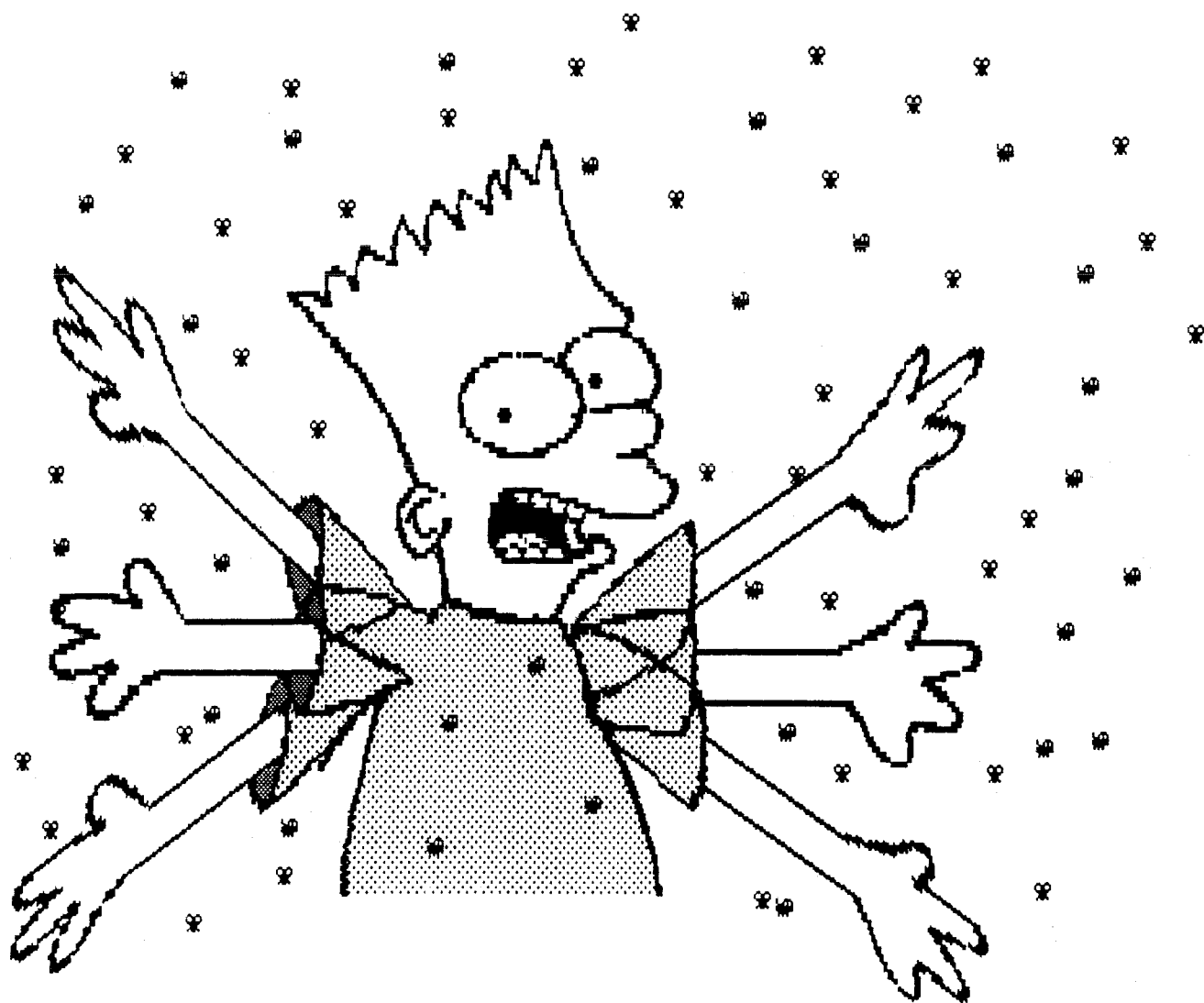


Star-Date 891

The Newsletter of ASTRE, Section of Champions
STAR-DATE, Winner of the 1989 LAC Newsletter Award
Mickey Gottung, 1998 A Division National Champion
ASTRE, 1998 NAR Section Reserve Champion &
1991 NYSPACE NYS Section Champion



STAR-DATE 8.91

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Articles, plans, letters, suggestions for publication, or exchange newsletters should be sent to the addresses above. Submissions should be clearly hand-written, typewritten, or (preferably) on a 3.5" 720k or 5.25" 360k IBM-compatible disk (other formats are possible, call us). Submissions should reach us by the 20th of the month preceding the desired cover date for full consideration for publication.

