This is a "fun" meet that demands physically ability. You don't have to build a thing or buy any engines. All you do have to do is tell us the weight and crap consistence of each model and in the case of scale models it is an actual car.

This is an attempt to have a little fun in the pre-MAHAN season when things were a little more lenient.

All results will be printed and mailed by the West Chester State College computer.

Prizes will be as follows:

- 1964 Wildtie 500 Ltd
- Sportscar 1964 Mosler "Pietenpol"
- A world record car
- A complete Beatles Album
- A case of cold beer
- The overall

Some of the prizes are dependent upon the entry list and the race of scale models, but that's because we didn't have any entrants.

To enter this thrilling event, send $10.00 postage and handling to:

Alan Rand

204 Main St.
West Chester, PA 19380

Deadline for entry is June 1st or end of the MAHAN season, whichever comes first. You must show entry form and $10.00 if you want records kept.

If a track is run all results should be flown.

Happy luck to all entrants.

That's all.
CONTENTS

The Borman-Viet Story

Top Grain

Francisco from a Broken Typewriter

Styling Styrene
Some hints for Plastic Model
by Brett Ridgely

WIND-3 Results

Armadillo 55 Rocket/Glider
Taken from a Design by Guppy
By Doug Krishmarick

Mark Griffin's Centerfold
Cosmopolitan Look Out!

Bad Taste Comix
A new Spotter feature
by Greg Horn
The eighth East Coast Regional Meet opened on Friday, April 19. Most of the contestants and NCPs had arrived by 9:00 that night, and a meeting was called on the lawn of Brown's Motor Court #2, in picturesque downtown Port Royal, Virginia. CD Ole Ed (Pearson) told us that the Army would not allow us to launch at the huge drop zone field as planned, but that the smaller skeet range would be used. After a few boos from other rocketeers, Ed introduced most of the contest officials. When questioned about sanitary facilities by someone speaking with great urgency, Ed replied, "There are lots of trees." We were told that ECRM's theme was quality and safety.

Most rocketeers spent the rest of the night making finishing touches on birds and setting up window displays. The window display is something new that I'd like to see continued. All entries were judged Saturday night on a "Richter Scale".

Saturday dawned clouded with fog. Most of the dismayed contestants felt their way from their rooms to Aunt Jenny's for breakfast. Actually, Aunt Jenny's notorious slow service was a lot faster this year than in the past. Only one rocketeer complained of being completely forgotten. By the time breakfast was over the fog had lifted and we arrived at Camp A.P. Hill to a cloudless sky with no wind.

For a meet whose theme was quality and safety, I was totally surprised to see at least half of the first few racks of rockets cato or prang.

Eagle B/G turned out surprisingly good, even with the return rule, with many flights over three minutes. The way to go seemed to be with a "standard" type glider, perhaps with a determalizer or an R/G rudder. In spite of this, there were three double size Flying Jennys entered (one by THOR's Alan Bland). The Pearce/Ridgely Team landed a first place in A division for 60 big points.

In Eagle R/G there were a variety of models entered, but few did well. The Groundhogs and Valkyries did poorly. Entries seemed split about 70-30 in favor of some type of variable geometry. Doug Kushnerick's no-moving parts U.S. Kid, proven at NARAM, pranged, as did Andy Bennett's "not a disaster" Valkyrie.

There were thermals, and the strategy in Class 3 PD was "cram as big a chute in as you can and run like hell". There were many outstanding flights and a few got caught in trees on the edge of the field. Chuck Gordon, the return officer, was sympathetic, and rule 10.3, also known as the "tree rule", went into effect.

