

CLUB NEWS

All the news thats fit to print, and some stuff that I just plain made up.....

NEWSFLASH!!!! NEWSFLASH!!!! NEWSFLASH!!!! NEWSFLASH!!!! NEWSFLASH!!!! NEWSFLASH!!!! NEWSFLASH

The results of the recent mail-out ballot have been recieved and tabulated, and we FINALLY have a name! Well, sort of... Here are the results:

Question #1, the club name: LARS, 1 vote. LARC, 3 votes. The Flying Dutchmen, 3 votes, Other, 1 vote.

Question #2, Dues: 8 votes yes, 0 votes no.

Question #3, Application as an NAR section: 8 votes yes, 0 votes no.

Question #4, Monthly meetings: 7 votes yes, 1 vote no.

Question #5, Monthly flying sessions: 7 votes yes, 1 vote no.

Question #6, Mississippi Mud: yes, you were all still awake out there.

So, as to the matter of the club name. You will note that there is a tie between the Lancaster Area Rocket Club (LARC), and the Flying Dutchmen. To avoid dragging this out any longer, I propose the following compromise: how about if we call the club itself the Lancaster Area Rocket Club, and if we enter a team into any competition meets, we call them The Flying Dutchmen.

This can be decided at our next business meeting, which brings me to the next major piece of news. John Yost did some hunting around, and found that we can use the Lancaster Library for meetings. If all of the arraigments can be made, the first business meeting will be held there at 7:30 PM. Thursday, August 11. Now, for you younger guys who don't drive, and need transportation, give me a call and you can ride with me.

Also, dues will be collected at that time. As per question #2, everyone agreed on the need for dues, and the level that they should be set at. Due to start up costs, I feel that the full amount should be collected for 1988, even though we only got started in mid-year. Then, dues will be collected in January for the year 1989. An account will be opened in the club's name, and receipts will be given. A report will be given at every meeting on the status of the club's finances (treasurer's report). Along the same vein, your's truly will begin work on a set of club by-laws, which will hopefully be completed and presented for a vote at the December meeting. ANY input is appreciated.

By the way, if anyone can come up with a catchy name for this rag, please let me know. ANY-thing has to be better than "Club News". Also, if anyone wants to write an article for the newsletter, by all means write it! Send it to me, and we'll put it in the next month's issue.

There will be an agenda of topics that MUST be addressed at the business meeting on August 11, however there will be plenty of time to open things up to discuss general topics. Start thinking about some things that you'd like to see the club due in the future, such as membership drives, demonstration launches, building projects, etc etc. Write your ideas down. Like I said before, it's YOUR club. PARTICIPATE!!

A couple of you have mentioned that you have friends who want to join. Enclosed is a form which should look familier... it's the form which all of you recieved from me back in February or March. Just have the new member fill out the form and see that it gets returned to me.

OK, I think thats all of the dry stuff, now to the goodies.....

The second monthly club launch was held on Sunday, July 3, starting at 1100. Again, the site was the Cocalico Sr. High, in Denver. The weather cooperated this time, and there was little to no wind. However, it was HOT!!!! Except for the temperatures in the 90's, conditions were near-perfect.

A modified "Misfire Alley" launch set up was used. This employed two launchers set up with 1/8" rods, and one launcher set up with a 3/16" rod; two hand held Estes launch controllers were used, as well as one Centuri launch controller for use with a 12 volt car battery. This set up proved to be a life saver; my Estes launch controller crapped out after one launch; John Yost came up with the Centuri controller, and Ricky Hackman produced a 12 volt battery. Thanks guys!

A total of 42 flights were made by 9 different flyers. As you can see from the second page of the stats sheet, the average time between flights was 3 minutes, 50 seconds. This is quite an improvement from June 5, when the average turn around time between flights was 5 minutes, 9 seconds. This is not to infer that things should be Hurry Hurry Hurry; it does mean that we're getting better at keeping things moving at a steady pace, which means more flights can be launched, which means more enjoyment for all. (Did anyone really follow that?) The bulk of the credit for the improvement goes to John Yost. In my opinion, John did an excellent job as Range Safety Officer (RSO). In the June newsletter, I mistakenly referred to this position as that of Rangemaster; John said that sounded more like a TV cartoon character. He was right. Before each flight, John made sure that the range was clear and safe for launch, and also was a timer in a two-timer set up. In short, he was a busy man that day! Unfortunately, this also meant that John probably could not fly as much as he wanted to, due to being RSO. Great job, John. Your experience showed and really helped us all!

