

SNOAR NEWS

May/June/July '86

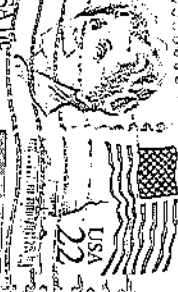
SNOAR NEWS

"THE LEADER IN SNOAR MODELING"
1097 W. FALLENWOOD DR. #31
SALT LAKE CITY, UT. 84119

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Newsletter Exchange

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JUL 4 1986

Rachel Carson



SNOAR NEWS

May/June/July, 1986
VOLUME 12, NUMBER 4

1985 LAC Keabler Award Winner
For Outstanding Modroc Journalism
and Rich, Buttery Taste

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SPECIAL BONUS PAGES!!!

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COVER STORY:

You'd smile, too, if you had one this big!!! Don McPherson and Ron Schultz pose near the 8" diameter "Bruiser". The seven foot tall model featured a solid balsa nose cone, 2" H142 and 2 G65 power, and was launched from Chris Pearson's "Ultimate Launcher" (see SN V12#2). Back Cover: Ron and Don load this baby onto the pad. Photos courtesy Chris Pearson.

CREDITS:

Executive Elf, Editor and Publisher: Matt Steele, 1977 West Fallwood Drive #31, Salt Lake City, Utah 84118; Big *\$%&* Elf: George Gassaway; Biker Elf: Chris "Norton Freak" Pearson; Elf in Charge Of Artwork: Mr. Maddog Williams; All the Little Elves who Make This Plausible: The Fabulous Thunderbirds, Terry "Swan" Lee, Chas Russell, The Real Chris Johnston, Bob Geler, J. Pat Miller, Jack Kobzeff, Ron and Debbie Shultz, Mike Wagner, Wayne Hendricks, MisterTwister, Bob DelPrincipe, Randy Kelling, Moose, Wasco Schafter, Bob Ferrante, Heidi (Chris's girlfriend), Robyn (Matt's girlfriend), Brad Bowers, and Picobytes of others. Gary F. sent in his \$50 and is now absolved of any embarrassment he might have caused himself.

SNOAR NEWS is published 6 times a year by little elves in a hollow tree. It really is! Damn, we knew you'd never believe us... This is *Volume 12, Number 4 SNOAR, SNOAR NEWS, California Larceny, and IMPACT copyright ©1986 by the SNOAR Industries, a subsidiary of the Damon Corporation (well, not just yet). Subscription price is still only \$10, but will probably go to \$20 or so when the takeover negotiations are complete.

PUBLISHING FUNDS: COURTESY NORTH COAST ROCKETRY



Hoo-boy!

Well, if you thought that there was big news a few months ago, this one will top it! Yessirre, Matt "The Man of" Steele is getting married! It must be something in the composite motor exhaust, right, Gary? Anyways, I'll be getting married on the 6th of September (no, I don't HAVE to!) to Robyn Palmer in Salt Lake City. I've pretty much broken her in at local meets here, but she'll be getting her first taste of the big time when I drag her to LDRS and NARAM. So, I'd really appreciate it if you'd keep all of those stories to yourself, and not screw things up before the wedding. Also, you might want to stop by and offer Robyn a little sympathy. At least she's seen my building room. Now, if I can slowly let her see everything in storage, I think it'll be OK.

There's also been one addition to the family. The original Mac got adopted by Robyn's family, so I have now upgraded to a Mac Plus (Take that, Skynotes!). However, Mac Plus (or Mac+, for short) didn't feel too good when I got him, so he went in for some major surgery (for two different motherboards), and I'm not sure whether he's fixed now, or whether I just am playing with some bad or old software. Anyways, that's why things have been a little slow.

Please also note that subscriptions have been changed. We're going bi (Hmmm...), um, bi-monthly, starting with the next issue. Hopefully this will keep costs somewhat under control, and prevent me from pulling tricks like a three month issue (but you do get extra pages in this issue to make up for that!).

Hopefully we'll see you at LDRS-5. It looks like it will be the biggest one yet. With a number of the Barrowman Commission members, including Vern Estes, in attendance, this will be a pivotal event in the emergence of high power rocketry. Chris and I are looking for everyone to have a great time, so make sure you take the time to talk to folks, drool at the models, and strain those eyeballs on the ultra-fast launches. If you can't be there, don't worry! George will be editing the NARAM/LDRS (October/November) issue (as a wedding present to me, since I'll be honeymooning in Hawaii), and there will be plenty of photos. Chris Johnston (the REAL one) and Deb Schultz, be forewarned that I'll be expecting you to write up the event.

See you in the August/September Issue!

Matt & Mac+



We at SNOAR NEWS recognize our social obligations to the rocket community by allowing responsible persons to present opposing viewpoints...In their own stinking newsletters! (You don't see North Coast Rocketry ads in Model Rocket News Magazine, do you?) We also recognize the need to print outrageous humor, so, in honor of Chris "DQ It anyways" Tavares, we're presenting more.....



Dear Sirs,
I've seen the future of model rocketry and I STILL want my money back.
Tip Vortex
Action Rocketeer

Dear Sirs;
When I grow up I want to be a Big Time Internats competitor like Mike Micci or Chris Pocock....then again, I might just settle for a qualified flight.

A Divisioner
But Learning

Dear Sirs;
♫ I love rocket's roll ♫
♫ So put another bird on the launch pad bar-bee
I love rocket's roll ♫
♫ So hook up the clips and fly it f'mel
Joan Jett
and the BAMROCS



Dear Sirs;
Oh sure, I could have sent this to *Late Night With David Letterman*. But what if Kenny the Gardener had read it by mistake? Shucks!
Chris Elliot
The Regulator Guy

Dear Sirs;
I thought I saw Don Carlson in the hobby shop the other day.... He was ripping off some sheet balsa....You know, the light stuff that you'd use for glider wings...
Come to think of it, I guess it wasn't him.
Steve Behrends
Still Out There

Dear Sirs;
Now that Matt's a Trustee and all that, can he officially reprimand himself? Sounds kinky, if true....
A Long Time Subscriber

Dear Sirs;
Hey, why don't you guys lighten up on Jerry Irvine? I think he's doing a fine job with US Rockets and California Rocketry. And I should know, right?
Mister Encyclog
Mineral Point, WI

Dear Sirs;
"Rocketeers Without Hats" gets our vote for "Best Modroc Video Soundtrack Album of the Year". But then, did we really have a choice?
Siskel and Ebert
Famous Video Critics

(Note to Moose: Your copy will be shipped soon!)