Mercury Dual Egglofting turned out to be the circus event, with only one qualified flight out of well over thirty entries. There were countless thrilling prangs, some sending egg up to ten feet in the air on impact. Fortunately, there was no damage or injury, except for a big dent in Jim Coffey's Cougar. Steve Lubliner pointed out that a pranged Energjet Egg Crate cost over $11. Actually, almost all prangs were due to parachute failure. When flying Dual E/L, be sure to use an EXTRA STRONG chute, like a silk chute or one with the shroud lines put on with aluminumized mylar (not tape discs or strips). When Andy Bennett's egglofter got caught in its tower, Alan (Smoky the Bear) Williams soaked it completely with water, destroying it. I guess only he can prevent field fires. (Continued on page 6)
### ECRM-VIII RESULTS

#### CLASS 3 PARACHUTE DURATION

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#### EAGLE ROCKET/GLIDE

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#### CLASS 0 STREAMER DURATION

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#### MERCURY DUAL EGGLOFTING

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More ECRM-8 results on next page!
At the close of flying, HASM's Igor (Dan White) marched to the launch area with a remote-controlled tank that had a rocket mounted on top and dual speakers. With a little help from Igor, the tank played an amusing soundtrack and launched a demo rocket off its turret.

Class 0 SD was the most boring event of the day. No more about it.

A spaghetti dinner was available at the mess hall, but I went to a place in Fredericksburg to eat.

Saturday night was rather uneventful, with many rocketeers staying up for chew the brew sessions and nitpicking with the bedraggled scale judges. Doug Kushnerick suffered the humiliation of having his name crossed out of 4th place in PD on the standings sheet posted outside of room 43 with his own pen. Smokey was setting up, and got a little routy.

Sunday morning there were winds blowing the width of the narrow field, and Hornet F/Gs were trimmed heavy to avoid loss. There was an over-abundance of no-moving-parts gliders, primarily Rascals. Doug Kushnerick landed a first in Hornet for THOR.

The always exciting event, Plastic Model, was flown next. Very few models were the same. THOR's Pearse/Ridgely team snuck in an overall first with a Pilgrim Observer.

The scale craftsmanship was excellent this year, especially in A Division. There were only three B Division entries, so Alan Bland's Javelin "managed" to sneak by with first place, "edging" his nearest competitor by 200 points.

At the awards ceremony, the trophies were handed out, and THOR collected four. Then, as an added surprise, we placed third as a section. Thus, we should need only about eight people to sweep ECRM next year.

Overall, the meet was well coordinated, with the exception of Smokey, and J.R., who were allowed on the launch field.

The ECRM results on page 5 and on this page include all THOR places, section means Ind., or unknown (to us). (6)
April 27 Special Meeting

THOR had a choice of two events to attend in May and we discussed the options at this meeting. East and GEM were rejected. WREC was decided upon as the one to go to because it was cheap, close, and we liked the events.

Brett was made THOR Librarian since we're meeting at his house until the end of the summer and the library is there. Apparently, the Cub Scout launch is falling apart for no known reason.

THORSM events were voted upon and finalized. At the end of the meeting Bennett proposed a picnic for all THOR family members at Ridgely Creek State Park on May 25.

May 4 Meeting

Nothing much happened at this meeting as only 5 people showed up. Bennett collected a few back dues, and announced that the Hobby Shop will sell us its drawers full of obsolete engines at a discount. Since these engines cannot be used in competition, we could use them for a demonstration launch we had. After the discussion died down, Bennett told us about all the crazy stuff he always wanted to start, but never had time to.

May 18 Meeting

The Cub Scout launch is still on and will be held on June 5 at West Chester Airport. Andy is going to have some plaques made up, and we'll use the old THORAK-1 ribbons using the weak pretext that this is a THOR Assisted Meet.

The picnic was moved to June 1.

Hello again, folks. Sorry I squeezed myself off the title page, but...

The character you see there is Frank the Stay-Prent Man, and he's features in Bed Taste Comix on page 17. He should be around every issue from now on.

Why Frank?