When the time comes for giving out the First Annual "Up On The Roof" Award, my vote goes to Tim Singles, with Mark Snyder close behind. On the second flight of the day, Tim had an Estes "Mean Machine", all six feet of it, land on the roof of the school. About an hour and a half later, Tim launched his Space Shuttle Columbia with a C6-7. (I warned you about this guy). As soon as it left the launcher, the on-board guidance system kicked in, and it headed straight for, yes, you guessed it, the roof. I remember looking at Tim, expecting to see a look of disappointment, or anger, or disgust. Instead, I saw a grin like you wouldn't believe! Sort of like he planned it that way. Mark Snyder lost a real pretty Estes "Alpha" on the third flight of the day, which when last seen, appeared to be floating OVER the school. A diligent search, however, could turn up no trace of the missing rocket, and it is presumed to have landed on the roof, too. During the week that followed, I found out that the roof of the school is being re-tarred. That, coupled with the nasty thunderstorm we had up here a few nights later, means that anything that might still be up on the roof is not much more than a black, gooey, blob of @/!\$. Sorry guys. However, they weren't the only folks to run into a bit of misfortune. I lost a fin on one rocket on the way up, and lost a fin on another rocket on the way down. John Yost had a "Red Baron" on his first B/G flight with the "Half-pint"; the engine pod failed to come off of the glider, and the whole thing came down like a brick. Later, John launched a Flex-wing glider, which did the old PRANG routine. In all fairness, however, the booster John used is not the one built for this flexy. The strangest flight of the day, however, had to be the first flight of Ricky Hackman's "XR-12". This little honey was packed with four 1/2A3-2Ts, and one B6-4. The flight was kind of over before it began. The reason I said that this was the strangest flight is because I DID see this rocket fly, and fly well, back in April. Rick, all I think you need is a little work in balancing out that model, and you'll have a real good one there. I have to say, in my opinion, the most impressive flights of the day were either the Yost's Maxi Alpha, and just about anything Tim Singles puts in the air. I'm telling ya, this guy likes to throw some cardboard and balsa around the sky, doesn't he? Ya say you have that super light, computer designed, maxi-streamlined, speed of sound barrier breaking rocket you just designed, that goes to about 1,000 feet on a 1/2A motor? Give it to 'Ol Tim, and "we'll just throw a C6-5 in this baby and see how it really flies! Hee Hee Hee". Bill Rhoat flew a nice Estes "Eggspress" with a B6-4 on flight #14, without an egg onboard. It looks like he'll get a chance to try out that rocket with an egg in September, but more on that later. Did anyone get a chance to take a look at Mark Snyder's models? If you did, I think that you'll have to agree with what I wrote back in the June issue about the high quality of Mark's work.

Missing from the group were David and Jesse Wenrch, and Daniel Wienhold. The Wenrichs were on vacation and Daniel had to work, I believe.

Hearty "Thanks" and a couple of "Jobs Well Done" go out to Mrs. B (my wife Teresa), and to Mark's wife, Char. Teresa wore two hats, that of photographer and of records keeper. She had numbers thrown at her all day, while at the same time taking a large number of very good pictures. If anyone wants copies of any of the photos, let me know, and we'll make arrangements. (They won't be free, I'm afraid). Char did an excellent job, as usual, looking after to two little Snyders while Daddy played with his toy...er...uh...I mean flew rockets.

As for the next club launch, there will be a few changes, so pay attention, folks. The next launch will be held on Sunday, August 14, at 2 PM. Please take note of the time change. It is hoped that the time change will help accomodate everyone, so that more members can participate. In addition, flying in the afternoon means that the sun won't be directly overhead, making it difficult to see, besides being hot. IN ADDITION, at this point we're 99.9% sure that the August 14 launch will be held at Comet Field, in Lancaster. Comet Field is a little smaller than Cocalico, however it doesn't have a school sitting in the middle of it. You might not want to fly that "G" powered altitude rocket, because of the smaller area, but anything that flew at Cocalico should not have a problem at Comet Field. At the time of this writing, I am preparing maps to help those who are driving get to the field. I will get them to you ASAP. I'm sure that a car pool arraignment or caravan can be worked out. Either way, lets give Comet Field a try, and see how it works out. The rain date for this launch will be August 21.

Also, another important note: The September launch is tenativly scheduled for the week-end of September 24/25, either Saturday or Sunday. The launch will be divided into two segments; first, a inter-club competition, and the second half will be the usual fun fly. A number of us talked about having some sort of competition amongst ourselves, just for the experience and the fun of it. All of the details haven't been worked out yet, but the following events have been discussed: "A" streamer duration, " $\frac{1}{2}$ A" parachute duration, "C" Eggloft, plus possibly one more event. All of the details have not yet been worked out, and will be high up on the agenda of topics to be discussed at the meeting on August 11. (All the more reason to make sure you're there for the meeting August 11). Don't get the wrong idea - this is not the World Championships or anything, but it'll give you the chance to see just what you can do. So, start thinking now about what rockets you may want to design or build for these events. Chances are, you have the winning rocket on your shelf right now, anyway. As for transportation to the August 11 meeting, as I said before, feel free to give me a call. However, we will be on vacation from July 29 thru August 7, so if you call in between those dates, no one will answer. At least I hope not.

