophane tape first, so it looked right on the outside. Then I put a strip of Duct Tape on the whole inside to reinforce it. Then on the outside I put a line of cellophane tape around the top of the body tube so the nose cone fit snug again. OK, maybe it doesn't look like one of Dennis' rockets, but at least I get to fly it again.

After I got the broken things fixed, I started with the unbuilt rocket kits. Strange how even though I didn't build or fly much last year, I still bought more

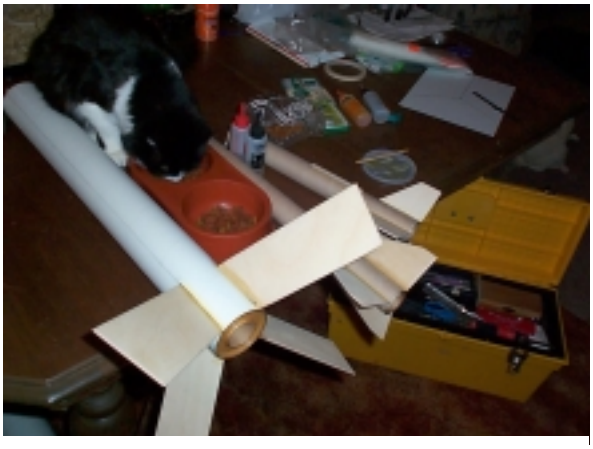
Jenn's upscale Maurader

kits. I decided to start easy with some of the LOC kits that we got marked down at Walt's. I started on 2 at one time, The Legacy and The Aura. I like building 2 at a time cause while one is drying, you can work on the other. Well at one point both these kits were drying, so I also started The Onyx. The nice part I have discovered with working on these in winter is I can take my time doing fillets and applying many coats of sanding sealer making them all smooth and neat.

I also have been working on an upscale of an old Estes kit called the Maurader. Rich gave me the parts to build this a few years ago and helped me work out the scale for the larger model. The Maurader was my first rocket that I actually built and flew by myself when I was a kid. I also had an Estes Hitch Hike Glider on my original Maurader, which I also hope to build an upscale of. The upscale model's main body is 3" in diameter, and the payload is 4". This is my first upscale kit and I have enjoyed working on it and can't wait to fly it this summer.

Next I wanted to work on the Estes/ North Coast Rocketry Bomarc. One of the first things you do in this kit is build the frame of the wings and fins. They are built of balsa strips laid out on a paper template similar to building a RC plane. I ran into one big problem here- I live in a small zoo, and I don't have a basement or separate room to work on rockets. So I don't have a place too keep this laid out while it dries where cats won't run across it, dogs won't break it, and prairie dogs won't chew on it. So before construction of this could start, I needed a rocket building area that is cat free.

So my next step was convincing Ron to move the computer into the living room, and making the computer room a shop for working on rockets. This was actually much easier than I expected. We purchased a nice computer cabinet for the living room, and now we just need to set-up the rocket room and I'll be ready to build the long awaiting Bomarc. I am planning on making a few kit modifications to this, and I will be sure to write a kit review. [I'm holding you to that Jenn! - Editor] So now I have quite a few things built, plans to build more, and a big pile of things that need to be painted. Hopefully the weather will clear up so I can get some painting done, then I'll be ready for the April launch with a whole new fleet of rockets!



Why Jenn needs a pet free area for rocketry.

Waiting for epoxy to setup

Marty Joyce Picture Page!

Want your picture included next time?
Submit it (photo or electronic) to David Harbaugh

Moving out!

A LOC Mini Mag (Ron?)
flying straight and true

Reaching for the sky!

CATO stands for
Caught At Take Off!

Another Dennis Friend
Cloud Puncher!

What's Up With Who

by John DeMar, NAR 52094

Here it is, the year 2001, and 23 years have gone by since I began my model rocket odyssey. Throughout the Sixties, I had watched many Gemini and Apollo lift-offs and dreamed about being an astronaut, but I had no idea model rockets existed. Then, in the 5th grade, a classmate brought in the 1969 Estes catalog, filled with a wonderful variety of rockets surrounded by actual images from outer space! A dream come true for a nerd who liked math & science, built a few plastic spacecraft, and had a subscription to Doubleday's "Science Service" books for kids.

My younger brother and I redirected much of our savings (from snow shoveling and paper routes) to our first kits and engines: mine was the Astron Skyhook and his was the Starblazer. I built a simple launcher from parts I found in our basement (my Dad had a part-time TV/radio repair business) and we headed to the park. In the age-old tradition that all new rocketeers repeat to the present day, I lost my 18mm Skyhook on its third flight with a C6-5. The rocket gods must have quite a collection by now!

My first scale model came next: I built the Aerobee 300 and my brother built an Arcas – mine was meticulously detailed using model paints and his was brushed with Lucite house paint and red nail polish! The summer of 1969 brings fond memories of warm days running after rockets, and one particular late night staying awake to witness One Small Step. With funds running low, we began making rockets from odd parts and wrapping paper tubes, including one with "spin-painted" cardboard fins. My pseudo-BigBertha was based on dimensions I scaled roughly from the catalog picture (I still have that rocket!).