'Why not?' Most model rocketeers are jokers. (I'm fighting hard to keep from saying 'dude'.) A newsletter is supposed to reflect a section, and from now on I hope the Spotter will give you a more realistic impression of THOR—if we are for real, that is. If you've got any comments, send one of ye editors a postcard or letter with this issue's Spotter logo glued on it. Or print the Spotter in plain block lettering. All entries must be postmarked before Jon Rains get it! With a little luck, the U.S. Postal "Service" will deliver it. Isn't he finished?

Not on your brass BU-2, buddy. My real topic is nudity in newsletters. Yes, in case you haven't noticed it yet, page 15 features a nude pinup of Mark Griffith. Another blazing step forward for THOR.

I hope nobody is offended or finds this in bad taste. We are really quite serious about this and have been intending to do this for a long time. We've held off until now because this is a censored society. Even innocent little pictures of NAR persons as natural have to be screened. If yours isn't here, it's because it's been confiscated by your local vice squad, the Postal "Service", the Secret Police, or NAR HQ.

Try not to laugh when you look at it. Mark's feelings are hurt very easily—he's so sensitive.
STYLING STYRENE
or HOW TO CLEAN UP IN PLASTIC MODEL

The first step to make in entering Plastic Model is finding a kit to use. Don't forget that only "guided missiles, rocket vehicles, and space vehicles" are eligible. Rocket models are starting to make a comeback, and there is now a slim variety of models to choose from (as opposed to virtually none two years ago). Choose a model you think you can do a good job on, and buy it. If it is a small model or too easy, forget it, because you have to have a super fantastic job on it just to place. If you want to take a shot at winning, usually any model with a little room for detailing that's at least 10 inches long will do. If you want to go all out for a big meet, pick a hard model, because 100 of your thousand points go to degree of difficulty. Pilgrim Observers, Klingon Battle Cruisers, and those Airfix Saturns will catch the eye of any judge, and should score high in difficulty.

When you are just about to begin a new model sit down and practice putting everything together. Figure out your paint scheme then decide which parts to put together before painting. This will be a big help and prevent mistakes. Another good part about doing it this way is you can find out if any parts are missing and if any are slightly too small or large. If a small piece is missing, try to remake it out of Plastruct. A hot knife will come in handy for that. If a large important piece is missing, you'd better dig to the bottom of your piggy bank and hope to @$#! no one has bought the last kit around. Adding or subtracting to a part is no big deal.

Detailing is worth 500 points, and merits some discussion. Now I'll mention some of the best things to have within calling distance before you start anything. Of course, you've got to have paint; for detailing use only bottled or canned. Humbrol is really good stuff (but a bit expensive) for detailing, as it is very consistent. Watch using it over Testors or Pactra, because (8)
sometimes it eats the old paint away and wrecks it. As for a paint brush, use a 00000 (5/0) or a 000 (3/0). These are great for detailing, but you might say they do cost you an arm and a leg (85% for 5/0). Also make sure you have K-Acto equipment handy. Any size blade is OK. Technically, that's about all you need to do an 'amateur' job. If you want a 'professional' job, the next section's for you!

Toothpicks are handy tools to have around, the round kind being the best. They remove excess paint very nicely if you use them gently. A pin vise/hand drill and some pins and fine drills aren't a bad idea either. They are fine for enlarging holes or making new ones to add wiring, extra parts, etc. Get some putty for filling holes and cracks or molding a little extra on a slightly short part. You'll also need a round and/or half-round file for filling putty and removing flashing (excess plastic on a part due to poor molding). As for sandpaper, use a very fine grit for most of your work. For instance, a 400 or 600 grit is just about perfect (you can get it at a small hardware store in the Parkway Center on High Street near Alan's house for 25%.)

Magic Masker is a unique item I wouldn't want to be without. It is a liquid rubber which won't hurt paint and is great for doing straight lines, covering parts not to be painted, etc. It is available at the Hobby Shop in West Chester for 69% (10% off retail price). You have to ask for it, though. As an example, if you have window on a piece and also detailing on the same piece with a base color you need to put on, do the detailing and put Magic Masker over the detailing and windows. Spray paint, let dry, then remove the Magic Masker. Voila! A perfect job!

