

STARDUST

May-June 1998

Babylon-6 Regional

by Jeff Vincent

The Babylon-6 regional meet was notable for its weather. On the originally scheduled weekend, the forecasters were accurate and we had an amazingly persistent drizzle that caused us to postpone the meet. We were rewarded the following weekend with sunny skies, hot temperatures (almost too hot at times), and gentle breezes (particularly Saturday morning). Most uncharacteristic weather for "Mount ASTRE".

For those who could take advantage of it, the early calm was tailor-made for 1/2A Flex-wing. A number of people were able to fly and recover their models on the field. The most impressive performance was by Mickey Gottung of the Space Cadets Team, scoring three 90 second maxes and easily winning team division. Other good flights were turned in by Wolf von Kiparski and Jeff Vincent of Wallace & Gromit Go To NARAM. Jeff had a mostly successful dethermalized flight, and he might have actually maxed if he had remembered to hook up the micro-clips on the first try! Unfortunately, the DeMar kids weren't prepared to fly this event, forfeiting some valuable points.

B Helicopter was another event that benefited from the low winds. Both Rotarocs and Roserocs were common. Chuck Weiss of Wallace & Gromit led the way with two strong flights (and a new U.S. record) with an old B4 Roseroc model. He also debuted an experimental B2-powered model which suffered a structural failure but looked promising. The Apogee B2s were creating problems for others, with both Wolf and John Viggiano of the Boland Brothers Team suffering boost stability problems (aka "three seconds of terror").

1/2A Streamer saw some good flights, with Dan Wolman and Chuck leading their respective divisions with 80 second efforts. Lightweight models, Apogee micro motors, and big, draggy streamers are keys to this event. The results also showed the importance of getting both flights

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NYSPACE-'98 Regional

ASTRE Captures NYS Championship

by Jeff Vincent

NYSPACE '98, the eighth incarnation of the series, was one of the most competitive, with three New York state sections competing for the coveted NYSPACE Championship. The meet was hosted by John DeMar in the Syracuse area and was the fourth and final UNYROC regional of the year. Originally planned for the Syracuse Rocket Club (SRC) field, the loss of that field led to a last-minute scramble to secure a field (or, as Wolf von Kiparski put it, "In an effort to confuse the opposition, UNYROC has moved its secret launch facility four times in the past week.")

But all's well that ends well, and John obtained permission to use the Airline Field in Clay, NY. Longtime ASTRE members might remember this field as the site of the Tomahawk regional in the summer of 1991. A considerably larger area has been cleared and mowed, making for a very good contest rocketry site. Chuck Weiss, Wolf, and I formed ASTRE's contingent, along with proxy models from Elliott Van Antwerp.

The large field proved to be essential, as the weather on Saturday was WINDY! Any model that was aloft for 75 seconds or more tested the limits of the field. The plan was to fly D DEL Alt on Saturday, to get tracking out of

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Editor's Thermal

On to the Big Show



As you can see, the major thrust of this issue is the recently past local contest season and preparations for the NAR Annual Meet, NARAM-40. About this time last year, the ether was crackling with the first emails about the then-soon-to-be-formed UNYROC section. We've come a long way since then, had some hard times, had some good times, and done a lot of competitive flying. Now we are preparing to move our flying to the next level, competing at the Nationals. We have a lot of work to do, but it shouldn't blind us to the fullness of the NARAM experience.

NARAM is many things to many people. For me, the competition and championships was paramount. The people and the scene were fun, but just the backdrop to the contest stage. Perhaps I've mellowed in my old age or the years away from NARAM (my last NARAM was in 1991) have given me a greater appreciation for the people and the event. Peter Alway recently described NARAM as "a full week of rocket immersion". That gives you a taste of what lies ahead for those of us who will be lucky enough to be heading out to Muncie this summer.

I'm looking forward to NARAM this year. For the challenge of competing for a National Championship (team and section) against some of the best flyers in the country. To see old friends and to make new ones. To see what's new in the hobby. And just to be a part of NARAM.

Jeff Vincent

(Continued from page 1)

qualified: a number of promising first round flights were spoiled when second round DQs dropped them out of contention.