Dear Sirs;
Have you ever wondered why NARTREK base has all those great competition plans and scale data and stuff, and why NARTS doesn't? Maybe we should all go for the Bronze....
East Coaster
East Coast, USA



Dear Sirs;

Thanks for not printing any dead astronaut jokes. We want you to know that the folks at General Mills, manufacturers of Tang™ instant breakfast drink, are just sick about the whole thing, too.

NASA STS-51L Ground Crew
Cape Canaveral, FL

Dear Sirs;

I've seen the future of high power rocketry, and I just can't afford it!

Mr. Maddog
Hollywood, AL

Dear Sirs;

I first saw your newsletter at the recent International meet in Bulgaria. Do you accept unsolicited manuscripts? Here is a very funny rocket happening that I just heard the other day. Perhaps you can use it in your next issue:

Привет всем людям интересующимся ракетой, вернее сказать ракетой-развлекательной ракетой.

Эта ракетка имеет вид обычной ракетки, но она имеет очень интересную особенность. Она имеет очень интересную особенность. Она имеет очень интересную особенность. Она имеет очень интересную особенность.

Λεπτομερειασ φησιν οτι η βαρυτητα ειναι η αιτια της βαρυτητας. Η βαρυτητα ειναι η αιτια της βαρυτητας. Η βαρυτητα ειναι η αιτια της βαρυτητας.

Hope you enjoyed it!

Боргас, България
Borgas, Bulgaria

Dear Sirs;

How come God doesn't take me out of my misery?

Richard Santelli
Lost in Tejas

Dear Sirs:

Recently seen in the Houston Post was this quote: "High Power Rocketeers often greet each other with open hands to show that they have spent all their money building "ultimate" launcher systems, such as those seen in the last SNOAB NEWS, and therefore can't afford to fly any rockets with them.

Your Houston Tripoli Trifecta

Dear Sirs;

If model rocketry is so damn much fun, how come I'm dead?

Howard Galloway

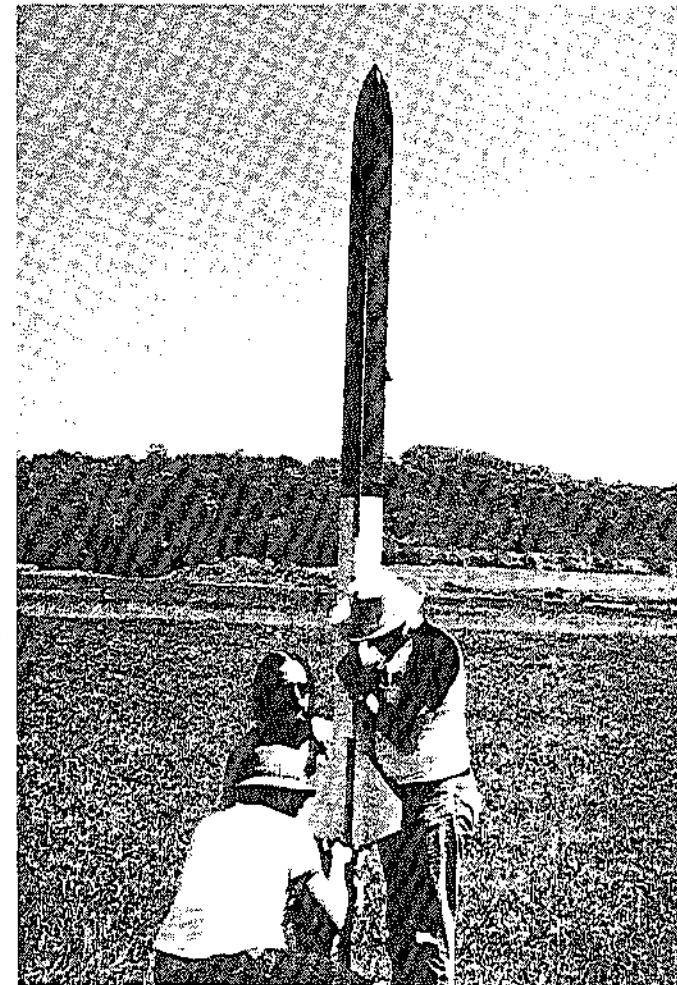
Z-1

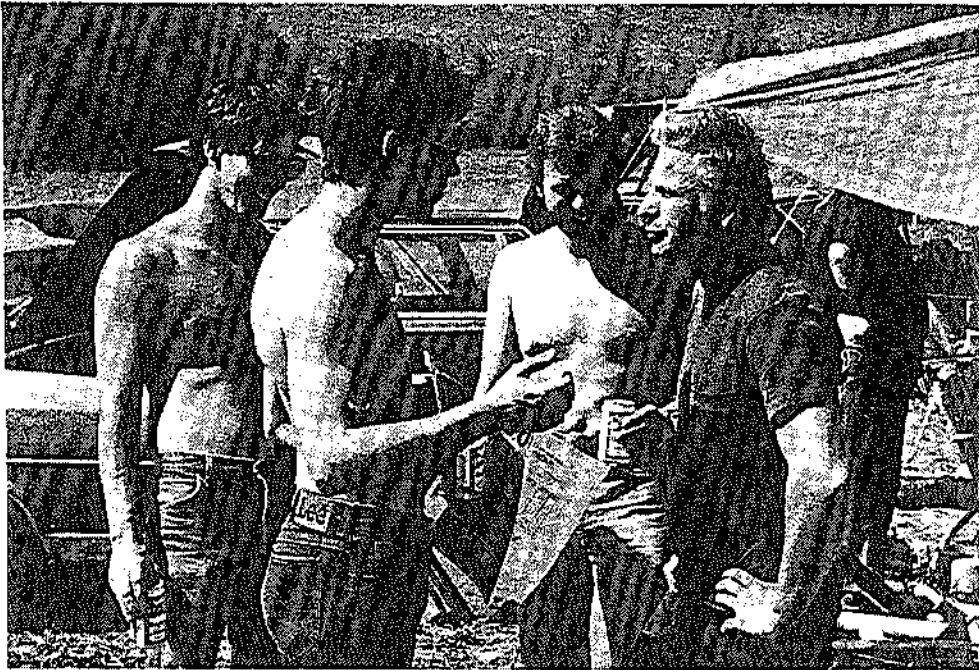
ZELIENOPE ONE HIGH POWER LAUNCH

A photo essay by SNOAB Correspondent Chris Pearson

Z-1, a recent high power launch in Zellenople, PA, featured a good turnout and some unique high power rockets. Chris Pearson was there to bring you these top notch photos.