Many rocketeers have their biggest complaints with seams on joined parts. Therefore, I'll try to give you a fairly detailed account of how to fill the seams on your model.

First of all, test fit the pieces you're gluing together. I can't emphasize this enough, as I (Continued on page 11)
Sunday, May 12, about 10 car-
loads of model rocketeers assembled
downtown Sticksville (Church-
villle, Md.) for a meet that adver-
tised "Only $1 to WREC your birds.
The morning was dark, it had rained
the night before, and there was a
90% chance of rain that afternoon,
but 9, count 'em, 9 whole THOR per-
sions—and a proxy CB-1-70—showed
up anyway.

It was windy, and the field
was so small that even some Cl. 0
F/Ds were lost, and there was still
Swift B/G left to fly. The first
flights were Plastic Model, to get
them off before the rain, hence the
judging would be after flights.
This afterwards got some flack from
people whose models were damaged
during recovery. The big surprise
in this event was the victory of Al
Bland's proxy Saturn IB (back from
an EORM prang) over Brett Ridgely's
loaned out Pilgrim Observer. Doug
Kushnerick's only flight of the day
DQed when worn out wing hinges on
his Sparrow R/Gripped during boost.

About 12:30 a drizzle had
started, so we adjourned for lunch.
Afterwards it was raining a little
harder, but the range opened any-
way. Most of the afternoon flying
was done by the Bennett/Covell Team
and the Larson/Coffey Team, because
nobody else felt like getting their
rockets wet (or else they had used
white glue). While this little bit
of flying was going on, Carl Warner
showed up to advertise AARDVARK.

THOR's non-competing contin-
gency spent most of the day dis-
cussing future wet weather stratag,
standing in the rain, sailing make-
shift balsa boats, and playing with
their toes. After we all got tired
of standing in the rain, we tabula-
fic, the U.S Embassy reported here.
A spokesman said the permit
stimulates that the station must be
used for peaceful purposes. The
Japanese space agency plans to orbit
two earth satellites in 1975 and
1976.

One will research the iono-
sohere and the other will be put in-
to stationary orbit, requiring the
tracking station.

Scott Pearce  THOR  114  A
Brian O'Malley  NOVAAR  40  A
Sean O'Malley  NOVAAR  20  A
Alan Bland  THOR  70  B
Brian Warren  THOR  18  B
Larry Emanuel  HASM  12  B
Doug Kushnerick  THOR  6  B
Dan White  HASM  0  B
Larson/Coffey  HASM  150  C
Bennett/Covell  THOR  124  C

WASHINGTON (AP) - The Navy's
new, self-firing antiaircraft gun was
confused that "it threatened to sink
Santa Barbara Island" and a friendly
ship, says the General Accounting
Office.

The radar controlled gun thought
the island was a fast moving target,
according to the GAO report released
The yards per second speed was
censored out of the public copy,
but Aspin said a classified version
showed the gun thought Santa Barbara
Island was "a very fast island."
The incidents occurred during
January and March this year.

CAPE CANAVERAL, Fla. - A new
kind of fitting for artificial legs has
been developed at the Kennedy
Space Center, using a miniaturized
version of the device that releases
Saturn rockets at liftoff.

The device was originally de-
dsigned to release the Saturn rocket
after the control tower's gantry arm
swung free and the engines' thrust
built up to liftoff.

A finger sized version has been
fitted onto a standard artificial
leg. This fits into a pure carbon
receptacle that has been inserted
into the remaining leg bone.

TOKYO- The United States has
allowed Japan to set up a temporary
satellite tracking station on the
Kwajalein atoll, in the South Paci-

FLASH!! - Brian Warren has just fir
East Penn was a small (and almost worthless) meet this year. It was held on May 19, and only four people chose to show up. This was all the better for THOR's Lovable Bennett/Covell Team, who racked up 13½ points, which is respectable for an Open Meet this year.