Later Saturday afternoon, we flew the tracking event, B Altitude. The clear skies made for good tracking, and we managed to track almost every model that performed nominally. Some people flew Estes 18mm Bs for trackability and reliability. The best of these were Lisa DeMar's 248 meter and Elliott Van Antwerp's 238 meter flights. Others went for the gusto, flying minimal Apogee B2-powered models. These were led by Jeff's 545 meter (another U.S. record) and Wolf's 494 meter flights. Earlier projections had led us to expect 700 - 800 meter altitudes, so perhaps the B2s are not quite full impulse (but still the superior choice to standard 18mm motors). One interesting note was that the trackers reported that the sound of the distinctive long burn of the B2s could be used to help determine their trajectory.

Sport Scale featured some nice models. Tops in A/B Division was Laura DeMar's black and white ASP. C Division saw the closest battle, with occasional ASTRE competitor Vince Giovannone's nice scratch-built Patriot missile edging Wolf's petite Black Brant VB. Jeff's 15 year old Sandhawk took Team Division one more time.

Thus Babylon-6 drew to a close. The overall results were mixed. While a few of us had an off-par meet, many scored well. More importantly, I think flying many of the NARAM events now will pay dividends for all of us when we get to the championship meet. UNYROC fell a little short of its previous point scoring pace, but we still earned many valuable points. Thanks go out to Bruce Whitcavitch for the use of his field, to "Ironman" CD Wolf, for his efforts to make the meet happen, and to all of the upstate NY (and Massachusetts, too, Dan!) competitors who came together to make it

work.

Babylon-6 Regional Results

May 16-17, 1998

Johnstown, NY

CD's note: 1/2A SD was flown as a 7 WF event due to last-minute uncertainties with 1/4A2 motor availability. 1/2A SD was substituted for 1/4A PD with permission of the National Contest Board.

1/2A Flexwing Dur MR Flt1 Flt2 Flt3 Total Pts

A/B Division					
NO ENTRIES					
C Division					
1. Wolf von Kiparski	90	DQ	90	180	630
2. Elliott Van Antwerp	24	29	24	77	378
Team Division					
1. Space Cadets	90	90	90	270	630
2. Wallace & Gromit	90	69	75	234	378
3. Phobos & Deimos	10			10	252
Boland Brothers	DQ	DQ	DQ	0	0

B Helicopter Dur Flt1 Flt2 Total Pts

A/B Division				
1. Laura DeMar	43		43	630
2. Lisa DeMar	42		42	378
C Division				
1. Dan Wolman	134	102	236	630
2. Elliott Van Antwerp	100	97	197	378
3. Wolf von Kiparski	DQ	83	83	252
Team Division				
1. Wallace & Gromit	176	167	343	630
2. Space Cadets	91	79	170	378
Boland Brothers	DQ	DQ	0	0

Sport Scale Total Pts Prototype

A/B Division			
1. Laura DeMar	680	600	ASP
2. Lisa DeMar	565	360	Nike-Apache
3. Steven DeMar	335	240	Exocet missile
C Division			
1. Vince Giovannone	657	600	Patriot missile
2. Wolf von Kiparski	656	360	Black Brant VB
Team Division			
1. Wallace & Gromit	839	600	Sandhawk
2. Boland Brothers	789	360	SLV 3
3. Phobos & Deimos	735	240	Terrier-Sandhawk

B Altitude Flt1 Flt2 BestPts

A/B Division			
1. Lisa DeMar	248		330
2. Laura DeMar	197		198
3. Steven DeMar	179		132
C Division			
1. Wolf von Kiparski	494		330
2. Elliott Van Antwerp	203	238	198
3. Dan Wolman	129	DQ	132
Vince Giovannone	DQ		0
Team Division			
1. Wallace & Gromit	TL	545	330
2. Boland Brothers	342		198
3. Phobos & Deimos	9		132

1/2A Streamer Dur Flt1 Flt2 Total Pts

A/B Division				
1. Lisa DeMar	DQ	20	20	210
2. Steven DeMar	16		16	126
3. Laura DeMar	15		15	84
C Division				
1. Dan Wolman	80	DQ	80	210
2. Elliott Van Antwerp	18	55	73	126
3. Wolf von Kiparski	30	35	65	84
4. Vince Giovannone	51	DQ	51	42
Team Division				
1. Wallace & Gromit	80	51	131	210
2. Boland Brothers	49	DQ	49	126
3. Space Cadets	46	DQ	46	84
4. Phobos & Deimos	13		13	42

TOTAL NAR POINTS

Contestant	Points
A Division	
1) Laura DeMar	1512
2) Steven DeMar	498
B Division	
1) Lisa DeMar	1278
C Division	
1) Wolf von Kiparski	1656
2) Elliott Van Antwerp	1080
3) Dan Wolman	972
4) Vince Giovannone	642
Team Division	
1) Wallace & Gromit	2148
2) Space Cadets	1092
3) Boland Brothers	684
4) Phobos & Deimos	666
Sections	
1) UNYROC	9738
2) ASTRE	642

ASTRE Memories...