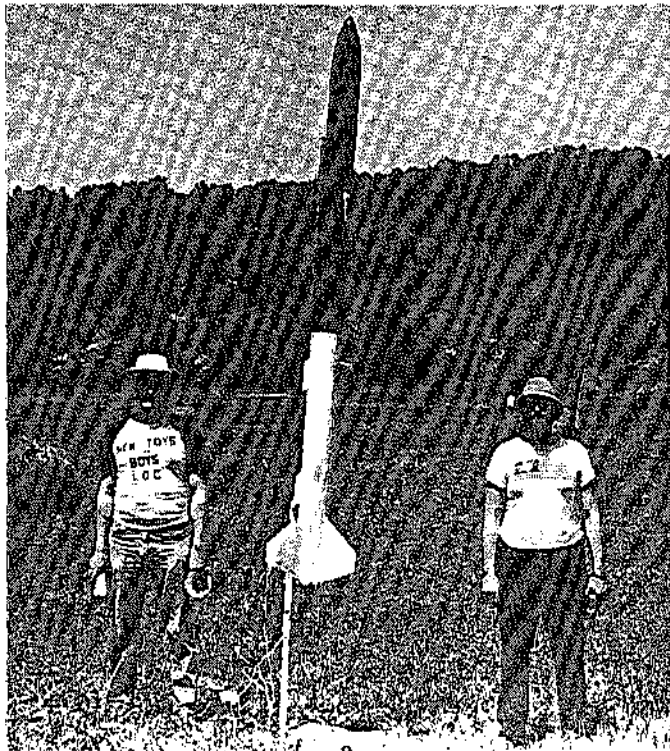
Below: Jim Balmer and Kieth Murdock assist Chuck Mund in loading his K675 powered Television rocket. The model contained a one watt FM transmitter, with an on-board black and white TV camera. The rocket weighed 33 pounds at launch, and used a one inch diameter launch rod!





ABOVE: Ron Schultz talks things over to Ken Good and various Pittsburghers.

BELOW: Chuck Mund and Kleth Murdock pose with the TV rocket.



ABOVE: The SNOAR contingent turned out in full force with Donna McPherson, Ken Hubal, Deb Schultz, and Chris Daniels looking over some motor specs.

BELOW: Ron Schultz hooks up the Ignitors on his LOC Bruiser. Power was by 2 HI-42's and 2 G65's!



'86 Randall Park Mall Show

By Chris Johnston

THE 35th NATIONAL MODEL PLANE SHOW

The 35th National Model Plane show was held at Randall Park Mall over the weekend of Feb 28-Mar 1 weekend. This was a week earlier than last year for reasons which were never made entirely clear (at least to me). The model rocketry portion of the show was handled by SNOAR again this year, allowing us to show of some very LARGE Rockets, pass out literature, and sign up potential new members.

Contrary to popular belief, the mall show doesn't just start on Friday and end on Sunday afternoon. Pre-show planning starts with a meeting in October or November at monthly intervals up to the show. We get a budget of \$4000 to \$5000 dollars from the mall which has to stretch to cover table rentals, trophies, printing and supplies. The trophies eat up around \$2000 of the total budget each year.

The money comes from the mall, backed by the Mall Merchants Association. The reason they are willing to spend money on this scale for a model airplane show is that the show draws crowds up to 100,000 people over the weekend. That makes up the largest special event that they have and attendance sometimes exceeds that of the day after Thanksgiving crowd, typically the biggest shopping day of the year. The Rocket, Boat and R/C car people got into it because the airplane part of the show is held on the lower level of the mall and upstairs merchants demanded a piece of the action.

I attended the monthly planning meetings where we decided on number of number of events we would run, the number of tables that would be needed, and the like

The Monday night before the show Ken Hubal and I attended the pre-show planning meeting where we attempted to insure that everything was ready to go. The Thursday night before the show several of our people (Chris Pearson and Ken Hubal, at least) arrived at the mall to set up our tables.

Friday afternoon we all converged on the mall to set up our display and take the first entries. Entries are accepted from Friday afternoon to about 9:00 pm Saturday night. We got a number of entries from our "school grade open rocket" event with one real standout - a flawlessly built Estes Stealth kit entered by Dennis Wilson from Garrettsville, Ohio. This was the first place winner in school grade and won the official "J. Pat Miller freebie A Division membership". Sport Scale was represented by only three entries this year, a Phoenix missile (1st), an Honest John, built by our own Chris Martin (2nd) and a Cruise Missile (3rd). Computer Altitude saw a number of good entries this year, many that looked like reasonable competition models. Chris Martin took first with a modified Zinger and a B8-5 with a computed altitude of 341.74 meters. Ken Hubal tied with Andy Reeves' Foxfire-thing at 304.83 meters. Since the models were weighed on postage scales (this year everybody forgot to bring a scale - last year a

certain person who shall remain nameless (hear that, BOB?) said that he would bring a scale, and showed up with a Super-Loki Dart scale model.) The scale was accurate to MAYBE to 1/2 oz and the Cd values were eyeballed, we re-estimated both and awarded second place to Ken Hubal. Actually, Chris Martin and another Zinger had the second highest altitude but we run a "no multiple prizes in an event" rule, with exceptions

We held Scale this year as an experiment, but never again. Chris Pearson's 1:1 Enerjet 2650 took first (*Editor's Note: What? Come on, Chris!*) as it was the only real scale model in the pack. Deb and Ron Shultz took second and third with large models. Deb's took second because if you stood far enough away (like the length of the mall) it looked something like a Pershing. Next year we'll probably replace Scale with an open event.