ECBGC-III has, of course, been cancelled due to lack of interest, and a date that conflicted with the Internats. We would have picked another date, but all the other weekends seemed either too close to MARS or NARAM. Who says hard work pays off?

Yes, for the thousands who have been writing in, the Mike-Ajax data from the November Spotter is still available. Send 50¢ to our "offices" here on Farwood Ave., and we'll send you a copy. Or, if you want to save money, pick one up for 35¢ at AARDVARK or NARAM, or don't pick one up at all. No, come on - we've got to get rid of them.

The Orange Book was left out of this issue to make room for Frank, the Stay-Pretzel Man. Both should be back next issue, barring any unforeseen act of God.

Hey, can you push a pencil? If you can you may qualify to enter the write a letter to the editors of the Spotter contest. In a million words or more or less, tell us your feelings about the newsletter you have in front of you. We'd like to know what you think, or if you do.

The NARAM field has been changed, for the worse. It looks like the field will be a little smaller than expected. Hence, a change in Eggloft class, and maybe B/G, too. Didn't this happen last year in Columbus?

Pat Albert has a slick little design circulating the country. It's a universal B/G, with a table of ideal dimensions for every class. It really looks efficient, but I have yet to build one for myself.

*COMING RECTIONS*

The all new, July '74 Spotter will be out for NARAM. It's going to be the biggest and best yet. With this and more: Trailblazer II complete scale data - with a picture, too. AARDVARK Coverage and Results. More Plastic Model stuff. An all new Lifting Body.

SCHEDULE

With the Energy Crisis still upon us, THOR will continue to eat plenty of beans to relieve the gas shortage. Meetings will be held at pre-determined dates in Brett Riddgely's basement. Call him at 675-7973 if you need directions. All meetings listed below will be at 12:30.

June 1 Meeting/Picnic/Launch

June 8 Cub Scout Launch at West Chester Airport

June 9 THORME-8 Section Meet Eagle B/G, Pigeon E/L, Cl. 3 Scale, Alt Cl. 6 P/D, Cl. 3 S/D (5 x 50 streamer).

Call Alan Bland at 692-4019 for info.

June 15 Meeting

June 22-23 AARDVARK-3 Regional Meet Allentown, Pa. Hawk R/G, Open Spot, Swift B/G, Scale, Design Effy, Cl. 1 Alt Effy, Pred Alt, Cl. 0 Alt, Cl. 0 S/D, Dual Payload, Hawk B/G. Contact Carl Warner, 565 Woodland Ave., Pottstown, Pa. 19464

July 6 Meeting

July 20 Meeting


Sept 4-9 2nd World Championships Dubnica, Czechoslovakia 2.5 Nsec, P/D, 5 Nsec P/D, 10 Nsec Payload, Eagle B/G, 80 Nsec Scale Alt, 80 Nsec Scale. Observer's fee is $100.

Oct 11-13 MARS-9 Regional Meet Open Spot, Quadrathon, Swift B/G, Gnat R/G, Cl. 2 P/D, Cl. 1 S/D, Scale, Pigeon E/L. Contact Howard Galloway, 428 Ben Oaks Dr., West, Severna Park, Md. 21146

Notice the event changes at AARDVARK and NARAM. Don't go armed with the wrong rockets.
The glider Guppy built got 165 seconds in Swift R/C for first place at Aardvark-2. The one I built from these plans got 39 seconds in Hornet R/C for an EBN first place, and it was trimmed heavy.