Pearl River Modroc Seminar

Article and photos by Pat Perrella

One of the most invigorating experiences of early springtime was attending the Pearl River Modroc Space Seminar held at the Pearl River Middle School in Pearl River, New York. While we drove south and left the snow behind us, spring was always blooming down there and it was immediately uplifting to see flowers, green grass, and trees in bud!

Dick Nelson, a technology teacher at the school, was the prime organizer of the event and he had lots of support from the students, parents and other local rocket enthusiasts. Rooms and events were set up and scheduled with a multitude of fascinating exhibits. Who can ever forget Herb Desind's Astrocams and Cinerocs and his film footage of many areas of the world. He also had some extremely innovative rockets and methods of ignition! Bob Biedron had presentations featuring his scratchbuilt scale Ariane rockets that were completely captivating! Our local representatives, Jeff Vincent and Chuck Weiss, also had presentations featuring their building techniques and skills.



Mickey Gottung at the Kitbash table.

The biggest thrill of the weekend was being invited to the home of Art & Janet Rose and treated to Art's "workshop" along with Janet's fabulous food! The Rose family was a big part of the success of local rocketry in the Northeast area. They had participated in many World and National Championships and were extremely instrumental in supporting the hobby among youngsters.

Maybe some of you have built a helicopter according to Art's "Rosero" design and you can easily realize all the skills involved in developing this model.

The featured speaker could be an astronaut, such as Ron Grabe and a Public Affairs Officer of NASA in 1986 or the one and only Mr. G. Harry Stine in 1988 (below).



Models were flown on Saturday afternoon & Sunday morning. All the participants had a chance to fly the models they built. Other models were flown as crowd pleasing events! Of course no launch was complete without Herb Desind launching his "Hulk Hogan character figures" aboard his rockets and Jim Flis always had a few unusual models such as his various scaled Mars Landers. The flying field was ringed by trees and there must still be rocket parts as part of the landscape in the area.

As we all packed it up and left for home the memory and enthusiasm came right with us as it was time to start our own flying season "up north". The friendships we made were renewed from time to time at various flying events and advice or help was only a phone call away. As with many things, time took its toll; Dick Nelson got involved with other projects, the PULSAR NAR section grew up and went in different directions and the Seminar was disbanded. For those of us who were lucky enough to be part of the experience; many fond memories belong to us and are part of our rocket heritage.

ASTRE Memories...

ASTRE Scale Model Events

Article and photo by Pat Perrella

Sport Scale has always been a colorful and popular event with ASTRE members. This event has produced a varied combination of models and has challenged our modeling skills. During our early ASTRE contests, variations on Estes kits were popular among the beginners. Easy designs such as the Bullpup, Jupiter C, Mercury Redstone, and the Saturn V. The more experienced models were scratchbuilt and their finer detail earned excellent contest points.

There have been many spectacular sport flights along the way. These flights are always the crowd pleasers. Jeff Vincent's models have provided inspiration for the ASTRE club. His venerable Rohini and Super Loki Dart have consistently been contest winners. As the contest years rolled along there was a definite upturn in the quality of Sport Scale models by ASTRE club members.

Although this is a challenging event, the abundance of reference material available today far exceeds that of ASTRE's early days as a club. Peter Alway's reference

books (*Rockets of the World*, *The Art of Scale Model Rocketry*, and *Retro Rockets - Experimental Rockets 1926-1941*) give a modeler many choices and there are building components easily available from many sources.

The photo below shows a Sport Scale presentation from a meet held in 1989. The prototypes include two Super Loki Darts, a Jupiter C, a Jayhawk, two Honest Johns (different variants), and a Bullpup. We are using one of Bruce's wagons out on the field. It must have been a perfect day, as I recall many presentation and judging sessions either held in the barn, garage, or Chuck's house!