All in all, we made some really good contacts again this year and will probably pick up some new members which is, after all, the point of the whole thing.

SNOAR FLYING SCHEDULE

Yessiree, there's really activity happening! Check this out!

July 19 - Sport Fly In Medina @ 2:00 pm (LDRS warm up)

July 26- Meeting Euclid Library (planning session for LDRS-5)

Aug 1-3 LDRS-5, Medina, Ohio (Don't miss this!)

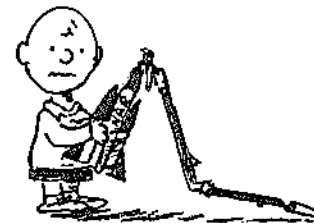
Aug 2 (late) Matt's Bachelor Party (If we can round up the broads!)

Aug 3-7 NARAM 28, Champaign-Urbana, IL (Let's all go bug Bunny!)

Aug 23 - Meeting Euclid Library (Post LDRS/NARAM session)

Aug 30 - Sport Fly In Medina @ 2:00 pm (Use leftover LDRS motors here!)

Dec?? Annual SNOAR Christmas Party and Group Grope



"GOOD GRIEF!"

NAR BLUE RIBBON COMMISSION SUGGESTS BAN ON MAMMALLOFT;

COMMISSION CITES EXPLOSIVE HAZARDS

In their comments on the HPRCC high power rocketry proposal, the NAR Blue Ribbon Commission suggested a complete ban on mammal-carrying rockets as part of a general prohibition of explosive carrying rockets.

Their suggested change to the proposal:

2.12 This section should prohibit any explosives from being contained in a rocket. Delete "high" in "high explosives". Also, we suggest adding: "A high power rocket shall never carry a mammal."

This constitutes the first known acknowledgement that mammals are, in fact, highly explosive. These explosive (and therefore highly dangerous) animals have no place in model rocketry. Who knows how many homes that are destroyed in "natural gas explosions" every year that are really victims of an accidental detonation of the family cat or dog? For this reason, no NAR or Tripoli member should keep such an animal. In fact, the presence of other people in the home (people are mammals, too!) is of grave concern. The safety conscious NAR member should IMMEDIATELY line his or her bedroom with sandbags to prevent a catastrophic chain reaction in the event of a premature detonation of a family member.

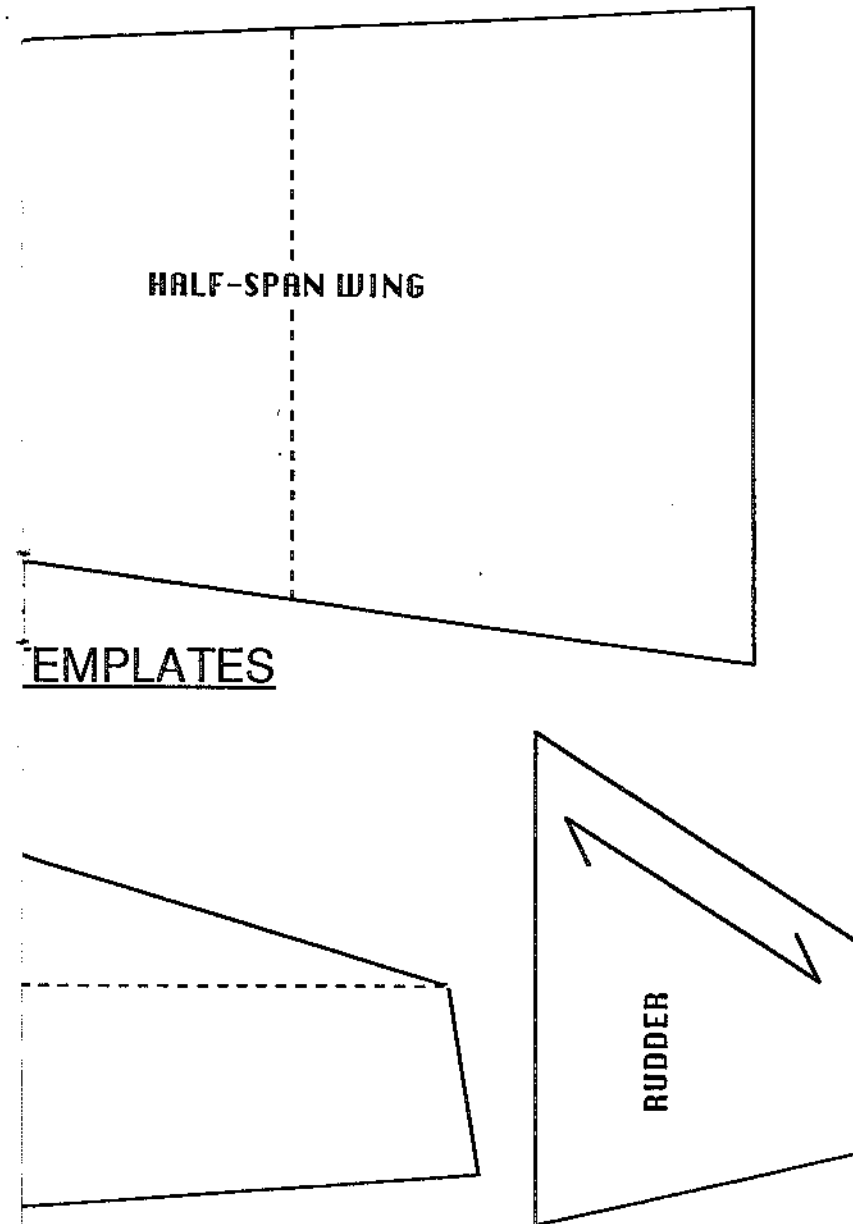
To provide satisfactory replacements for the now-banned mammallofters, the following organisms have been examined and found to be of limited explosive potential:

Alligators	Crocodiles	- Snakes
Lizards	Turtles	Sharks
Clams	Lobsters	Birds
Fish	Worms	Most Microorganisms
Potatoes	Trees	Cabbage
Broccoli	Watermelon	Spinach
Corn	Carrots	Apples
Oranges	Pickles	John Alexander