STAR-DATE is provided to ASTRE members as a membership benefit. STAR-DATE is available to non-members at a low subscription rate of ten dollars for twelve issues. Please make checks payable to "ASTRE". See the ASTRE Application for further details. (Page 5)

Production crew: Chuck Hemker, Jim Nolan, John Sicker, Jeff Vincent.

Editors of the Month: Jim Nolan, John Sicker and Jeff Vincent.

Contributors : Karl Hemker.

On The Cover : Artwork by
Jeff Vincent

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Editor's Thermal

Ick! Summer!!!

Yes, it's summertime and the livin' is, well, darn hot! We've been having some hot, dry weather this spring (April/May/June was about 4.5 degrees warmer than normal) and summer has shown no sign of turning down the heat.

Summer is usually a relatively slow time at ASTRE, with people winding down from the spring contest binge, preparing for NARAM, and other recreational activities. We have just had our summer picnic/sport launch, one of our few non-contest launches. While the weather was less than perfect (HOT and windy), everyone had a good time.

Things are slowly shaping up for the fall, with one open meet on the ASTRE schedule and tentative plans for launches in western New York. Take a look at the events and think about building something for it (September will be here all too soon).

See you after NARAM.

Remington High-Power Meet

by Karl Hemker

The Remington field was an old farmer's field about 15 miles north of Culpeper, Virginia, just off Route 29. Most of the field was short grass, with a fair amount of tall weeds. The area around the parking lot and pads was all mowed. Off in the distance, on three sides, was a line of trees, with the road behind us. The pads were laid out with eight near pads (in a high-power sense) and two pads further out for more hazardous flights.

The Saturday morning window for flights higher than 6000 feet was from 10 - 11 am, but they finished setting up the range a little later than expected and only a couple of flights got off before the window closed. It was quite dry on Saturday and they had several small fires from the exhaust of the models. Luckily, the local volunteer fire department had a truck there and they put them all out fairly quickly. (On Sunday afternoon, they had a 50-50 raffle with the proceeds going to the fire department that had helped us so much.) Someone flew a model with a U.S. Rockets Firestarter motor and after that they asked people not to use them because of the dryness.

I flew my Aura with a G50, landing it a couple hundred feet from the pads. I tried to find some motor mount rings to mount the tube for the Rocketflite F50s in my LOC Graduator, but nobody seemed to have any. I ended up purchasing a LOC Vulcanite from Ron Schultz. About 2pm that afternoon, Doug Pratt, Will Safford, and I headed back to Culpeper to get some lunch. About halfway back, we ran into a thunderstorm. We quickly picked up something to eat in Culpeper and rushed back, but we did not beat the rain back. We found Doug's tent had collapsed with several of his models in it. After a while the rain died down and the range opened again, but the controller for the near pads had stopped working in the rain, so only the two far pads were open. After a bunch

of flights went off, it was time to close down for the day.

That evening at eight, everyone met at a local restaurant for dinner. After dinner, we headed back to the room, and several people came over to talk. One of them was someone from Vulcan, who mentioned that they are working on some very interesting projects. While we were talking (and for a while after), I finished the Graduator I had started the night before and I built the Vulcanite.

On Sunday, I got a nice flight out of my Vulcanite with a Rocketflite F50 on the second try (the first time it had a bad ignitor). I went back to the car to build an adaptor to fit an ISP I140 into my Vulcanite. A while later, a neighbor who lived in the trees beyond the field drove up and complained that a rocket had landed on his property "almost hitting my wife". I don't know if the model just drifted over there, if it was a no-ejection, if it was the cluster-misfire which took off crooked, or if it was the two-stage model that arced over a bit too far before the second stage lit. Nothing I had seen had looked that bad from the launch area. A little while later I saw him leave and he didn't look that happy.

After lunch (this time a hot dog and a drink from a stand that several of the wives had set up at the field), Will Safford had an interesting cato in his Cherokee-G with an I motor. At ignition, it fired the ejection charge, and then (after the nose cone and parachute were safely away), still on the pad, it fired out of both ends of engine. The flames that shot out the top were 5 to 10 feet long and burned the top of the model off. A while after that, while I was sitting on the ground prepping an ignitor, I heard someone yell "heads up". I looked up to see an ejected Rocketflite G100 casing about 20 feet away. It landed two feet in

front of me and then bounced up onto my lap, causing me to jump up and lose the ignitor I was working on. When I had just about finished prepping my Vulcanite, I heard that the range had just closed early. From what I heard, someone (probably the guy I mentioned) had complained to the owner of the field, the owner said something to the people running the event, and they decided to close down the range early. This was just before I was to fly my Vulcanite with (hopefully) my Class B confirmation flight and while someone had started prepping a 15 foot long model they had brought in on a trailer. After picking up a large Birdie kit, we headed home.