One word of advice - this is an event that takes lots of preparation! You can't complete a successful Sport Scale model in just a day or two as it takes time to get all your materials and plans together. You must be very exacting with the paint and markings and this also takes extra time.

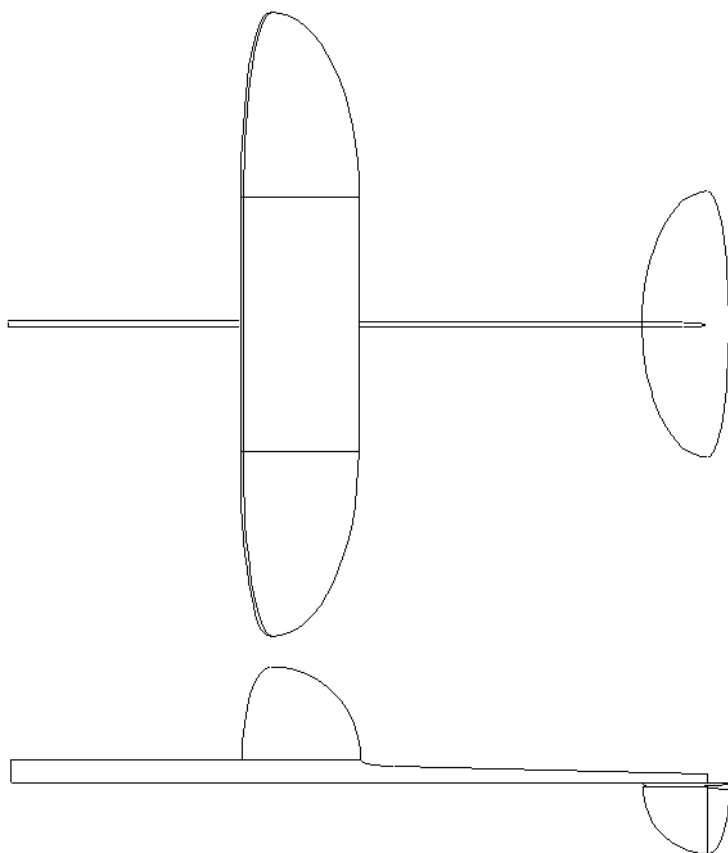
I think I've learned the most history of rocketry by researching and building scale models and this can be a very interesting hobby in itself. I find myself "collecting" data along the way to be used on a future model. Give scale modeling a try!



Jeff's B/G Musings

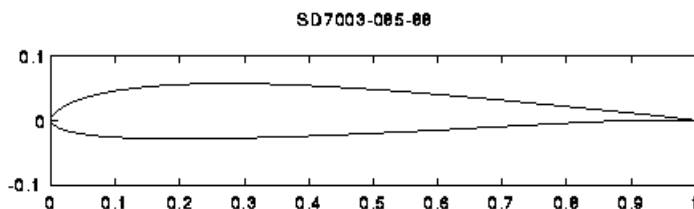
We had our first chance to fly A B/G (the NARAM event) out at NYSPACE. I blew out the cobwebs and built a new model specifically for the event. I even tissueed it! I actually think its been about seven years since making my last high-quality B/G. (Too many Dactyls...) I had hoped to include good plans in this issue, but my %^&*@ drafting program decided that I don't *really* need to be able to output that drawing.

I've included a small diagram, but here are some hard numbers. The model's wing is about 30 square inches and has an aspect ratio of 6. The elliptical wing has a 2.56" root chord and 13.5" span, with 2.0" trihedral (the rectangular center panel has a 5.5" span). The stab is about 29% wing area (1.94" root chord by 5.75" span), the rudder is 7% (1.94" root chord by 1.4" semi-span).



I wanted to try a few new things on this model. One is the SD7003 airfoil. This is one of the hot new things that the Internats flyers are using for B/G. It has a more forward high point, a higher leading edge, and a more symmetrical airfoil than most B/G airfoils. It has lower drag on boost, leading to higher altitude. Be sure to mount it on the fuselage at zero (or near zero) angle of

attack to minimize drag. It will take some building practice to get the high point that far forward, my first attempt was closer to my older models.