Please avoid flying:

Cats	Dogs	Rats
Bats	Moose	Monkeys
Lions	Tigers	Bears (oh my!)
Mice	Rocky	Bullwinkle
Pigs	Llamas	Whales
Dolphins	Hippopotamuses	Bob Ferrante

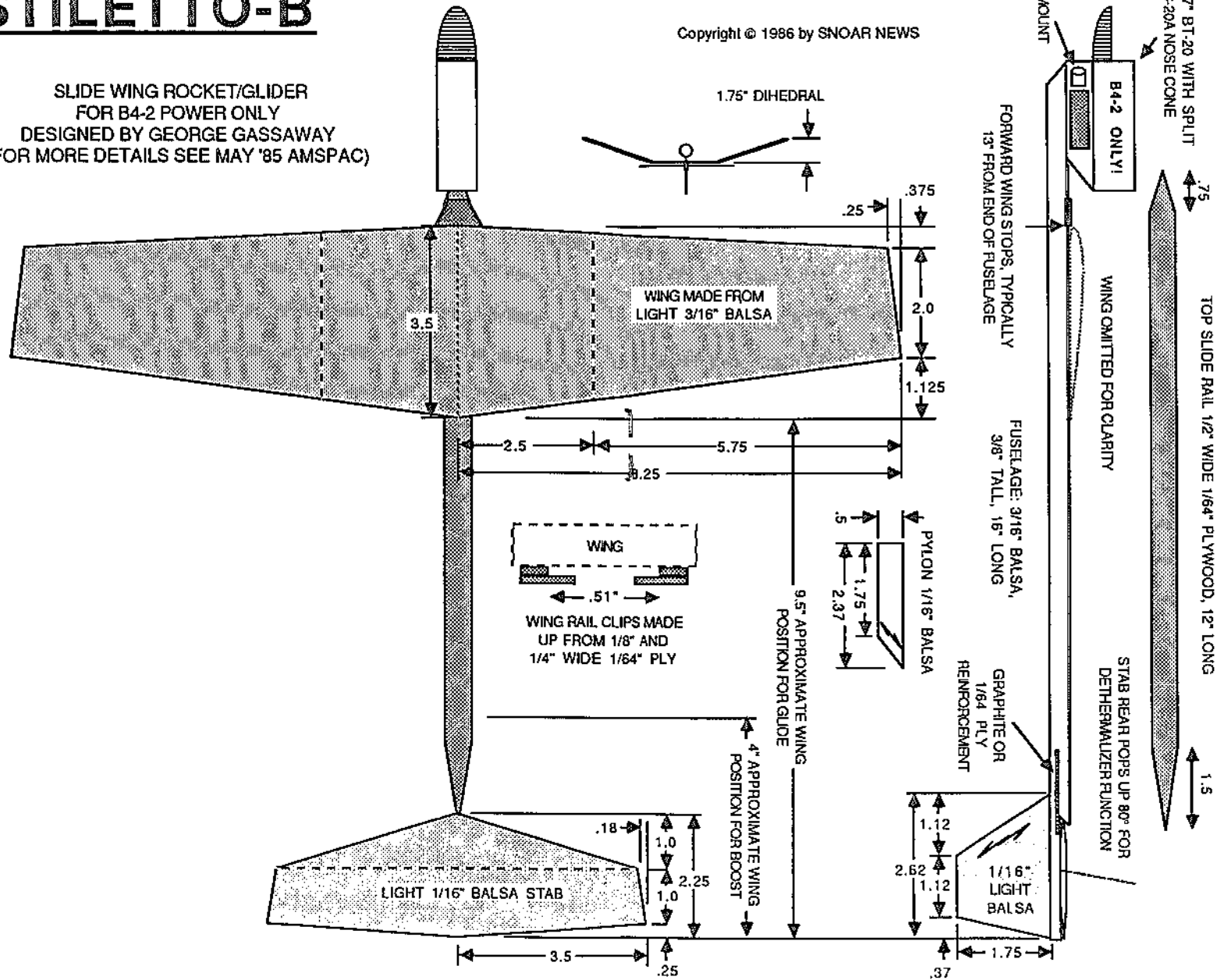
Don't let yourself be the first rocketeer to be injured by an exploding mammal