To start, cut out left and right wings and mark them on the underside where they will be cut for the flap joint. Airfoil them. On the bottom of each wing, mark the little rectangle shown in the plans. Carefully cut the panels apart and cut out the small rectangles. Cut of 3/32" spruce out two 1/4" by 1 1/8" rods. Put on your sneakers and run down to the nearest sewing store. Buy some 1/2" wide sewing elastic. From this cut two 3 1/4" long pieces and glue them onto the spruce rods with Scotch Super Strength Adhesive, or a similar glue. When this is dry, use the same glue to adhere the spruce pieces into the slots in the inner panels of the wings (elastic up). With a gouger or an X-acto knife, cut a 1/32" to 1/16" deep channel in each outer panel. This is where the elastic will go. At this point, cover the inner panels with Jap tissue for strength. Set the panels next to each other, stretch the elastic to the end of the grooves in the outer panel and "Super Strength" it there, pinning it in place until it dries. When it does, put a suitable hinge on the bottom side of the wing (paper, mylar, monokote, etc.).

Cut out, streamline, and sand smooth the boom, rudder, and stab. Tissue cover the stab. Glue them all.

(Continued on page...
together, according to the plans. Jump off a cliff.

Cut out the lengths of RB50 and RB52 shown in the plans. Mark them and cut the slits, holes, etc. If you did it right, the RB52 is in two pieces. Glue the piece that doesn't have slots and holes in it over top of the RB50 (make sure all the angles are right). Glue the nose cone on the free piece of RB52. When all of this is dry, slide the two pieces together and put a 7/8" long 1/8" dowel through the holes in the RB52. Glue it there, being careful not to glue the tube together. Jump off a cliff, if you didn't do it at the end of the last paragraph.

Glue the wings and boom/tail assembly onto the body tube, aligning everything as shown in the drawings.

The only thing left is to glue the wire wing retainers in place as shown. They should just touch the wings, holding them flopped, with the body tube in the closed position. When the ejection charge goes off, the tube slides forward and the wings flop out.

-----------------------------------------
ANOTHER FUN-FILLED LAUNCH!!!

When Pete and Andy saw the beautiful weather outside after the April 27 meeting, they said, "Let's have an impromptu launch". So we had an impromptu launch.

The weather was better than that at ECRM-8. Lots of flights were made, including some that were rather noteworthy:

Andy's F67 Cinerco, which mysteriously returned to Earth with the camera turned off (the batteries weren't dead).

Alan's Retro-Rocket (see Model Rocketry, Jan. '70). The "ping" was impressive, but the "pong" was unstable. Maybe next time.

Scott's Sandhawk with a triple-tandem engine (D12-D8-B3). The end of the D12 was burned off and the fin assembly melted.

Alan's flight-converted flying Excedrine bottle made one of the few flights of "different" models (13)

that worked.

Andy Brown's Saturn 1B "spotlander", another horrid flight, but it missed the "X" by a lot more this time.

Scott's Enerjet Mike-Hoax, and it was a hoax, as it shredded in mid-flight (remember Ostrich egg- or "Mystery Foam" at ECRM-7?)

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This is a letter from Lee-Piester explaining what is going on at Centuri, hopefully dispelling some of the "rumors" from Pitt Con. It is addressed to Don Carlson, and was printed in his IMPULSE (Vol.3 No.5).

Dear Don:

Contrary to the rumors which I hear circulated around the Pittsburgh Convention, Centuri is still very much alive. We haven't been moved to Penrose, and there isn't the slightest thought of doing so.

Enerjet products, while short in some numbers, are still available only through our plant in Phoenix. However, because of certain material shortages, we are de-emphasizing Enerjet Promotion.

There was a "belt tightening" action in January, during which time Larry Brown was layed off. In addition some production departments were "trimmed back"--as we had built up sizeable warehouses full of completed products.

We are in the process of "standardizing" our Mini Motors dimensions to the many competitor Mini Kits already in use. This was done for many reasons, including difficulty in obtaining our present 2½" long Mini Motor casing from the supplier--another casualty of the Energy Crisis.

Overall, Centuri is busier now than we've ever have been. We're working on several new products--to be announced this summer.

Don, we'd appreciate your best efforts to stop these un-founded rumors--which, if not stopped, could be damaging.