Over the next three years, I launched as many times as I could afford engines. Some highlights were: flights of a Camroc, a winter launch, and an attempt to stage a D13-0 to a D12-7 (ka-boom!). During 1973, my interest in rocketry began to fade, and so did the national interest in spaceflight. I sealed all the rockets, engines, and gear into a 3-ft tall cardboard drum and went on to other hobbies. As a spin-off from my attempts to develop those little, round Camroc negatives, I got into photography and built a darkroom. That preoccupation was followed by guitars, minibikes, cars, and the natural progression to Other More Important Things. Looking forward from those years, I had pictured 2001 with hovering cars, unlimited energy, moonbases, and lots of Spandex. So, I went off to college to study engineering and Change The World. "What's going to happen?" "Something wonderful…" [From: 2010]

Fast forward to July 4th, 1988. The space shuttle Discovery is rolled out to pad 39B at Kennedy Space Center to prepare for the first shuttle flight since Challenger. At home, my two daughter, Lisa and Laura, then 6 and 4 years old, are excited about going to see the local fireworks display that night, but rainy weather cancels the event. For some reason I remembered that old drum of model rockets and dragged it out of storage. Between the raindrops, we launched a handful of small rockets in the backyard. Afterwards, I showed the girls my old catalog, and another generation of rocketeers was hooked! During the remaining months of that summer, we built up a collection of several rockets. The favorites were the Big Bertha (a real one this time) and the MegaSizz. Both are still in flyable condition after dozens of flights.

Lisa and Laura with quite a rocket fleet.

Soon after, I found out about the National Association of Rocketry (via CompuServe) and located the closest NAR sections. My daughter Lisa and I dropped in on a small launch hosted by ASTRE near

Albany. We got a double dose of some other areas of the sport that were new to me at the time: contest rocketry and high power rocketry. Jeff Vincent demonstrated his skills at some interesting designs, such as rocket gliders and helicopter recovery. John Sicker flew a composite F motor that left a BIG impression on us. Of course, this may seem commonplace today, but not 13 years ago! In the same year, I visited a MARS launch near Rochester, where Dan Wolf was helping to rebuild interest in rocketry around the region. Again, I was indoctrinated with all aspects of rocketry, including scale modeling, contests, high power, and lots of families & friends sharing a common interest. The contests were especially a welcomed challenge at a time when Estes models were getting a little boring. The multitude of events and goals still keep me interested in rocket contests today.

It wasn't long before I had my first "high-power" rocket – the North Coast Mini Katana, an eight-motor cluster with a core 24mm surrounded by seven 18mm mounts. This was a fun rocket to fly and allowed for many combinations of motors for various field sizes. My first E and F flights were on that rocket. Also with the Mini Katana, I gained a lot of practice clustering, and I especially enjoyed an "all up" round with seven C's and an F32 24mm composite motor. That rocket could handle any pounding… well almost!

In 1990, Steven was born and soon learned to walk using the aforementioned Mini Katana as a 'crutch'. Before long, the seven fins were down to two or three. (Someday, I'll have him repair it for me!) Growing up with rockets has some other side effects, too … he learned to count backwards before counting forward. And when he asked for a pair of Nikes, he wasn't talking about sneakers. But, I'll let him tell his own story in a future issue of the newsletter! My daughters, too, have found that their experiences with model rockets have helped them in math & science. Lisa is now a 2nd-year engineering student at Union College and Laura is a junior at CBA thinking about a science-oriented career.

During the early 1990's my interest in rocketry grew in several directions. I helped start a NAR section in Syracuse (the SRB's) that lasted a couple years. There I met John Rusho who had been flying high power for several years as a Tripoli member. Also, contest rocketry was big at the time, with ASTRE and MARS holding regular meets. My daughters and I had a great time taking short road trips and bringing home ribbons and trophies (well, at least sometimes!). I built the Estes Saturn V, after its first re-release in 1990, and it rekindled my boyhood interest in scale rocketry. After several great flights, the Saturn "re-kitted" itself when an Aerotech E15-4 decided it was really an E15-7.

John's Saturn V under power

When the NAR completed their in-depth study of high-power safety and started an interim certification process, I was the 5th person to certify level 'H' under the program. I scratch-built a 3-foot tall Iraqi SCUD at a time when everyone was building Patriots during the Gulf War, and I launched it on a 24mm G42. After that, I bought some larger kits from a short-lived upstate NY rocket company called Microbrick, and bought one of the first sets of 29mm reload casings made by Aerotech/ISP. With no waivered launches in NY state, my affliction with AP smoke & flame required out of state trips to places like Culpeper, VA. After MARS got permission to use the Geneseo field for contest launches, they decided to apply for their first waiver in 1993. With that success, many of us began thinking about hosting a larger high power launch there. I suggested the name NYPOWER (rhymes with high power) and it has continued as the name for even larger events held there each year.