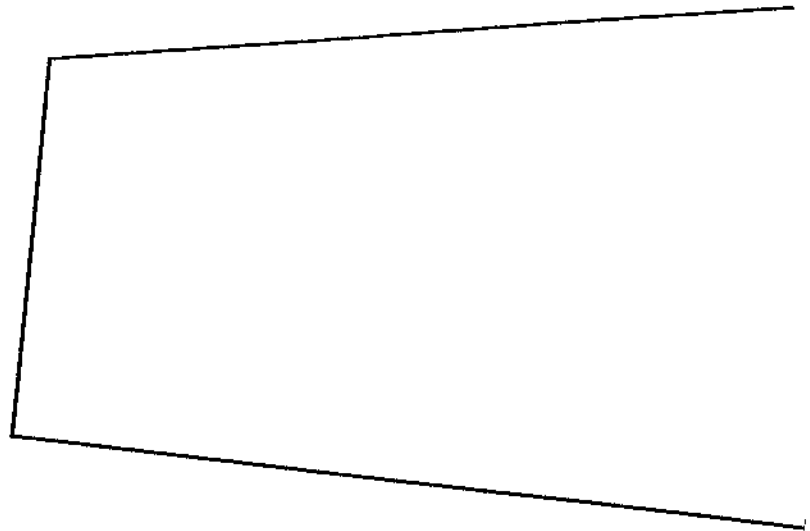


STILETTO-B

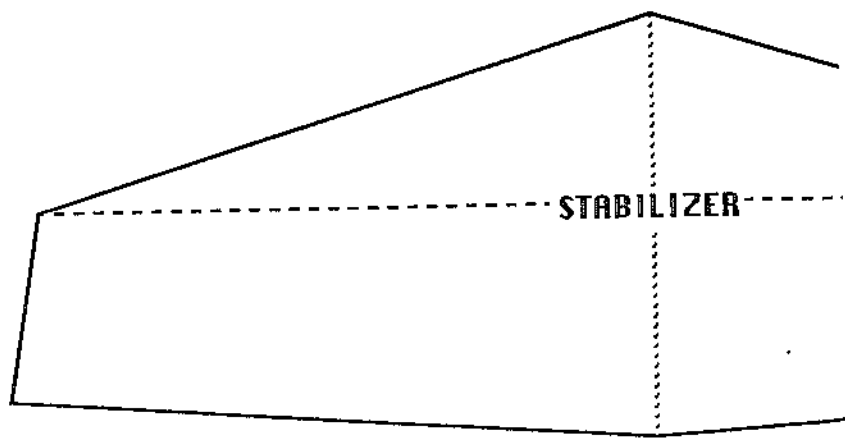
SLIDE WING ROCKET/GLIDER
FOR B4-2 POWER ONLY
DESIGNED BY GEORGE GASSAWAY
(FOR MORE DETAILS SEE MAY '85 AMSPAC)

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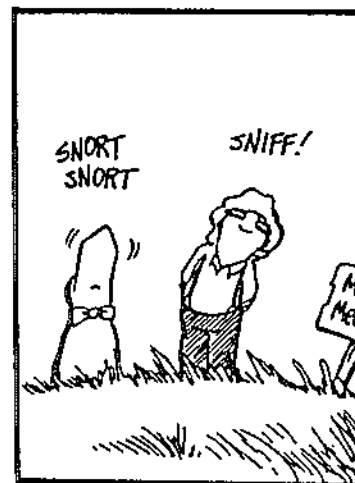
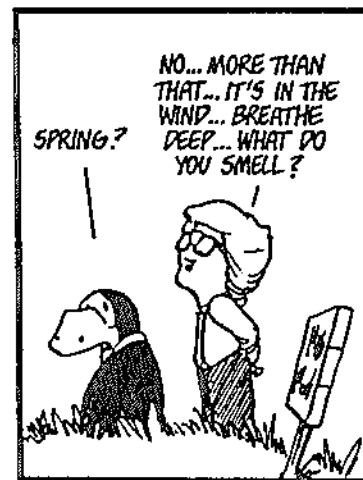
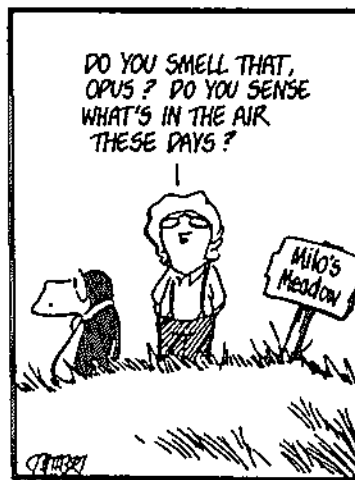


STILETTO-B FULL SIZE 1



BOOM! COUNTY

(with apologies to B.B.)



You Know You're REALLY Into High Power When...

by Chris "Norton Freak" Pearson,
an avowed high power expert

You have to take out a loan from the credit union to buy your summer supply of motors.

You have to rent a van to cart all your rockets out to the local flying field.

You have truck out to Utah in order to fly the "really big ones".

You start thinking of your rockets' dimensions as "feet in diameter" and "meters in length".

You buy \$2000 worth of woodworking equipment just to cut out rings and sand fins.

All the manufacturers call YOU!

You begin to run credit accounts with all the major manufacturers.

You begin to think of 2.125" diameter motors as regular motors and 1.5" motors as "minis".

You start calling four inch diameter models "small".

F motor flights start to bore you.

Clusters of F100's start to bore you (but only when they work right)

You own no tubes smaller than 1.125" unless they're launch lugs.

When you put your launch rod in the car, you discover that you can't close the hatchback!

You can't even begin to put your models in your car!

The "small" prototype for your "really big rocket" is made of BT-39.

You are on a first name basis with the key people at the FAA office.

You start thinking about taking models to Earl Schibe to have them painted because it would be cheaper.

You can't stand your rockets on the floor of your place in one section because they are too tall.

You purchase shock cord by the 100 foot spool.

You spend about \$300 on a super launcher and electrical system.

You discover that you must fiberglass your 1/8" aircraft birch plywood fins because they won't hold up to a "J" motor.

You have to buy a Sears Die-Hard battery to power your systems because the old one can't fire ten ignitors.

You calmly explain to the local fire marshal the state and federal regulations, and he's so impressed that he not only doesn't hassle you, but instead asks to come out to a launch.

A "T" class motor doesn't sound that far out anymore.

LDRS becomes a religious ritual rather than a sport rocket meet.

You find that people don't call your rockets "toys" anymore. Instead they ask about yields and ranges.

Yessire, I've got the...

HIGH POWER BLUES!

Yeah, I been savin' fo' months
to buy me a pack of F's,
But FSI got downgraded 'n' Crown bit the dust
and Areotech is all that's left
costs too much money, honey,
I buy the highest legal flight in town
I gots dem composite motor blues, baby,
the high price of high power rocket's got me down

-- from COMPOSITE MOTOR BLUES
by Blind Melon Maddog

M'sieur (or Iz il mademoiselle?), beed and make fly!



A Large Soft Drink Container Conversion
by (again) MR. MADDOG
Inspired by a design by NARCS alumnus Gregg Cottis

Background

The scene is the first Southland Championship Regional, Homewood, Alabama, in June 1977. Gregg Cottis is helping run the meet but he didn't bring anything to fly himself. Remember that line about boredom being the true mother of invention? Right...

So, Gregg grabs an empty soft drink cup, epoxies a mini-engine nozzle-up in the center of the bottom of it; impales said cup, inverted, on the launch rod, and proceeds to launch it.

Well now, Joy Fox, (half of the famous Fox Team from Orlando, Florida, and not one of the most "laid-back" people I've encountered in this hobby, I might add) nearly went berserk! "You're not really going to let him fly that thing?!" she protested loudly to those of us on the rangehead.

"Of course we are!" we chorused, "He's the RSO!"

Needless to say, Mrs. Fox was none too pleased. Nevertheless, the launch proceeded and Gregg's cup turned in a picture perfect flight.