Finally, one last thought. If you are going to do any flying in between the regular monthly launches (and I encourage you to do so), PLEASE take note of the dry conditions that most if not all of the fields are in, which increases the chance of a fire. A fire extinguisher or some container of water at the launch site would be a great idea. See you August 11!

Flights of Sunday, 3 July, 1988, at Cocalico High School, Denver, Pa.

<u>Flight #</u>	<u>Member</u>	<u>Name</u>	<u>Motor</u>	<u>Time</u>	<u>Duration</u>
1	GB	Competitor	A6-3	1126	30.27
2	TS	Mean Machine	D12-5	1130	lost
3	MS	Alpha	B6-4	1136	lost at 98.44
4	JY	Half Pint	½A3-2T	1144	8.16
5	WR	Alpha	A8-3	1147	14.13
6	RH	Mosquito	½A3-2T	1150	not tracked
7	GB	Dragonfly	½A3-2T	1154	24.05
8	WR	Scout	½A6-2	1202	7.15
9	TS	Wizard	A8-3	1205	13.00
10	RH	XR-11	½A3-2T	1206	3.00
11	MS	Explorer	A8-3	1208	7.39
12	DKY	Ninja	¼A3-4T	1211	14.19
13	DLY	Transtar Carrier	B4-6	1215	22.79
14	WR	Eggspress	B6-4	1216	18.79
15	MKS	X-16	C6-5	1219	31.59
16	GB	Titan II	B6-4	1221	13.47
17	MS	Bullpup 12D	B6-4	1223	22.48
18	TS	Nova Payloader	C6-5	1224	50.4
19	RH	XR-16	A8-3	1227	28.9
20	TS	Big Bertha	C6-7	1229	25.06
21	GB	Nike Smoke	B6-4	1233	19.40
22	MS	Sentinal	B4-4	1235	23.69
23	WR	Super Flea	A10-3T	1237	42.0
24	MKS	X-16	C6-7	1240	116.30
25	RH	XR-12	1B6-4, 4½A3-2T	1243	track lost
26	DLY	Maxi Alpha	D12-5	1246	65.20
27	TS	TitanII	C6-7	1248	32.48
28	MS	Nova Payloader	C6-5	1251	39.30
29	RH	XR-16	½A6-2	1254	4.12
30	GB	Big Bertha	B6-4	1256	18.55
31	WR	Alpha	B6-4	1300	35.66
32	MS	Echo	A8-3	1303	18.69
33	TS	SS Columbia	C6-7	1305	lost 9.10
34	RH	Honest John	D12-5	1309	15.88
35	DkY	Leprechaun	½A3-2T	1310	11.90
36	GB	Meteor	A8-5	1312	13.90
37	RH	Alpha	A8-5	1322	32.49
38	MS	Sentinal	C6-5	1323	28.42
39	GB	Alpha	C6-7	1328	106.50
40	MS	Nova Payloader	C6-5	1340	49.56
41	JY	Flex-wing B/G	B6-2	1348	not tracked
42	DkY	Maxi Alpha	D12-7	1352	33.97

GB George Beever
 TS Tim Singles
 MS Mark Snyder
 JY John Yost
 WR William Rhoat
 RH Ricky Hackman
 DkY Derek Yost
 DLY Daniel Yost
 MkS Mike Singles

Totals:

Number of Participants: 9

Number of Flights: 42

Longest Flight: Flight #24, Mike Singles, 116.30

Shortest Flight: Flight #10, Ricky Hackman, 3.00

Average Flight Duration: 29.5

Average turn-around time between flights: 3 minutes, fifty seconds

Break down of flights by individuals:

MkS	2
DIY	2
DkY	3
RH	7
wR	5
JY	2
MS	8
TS	6
GB	7

Break down of motors fired by type:

$\frac{1}{2}$ A3-2T	9
$\frac{1}{2}$ A3-4T	1
$\frac{1}{2}$ A6-2	2
A6-3	1
A8-3	5
A8-5	2
A10-3T	1
B4-4	1
B4-6	1
B6-2	1
B6-4	8
C6-5	5
C6-7	5
D12-5	3
D12-7	1

First flight at 1126, Last flight at 1352. Total flight time: 2 hours, 26 minutes.