Manufacturers News

ARIS Returns

ARIS was a online rocketry service offered by Impulse Aerospace last spring. The initial offering never worked out. Refunds were sent to the original subscribers. According to a message posted by Bill Maness on CIS, Impulse Aerospace is again ready to offer the service. At LDRS X they will have a demo system up and running for customers to try before they subscribe. Look for more on this service after LDRS X.

New Rocket Manufacturer Opens Locally

For immediate release :

MICROBRICK TECHNOLOGIES, INC., ROCKETRY'S NEWEST MANUFACTURER, OPENS FOR BUSINESS

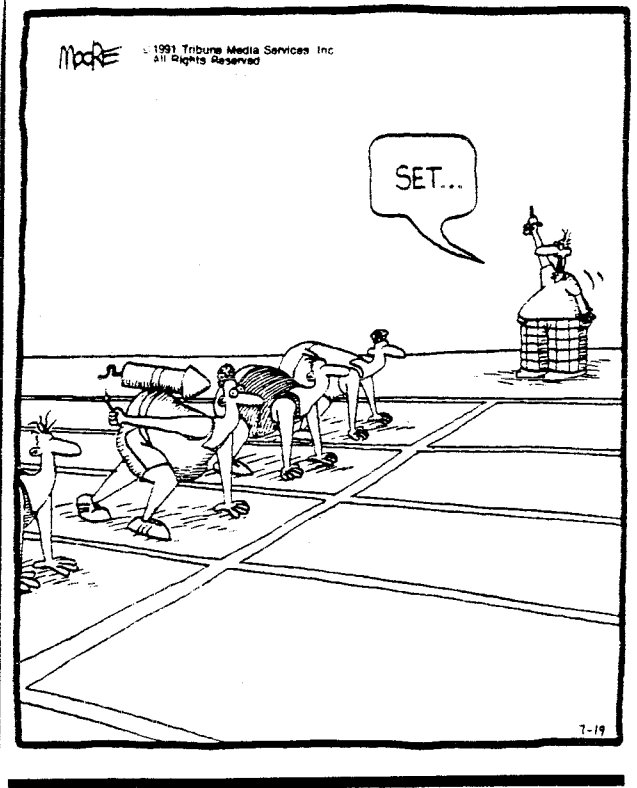
Schenectady, NY, July 20 - Rocketry's newest manufacturer, Microbrick Technologies, Inc., opened for business today. Microbrick manufactures a line of high quality model and advanced high power rocket kits for sale at reasonable prices. Microbrick also carries a full line of rocket accessories, including ISP/Aerotech motors, at considerable savings.

Microbrick's first kit, the Primero, is 48" in length, 2.6" in diameter and includes a one-piece seamless nose cone, tough phenolic impregnated tubing, pre-cut Finolic fins, G-10 centering rings, a 24" fluorescent orange ripstop nylon parachute and requires a 29mm motor. Future kits include up to 4" diameter body tubes, cluster motor mounts and thru-the-wall fins. Microbrick will be demonstrating the Primero and other rockets at NARAM-33.

Current price listings may be obtained by writing or calling:

Microbrick Technologies, Inc.
P.O. Box 701
Schenectady, NY 12301
(518) 372-0828

In the Bleachers



ASTRE Calendar

August 3-4 - Flight '91 Airshow Schenectady County Airport, Schenectady, NY. Due to scheduling, there will be no formal ASTRE participation this year.

August 3 - 4 - 1992 U.S. Team Flyoffs, St. Charles (Chicago), IL. Flyoffs for selection of team to fly in 1992 World Championships (hosted by the U.S.). Selection based upon flyoffs for S3A, S4B, S6A, and S8E; demonstrations for S1A and S9A (time permitting); resumes for S1A, S5G, and S7. Contact: Art Rose, 8 Sandusky Rd., New City, NY 10956.

August 3 - 9 - NARAM-33 National Meet, St. Charles (Chicago), IL. Events: $\frac{1}{2}$ A PD, A SD, A R/G, C HD, A PL, B EL Alt, B B/G, RC R/G (2 min), PreDur (120 sec), OSL, R&D, and Peanut Sport Scale. Contact: Mark Bundick, 1350 Lilac Lane, Carol Stream, IL 60188.