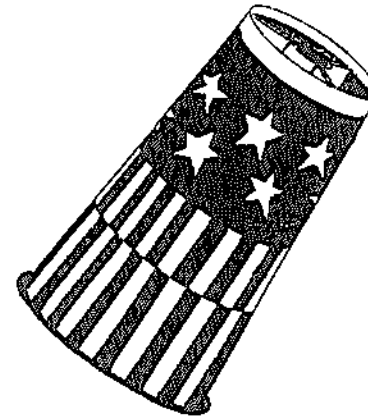
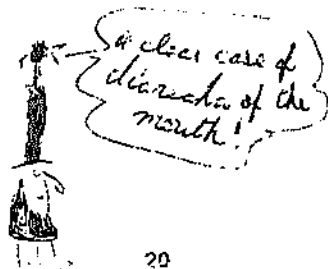
Next on the flight line was the Fox Team's Helicopter Duration entry. Joy's Gyroc-styled whirlybird left the pad with severe tip-off, a few unstable rolls, and flopped to the ground about a hundred feet out.

There's a moral to be learned in there, somewhere.

CONVERSION

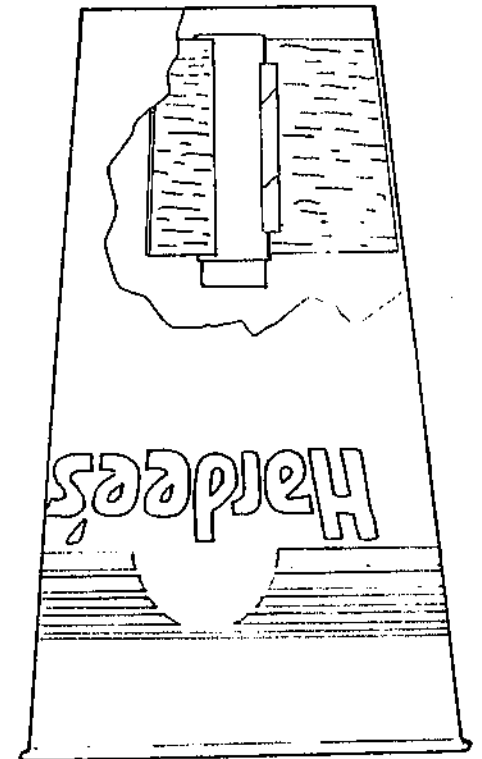
It's E-Z! Cut out the bottom of any Large Soft Drink Cup. Assemble the motor mount from a 1.75" piece of BT-5, a homemade engine block, and three scrap pieces of balsa. ... Don't forget the launch lug. ... Glue the mount in place as shown. ... Decorate or leave Au' Naturele. ... Fly with a mini-engine and GOOD LUCK!

(Of course, most of the SNOAB NEWS readership thinks that a mini motor is a D12. In that case, please substitute a BT-50 or a NCR BT-11 for the BT-5.)

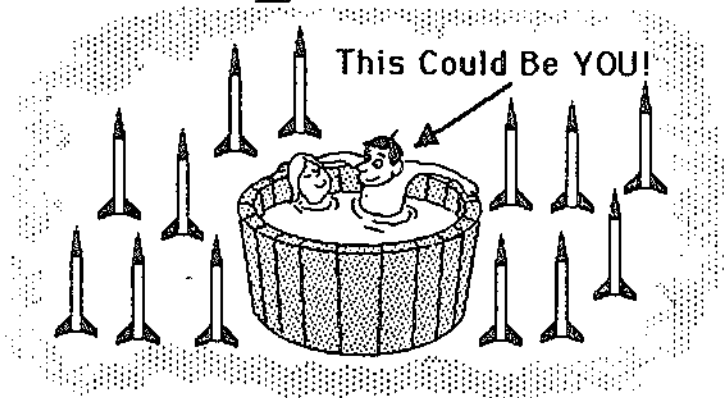


Special note to Bob Kaplow:
This is not a food container!

Mr. Maddog says:
"Build this neat plan
or I'll shoot this
groundhog!
And I mean it!"



WIN!!! A DREAM DATE WITH MARY ROBERTS



Here's the greatest chance yet from the incredible editors of SNOAR NEWS! Yes, you, Joe Average Rocketeer can have the time of your life with Estes Industries's Mary Roberts! Think of it! She's witty! She's good looking! She's dynamite fun to be with! And, she knows more about Estes rockets than you do!

PRIZE DESCRIPTION:

You and dream date Mary Roberts will be whisked away in the SNOAR NEWS rental car during NARAM 28 to an undisclosed coffee shop near the Hardees in beautiful downtown Rantoul, Illinois! There you'll dine in limited luxury before being shipped off to one of Rantoul's finest night spots, the Holiday Inn Junior! And, before returning to the sanctuary of your own bed, you'll drive by the famous Slot and Wing Hobby Shop where real Estes model rockets are sold!

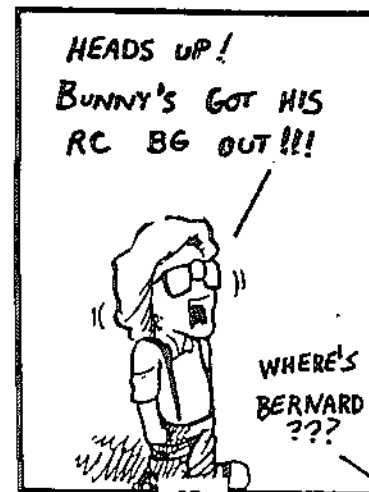
ENTER TODAY!

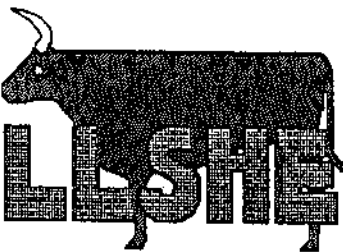
No purchase necessary!