Cordially,

Leroy E. Piester
STYLING STYRENE (cont. from page 8)

dee it very helpful. Remove all the excess plastic and other useless debris. When you do this you should get some idea if you are going to have any gaps between pieces or a wicked seam. I suggest taking very fine sandpaper and lightly sand it while it's not yet glued together. Now you can glue it together. Let it dry, and if it's a piece under stress, clamp it together with something suitable (a rubber band, clothes pin, tape, et cetera). Now that it's dry, take a medium grit (280-380) sandpaper and non-violently sand it down. If your seam shows or you have a gap, whip out your contour puttty for plastic. Sometimes it gets thick, so use some clear dope to thin it if necessary. Use some sort of putty knife and put a thick coating of putty all over the seam. Using the knife, take a little off so just a bit too much remains. Now give it a very light coat of flat white spray and wait until both the putty and paint are bone dry. Using very fine sandpaper (400-600 grit) gently sand off the putty until it is the way you want it and the seam no longer shows. Put on another coat of flat white (2 more if you desire) and sand it very lightly. Your seam should be gone and the piece is ready to be painted whatever color you like (flat white is a beautiful base coat).

Now for the painting tips!
To paint fine lines which many times are supposed to be wiring, use black for the wires and silver on the junction joints, rivets, etc. Most people always say, "Use the lightest color first, then the next darker color, and so on down until you get to the darkest." I don't always agree. Take the white plastic shroud on the Pilgrim Observer. My advice is (if you're gonna paint the shroud) to paint it last in yellow, red, orange, or some color like that. First paint the lines in black. That way you can work your way with the lighter color right up to the black. If you do it the other way and get unwanted black on the yellow, you're gonna have fun covering it! On that particular piece, do the rivets in silver with a toothpick. Now let's look at chrome pieces, especially radar units and things like that. Flat black paint won't stick to the chrome immediately. Always use flat black in detailing as it's easy to rub off with a toothpick and is not stringy like gloss black (yuck!). A radar unit or similar piece has tiny ribs in consecutively smaller circles with lines running the diameter of the circles. Put flat black over the entire front of the unit very rapidly. Then using your fingers, wipe it all off and your black paint will stay in the inside and the ribs will be chrome. Far out! That'll impress the judges.

If you want a really freaky psychedelic paint job on a piece of your model, take a large pan with a fairly deep dish and line it well with tin foil (or else you'll paint the dish and your old lady will paint you!). Then fill it most of the way with water and spray all different colors of paint in the water. Dip your part to be fixed up and Presto! Not bad, eh?

If you follow these brief guidelines, are a decently rich citizen, have a steady hand, and have one of a lot of patience you should be able to blind the judges with the brilliance behind your creation!

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SECTION POINT STANDINGS

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<th>Name</th>
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<td>4(7)</td>
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<td>2. Alan Bland</td>
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<td>7</td>
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<td>3. Pete Covell</td>
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<td>4. Andy Bennett</td>
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<td>THOR</td>
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And now.....
THE AMUSING FARCO
The NUDE TURNER
First place B Division Robin Egg after all work
Designed and Drawn by Alan Bland

Notes: Engine extends 9/16" from body for
piston landing
Paint with fluorescent paint
NAPAM model flew to 252 meters

Kuhne Capsule

3 fins
spaced 120° apart

1 1/8" 12" parachute and skirt needed

5 1/2" RE 77

2 1/2" RE 74 Engine intake

1/4" stabilizer
Presents:
Frank the Stay-Pressed Man
and His Double Knits
and Kate, his pet cigaretttes...

in "The Job"

by

Next month:
(if you're lucky)
"The Bust"

Art by Kenneth

by

Lorem Ipsum
Lift off with our great supply of model rocket supplies. Remember double slips for Rocket Club members at our West Chester Shop.

Happy Flying.

THE SPOTTER

ALAN BLAND
849 Parkside Ave
WEST CHESTER, PA
19380