August 20 - ASTRE Meeting at ASRC, 100 Fuller Road, Albany, NY (**NOTE:** Date change), Tuesday, 7 - 9 PM.

August 25 - MARS Sport Launch, Videk, Farmington (Rochester), NY. Contact Dan Wolf, 235 Kisingbury Street, Rochester, NY 14613 (716) 458-3848.

September 10 - ASTRE Meeting at ASRC (site and date tentative), Tuesday, 7 - 9 PM.

September 14 - BART vs. the Gnats Open Meet, ASTRE, Amsterdam, NY. Events : $\frac{1}{4}$ A SD MR, $\frac{1}{4}$ A SRDur, $\frac{1}{4}$ A B/G, E BG MR, PMC. Raindate - September 15.

September 22 - Low Impulse Championships $\frac{1}{2}$ Open Meet, NOVAAR, Manassas, VA, 9:15 AM. Events : $\frac{1}{4}$ A SRDur, $\frac{1}{4}$ A HD, $\frac{1}{4}$ A PD MR, $\frac{1}{4}$ A SD, $\frac{1}{4}$ A R/G, $\frac{1}{4}$ A B/G, $\frac{1}{4}$ A FW MR. Contact Ken Brown, 7021 Forestview Drive, Springfield, VA 22150.

September 28 - NAR Record Trial and Sport Launch, GSSS, North Branch Park, NJ. Contact Bob Kreutz, (908) 892-9148.

October 8 - ASTRE Meeting at ASRC (date and site tentative), Tuesday, 7-9pm.

October 13 - Open Meet, NOVAAR, Mannassas, VA, 9:15. Events : D SD MR, A Tri-Wing B/G, S4B (B B/G), $\frac{1}{2}$ A HD, $\frac{1}{2}$ A SRDur. Contact Ken Brown, 7021 Forestview Drive, Springfield, VA 22150.

October 27 - Chop'em 1 Open Meet, GSSS, North Branch Park, NJ. Events : $\frac{1}{2}$ HD MR, A HD MR, B HD, C HD MR. Contact Bob Kreutz, (908) 892-9148.

ASTRE Contacts - John Sicker (518-785-0302) - meetings / Jeff Vincent (518-439-2055) - meets

Name _____

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Send to : ASTRE
c/o Jeff Vincent
Box 523
Slingerlands, New York 12159

Subscription Only \$10.00
Includes 12 Issues

These are the motors that have been submitted, tested and approved for Tripoli sanctioned and insured launches. This first group appeared in the June issue of the Tripolitan:

ACE	N 1940
Aerotech/ISP	L 430-15
Aerotech/ISP	L 585-15
Aerotech/ISP	L 250-15
Solid Motor Co.	K 900
Solid Motor Co.	K 575
Pro-Dyne	K 700
US Rockets	K 200
Solid Motor CO.	J 474
Aerotech/ISP	J 125-10
US Rockets	J 880
Kosdon TRM*	J 300-12
Aerotech/ISP	I 115-5,10
Solid Motor Co.	I 230
Aerotech/ISP	I 140-0,5
Solid Motor Co.	I 130
Aerotech/ISP	I 220-10

Vulcan	I 283-15,20
(Regular propellant-not Hellfire)	

Vulcan	I 230-10
US Rockets	I 100-8,12
US Rockets	H 110-16
US Rockets*	H 120FS-12,16
US Rockets	H 240-8,12
Syner-Jet	H 192-5,8,11
US Rockets	H 120-8,12
US Rockets	H 60-8,12
Syner-Jet	H 150-5,8,12
Kosdon TRM	G 170-12
Vulcan	F 50-7

The following have since been tested. Complete data is unavailable for publishing in the Tripolitan at this time:

Aerotech*	D 13WL-7 (Reloadable)
Aerotech*	D 24BT-10 (Reloadable)
Aerotech	F 55-4,8,12
Aerotech	G 125-5,10
Aerotech	G 300-P (Plugged, no delay)
Aerotech	G 345-4,8,12
Aerotech*	H 35BJ-6,10,14
Aerotech	H 70WL-10,14
Aerotech	H 120BT-10
ISP (All RMS*)	F 37WL-S(5),M(9),L(15)*
ISP	F 62BJ-S(5),M(9),L(12)
ISP	G 54WL-S(6),M(10),L(14)
ISP	G 75BJ-S(7),M(11)
ISP	G 104BT-S(5),M(8),L(10)
ISP	H 73BJ-S(5),M(10)
ISP	H 97BJ-M(10)
ISP	H 123WL-S(5),M(10),L(13)
ISP	H 128WL-S(7),M(10),L(15)
ISP	H 180WL-S(7),M(11),L(15)
ISP	H 238BT-S(5),M(9),L(12)
ISP	H 242BT-S(6),M(10),L(12)
ISP	I 112BJ-S(7),M(10)
ISP	I 154BJ-S(6),M(12)
ISP	I 161WL-S(7),M(10),L(13)
ISP	I 211WL-S(7),M(12),L(15)