CONTEST RULES

- 1) Write your name, address, city, state, zip code, and phone number on the back of a U.S. Twenty dollar bill.
- 2) All entries must be legible. No entries in crayon will be accepted.
- 3) All entry forms become the property of SNOAR NEWS.
- 4) You may enter as many times as you wish.
- 5) Winners must be at Naram 28 to claim prize.
- 6) Winners will be selected by committee in a somewhat random fashion. The decision of the judges is final, even if they were drunk.
- 7) Rocket Nerds, rocketeers with bad breath, Herb Desind, Jerry Irvine, convicted sex offenders, G.Harry Stine, Bunny, and the entire Leading Edge staff are not eligible. J. Pat Miller may enter only by submitting a \$50 bill in advance.
- 8) Cash only, please! Checks will not be accepted, especially from certain California con artists.
- 9) NAR Liability Insurance does not cover this contest or the winner.
- 10) We reserve the right to award no prizes.
- 11) This contest void where prohibited by law or common sense.
- 12) SNOAR NEWS staff (INCLUDING the selection committee) is eligible to win.
- 13) Estes Gift Certificates totaling \$10 may be substituted.
- 14) An escort (possibly Larry Holmes...Yeah, that's it, Larry Holmes!) may be provided your (and Mary's) safety.

The fine print: Anyone reading this is crazy! Of course, we aren't going to award a prize! We never even asked Mary about this! Or her husband! Mary, if you are out there squinting at this, send DT2 motors!





BULLSHEET

California Rocketry has officially bitten the dust! Jerry Irvine has admitted that California Rocketry is no more, which is reasonable, since it's been two years since an issue has appeared. If you've sent money to Jerry for a subscription, send us the amount he owes you and your current address. We'll attempt to recover for you, since Jerry allegedly will offer a refund. Don't hold your breath, however. As a matter of fact, if you're a US Rockets customer who hasn't gotten products, let us know. There is a distinct possibility of a class action suit against Jerry at this point from talking to various people. As an added sidelight, Jerry hasn't paid off his court judgement of \$400 that for his bad checks to NAR in 1984. Funny thing is, he's got enough money to print a new flyer and mail it out.

Rumor has it that the NAR is concerned about motor manufacturers not complying with NFPA 1122 "Code for Unmanned Rockets". This code provides the requirements for the sale of rocket motors to the general public. It is incorporated into the state laws of 45 to 47 states.

It seems that some of the high power manufacturers may have been selling motors which are not NAR certified including motors in the E, F, and G range (the NAR will start certifying G motors on 1 January 1987) and H+ motors such as DOT Class B motors. NFPA 1122 provides specific requirements for the sale of such motors.

The NAR is rumored to have given the high power manufacturers until LDRS-5 (August, 1986) to come into compliance. If not, the word on the street is that the NAR is considering a request for an official interpretation of NFPA 1122 from the NFPA in Quincy, MA. This interpretation, along with a list of all manufacturers selling motors that are not NAR certified might be sent to the North American Fire Marshals Association to notify the state fire marshals in all fifty states plus Canada.

Such a notification could be serious business. State fire marshals and local public safety officials might shut down sport rocketry in their jurisdictions. This is despite state laws that might permit the sale of sport rocketry products.

In March, 1986, the entire state of Georgia was shutdown for model rocketry as a result of actions of a local public safety official complaining to the GA state Fire Marshal. With all 50 state fire marshals aware of motor manufacturers that may not be in compliance with NFPA 1122, this same problem could happen to high power rocketry. The NFPA is the National Fire Protection Association, THE national organization of fire marshals and other public safety officials who work in unison to write codes they believe that best serve their constituencies from fire and related hazards.

Rumor further has it that the NAR does not particularly want to initiate this action, but if after LDRS-5 motor manufacturers are not in compliance, they will take action. It could do long term serious damage to high power rocketry as we know it.

Do you need a recovery aid for your large scale, high power rockets? If so, a new product by TRANSOLVE (with long time SNOAR member John Fleischer as president) may help out. The Rocket Transmitter XMR-1 is now available to help out. It's small (1.2" x 2.4" x .5") and light (only .6 oz without it's 9V transistor battery), with a range of 1000' on the ground and 3000' in the air from it's 100 mW transmitter. The beeping tone it emits can be tracked with a CB radio or walkie-talkie. Assembled and tested (minus the crystal, which you'll have to pick up at Radio Shack to insure that your walkie-talkie matches) the unit sells for \$25 for one and \$40 for two (shipping included). With a one year warranty, and John's fine reputation in electronics, it's hard to imagine a better deal. To order, write: Transolve, 1197 Genesee, Mayfield Hts, OH 44124.

Competition Model Rockets is back going strong, thanks to Craig Kuhn, who has stepped in to help Howard out. I got my last order in only three weeks, so things seem to be back on track. I guess Howard is busy selling IBM clones, and sort of left CMR to fade away, but Craig and a few NOVAAR-ites helped put things back on an even keel when Howard's helper went AWOL.

International competition is still a hot topic, as the World Championships will return to the US in 1991. It appears that the '87 championships will be in Belgrade, Yugoslavia, and the '89 championships will be in Dubnica, Czechoslovakia. The USA/USSR meet is still tentatively scheduled for next May, although there is no official word due to diplomatic concerns. If you want to be considered as part of the USA team to fly against the Soviets, be sure to fly in the flyoffs at the end of NARAM 28.

NAR membership is expanding! The membership is at 3200+, and it may actually hit 4000 by early next year! No one can tell where this may end!

The last Lucerne launch saw about 65 people attend, including Ron Schultz and Chuck Mund. Chuck brought out his Big Bertha to fly on a cluster of J motors. Of the four Composite Distribution (AKA: Jerry Irvine and Tom Johnson) J motors used, (along with three Aerotech J200's), three cat'd, causing quite a mess of the on-board cameras, radio gear, and such. Supposedly, it turns out that Jerry sold Chuck motors that had been rejected by an industrial customer. Needless to say, Jerry was forced to refund the cost of the three motors (which still wasn't much compared to the vehicle's total cost). I doubt that Chuck will continue to use Composite Distribution motors, as it seemed that the K675 motor used in the TV rocket (See page 7) was a bit lower than claimed total impulse. By the way, the Aerotech motors worked perfectly.

National Championship Favorites going into NARAM 28 should be George and Matt in C Division (both have 5000+ pts, but are only 140 apart), the Odd Couple Team (Jeff Vincent and partner) in the Team division, and Tim Marcy in B Division. NIRA and NOVAAR will battle it out for the section flag.