One of the best things about rocket clubs is everyone's excitement about sharing their skills and experiences. Before I knew it, I had learned a great

deal about competition rocketry from some of the best – Dan Wolf, Jeff Vincent, Chuck Weiss, and Ken Mizoi. Going to regional meets competing against them (and freely sharing their tricks of the trade) got me ready for my first national meet, NARAM 35 in Maryland in 1993. After five days and 10 events, I ended up with enough points to get first place for the meet and third overall for the year! Looking back, I don't remember how I did it, but I do remember having lots of fun and building friendships that will last a lifetime. In following years, I helped out with NARAM 37 in Geneseo (1995) and NARAM 38 in Indiana (1996) by writing software to keep track of the contest results. When NARAM 39 was announced for Tucson, AZ in 1997, I had decided it was too far away. So, Bill Owens and I formed a team called Phobos & Deimos (as 'satellite' members of MARS) to have some fun that year and not put much effort into contests. (Instead, we spent way too much time that spring building the MARS launch controller system!) At the end of the season when points were tallied on July 1st, we some how ended up in first place in the Team division. But, as the NAR contest rules state, you have to attend NARAM to be considered for a national title. After some last-minute decision making, I decided to fly out to Tucson for the final two days of the meet, present an R&D report (based on the MARS launch system I designed) and also enter the scale event (with my tiny Astrobee D). With first in R&D and third in sport scale (and a bunch of help from friends entering several of Bill's rockets earlier in the week), we had enough points to clinch the national championship! After that summer, I decided to go back to college fulltime for my masters degree which left little time for rocketry. Likewise, Bill was starting a new job and was planning on the arrival of their first live payload (er, I mean baby!).

Back in 1997, I wanted to build a large scale model of the Delta II and launch it at NYPOWER during the Pathfinder landing on Mars on July 4th. I nearly finished it in time, but didn't have the nerve to fly a 5 ½ ft, 9 lb. *finless* rocket until I could spend more time on the project. Last year at NSL-2000 in Geneseo it finally got off the ground on an I357. Rich Pitzeruse was instrumental in talking me into it, producing the scale Mars Pathfinder logos, and helping with the fiberglassing. This was one of my favorite memories in rocketry to date, with Peter "Rockets of the World" Alway witnessing what he called "An Improbable Lob"!

Last summer was my first experience at an LDRS. Rich was planning on driving to South Carolina alone to fly his huge Citation Patriot, and invited my son Steven and I to keep him company on the trip. Compare Steve's experience as a 5th grader to mine: I was thrilled to see a "Mighty D", and he has witnessed hundreds of composite motor flights, including "up close and personal" with several M's and an N hybrid! A few weeks after LDRS last summer, we took a family vacation out West, driving 5000 miles in a rented motor home. During two of the days, we stopped in at NARAM-42 on Vern Estes' property near Penrose, CO. We only launched a few rockets at the sport range, but it was an Out Of This World experience. I never dreamed as a kid that I would ever visit the hallowed ground of model rocketry. When we were sitting at the NARAM awards banquet, I whispered to Steve, "Do you know who you're sitting next to?" He took a closer at the name on the badge of the soft-spoken kind man to his right. You should have seen his eyes when he read "Vern Estes"!

Peter Alway joins John and Steven next to John's Delta II

Here it is, the year 2001. No hovering cars (yet), but lots of other interesting technologies to keep us preoccupied. My future interests include designing electronic payloads, working on some challenging scale rocket projects, and finding ways to include rocketry in the electronics and computer classes I teach at Syracuse University. Hopefully, I will have more time now to be active in SRC meetings, projects, and launches.

Website:
http://www.demar-family.net/

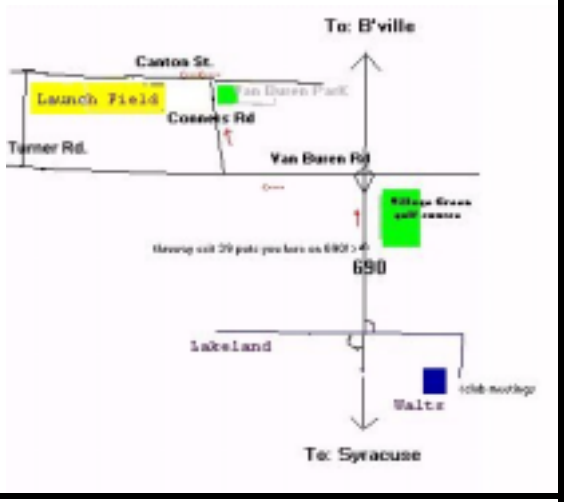
2001 SRC Launches

All launches are from 10 am to 3 pm at Weigand's Hayfarm

May 19
June 16
July 28
August 18
September 15
October 20

Dates subject to change due to weather and field cutting. Please call Ron or Jenn at 466-6507 The morning of the launch to Confirm the launch will be held.

Weigand's Hayfarm



From 690- take Van Buren Rd. Exit, turn left on Van Buren Rd. About 1/4 mile turn right on Conners Rd. Continue up Conners, Van Buren Park will be on your right, turn left on Canton St. Look for sign showing where to park. We launch either right across from the white farm house on Canton Street, or around the Corner on Turner. Follow signs.

Syracuse Rocket Club
c/o David Harbaugh
101 Ontario St.
Phelps, NY 14532

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