ISP	I 284WL-S (7), M(12), L(15)
ISP	I 357BT-S (6), M(10)
Kosdon TRM	G 250-11
Kosdon TRM	H 284-14
Kosdon TRM	I 300-16
Kosdon TRM	I 400-16
Propulsion Ind.	E 31-8
Propulsion Ind.	F 57-7
Propulsion Ind.	H 140-10
Rocketflite	F 50-5 (Black Powder)
Syner-Jet	E 43-5, 8, 11
Syner-Jet	F 32-5, 8, 11
Syner-Jet	F 64-5, 8, 11
Syner-Jet	G 41-5, 8, 11
Syner-Jet	G 101-5, 8, 11
Syner-Jet	H 150-5, 8, 11
Syner-Jet	H 192-5, 8, 11
US Rockets	G 40-12
US Rockets	G 45FS-4
US Rockets	H 160-4, 12
Vulcan*	H 80HF-7, 10
Vulcan*	H 100SS-10, 12
Vulcan	H 115SS-10, 15
Vulcan	H 142HF-10, 15
Vulcan	H 260SS-5, 10
Vulcan	H 300-7, 12
Vulcan	I 160-5, 10
Vulcan	I 250SS-10, 15
Vulcan	I 283HF-7, 10
Vulcan	I 500-7, 10

*RMS, TRM - Reloadable Motors

*WL - White Lightning

*BT - Blue Thunder

*BJ - Black Jack

*FS - Firestarter

*HF - Hellfire

*SS - Smokey Sam

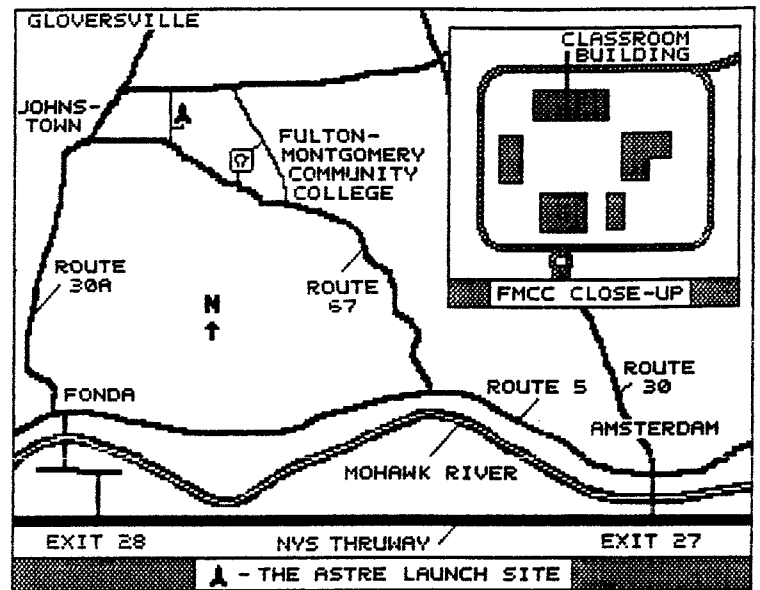
*S(5), M(9), L(15)

Slow(5 Seconds), Medium(9 Seconds), Long(15 Seconds)

This, so far, constitutes the complete Tripoli approved motor list. Others were tested and were not listed because of insufficient data or failure. There was another test conducted on the 13th of July. A motor failure damaged the testing stand and disrupted further testing. There are plans for additional testing on the 27th of July, and at Black Rock on the 15th of August. B. Kelly

How To Get There

- * Take the Amsterdam exit (#27) off the Thruway.
- * Take a right and follow Route 30 North for one mile.
- * Take a left at the second light after the bridge (Route 5 West).
- * Follow Route 5 for 3 miles. Take a right onto Route 67.
- * Follow Route 67 for 4 miles and FMCC will be on your right.
- * To find the flying field, continue 1.5 miles on Route 67. Take a right on the small road by Ed's Auto Service (look for the plane). After 1/2 mile you will see JBJ Equine on your right. Follow the driveway and park in the parking lot and walk to the range.



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Slingerlands, NY 12159