I only had two gliding flights at NYSPACE. The first 1/2A test flight was in a turn-neutral trim and was tossed around by the wind and lift, so it was hard to evaluate performance (it stayed up a good long time, but we didn't have a watch on it). The second flight was superb (140 seconds), and didn't seem to benefit too much from thermal action, but you can't be sure. The boost on all flights seemed quite good: high and mostly straight., ejecting just a little past apogee.

On my first contest flight, the model suffered a Red Baron. I was using an old pod and the fit was a bit tight. This was corrected and the model made the two successful flights. The pod was a Flanigan pin-pod (of MIT fame) design. Right now I'm not sure where to go with pod design. Part of the problem is that I'm not sure which is a more dominant force in pod separation: the reaction force from the ejection charge or the drag of the deployment of a recovery device. I've had two Red Barons with Apogee 1/4A micros which I attributed to insufficient "pop" (reaction force). Other flyers at NYSPACE seemed to be having problems with weak Apogee micro ejections, so I seriously question if any benefit that the Apogee micro As offer will outweigh the risk of using them. My NYSPACE Red Baron was with an Estes A3-4T, but the principle is the same. One thing which I did with my later flights was to pack the wadding tighter, to get a stronger "pop" (as well as switching to a "draggier" streamer).

Another idea is added nose mass to the pod, something like the 2.5 gram cast resin Apogee nose cones. The reaction to ejecting that should give quite a "pop". And adding pod mass is not such a bad idea for B/Gs. It increases the stability margin, usually leading to a straighter boost. It raises model boost mass (without increasing glide mass) closer to optimum mass. And with the 13mm engine choice reduced to A3-4Ts (no more -2s), it helps stretch the coast a bit closer so ejection is nearer (not past) apogee. My model was designed a bit on the small side for this same reason (lower drag and longer coast).

Back to pod design, I'm still undecided. I used Art Rose's Sling Pod design through the '80s, but its complexity makes it a bit of a task to gain proficiency at. It carries its own rubber for positive pod separation, but the weak ejection of some Apogee micros makes me question if they might not be able to burn the burn-string reliably.

George Gassaway has talked about a pod that he has been using lately, the "Spooler" pod: *I have been using a pod system the last few years called the "Spooler". For a pod using an 18mm motor, the main pod is about 3.5" of BT-20, then has 2" of BT-5 sticking out, with centering rings, with a streamer wrapped around the BT-5 between centering rings. The pod then uses 4-5" of BT-20 with a very light nose cone, or vac-formed cone and 1/64 ply bulkhead, which slips over the centering rings to trap the streamer inside. At ejection, the nose section pops off and tumbles down (legal since it doesn't have a motor in it & is light), while the main pod has the streamer "un-spool" for recovery (thus the Spooler pod name). The advantage of this, aside from being very easy to prep, is that it is virtually red-baron proof. There's no shock cord to get hung, and the streamer can't hang onto the glider because it doesn't start to unspool until after the pod and glider are a safe distance apart.*

Shaker Launch Photos

photos by Vince Giovannone

Last summer ASTRE held several sport launches at Shaker Junior/Senior High School. Latham resident Vince Giovannone has used this field for many years. He snapped this pictures at the July 12, 1997 launch. Maybe we can talk him into hosting another ASTRE launch there this summer...



A panoramic shot shows the flying field and school buildings in the background. One of Chuck's B/Gs is probably still up on the roof...



Wolf launches his Quest Nike Smoke kit.



Some long-haired guy prepping a killer R/G. The *Giant Flying Vampire Toad* (no doubt suffering from an identity crisis) proceeded to loop into the ground under power.

(Continued from page 1)

the way and to save the better weather Sunday for the duration events. The flying went well, in spite of the wind, but not without the typical hard luck in this difficult event. Laura DeMar had her only model destroyed by a cat. The Flynn family had the toughest time, with three DQs compiled by father and son. Chuck (of Wallace & Gromit Go To NARAM) had the oddest tale to tell when his first flight hung on a power line over the road, only to freefall onto the pavement moments before he could retrieve it. His second flight was similar and required a tree-climbing recovery, but the eggs survived this time. Aerotech D21s proved to be the clear choice for maximum performance, although the new Apogee D10s might prove competitive in calmer weather (they couldn't be used at NYSPACE as their Contest Certification didn't go into effect until a few days after the meet).

As the afternoon wore on, the winds diminished somewhat and some flyers chose to make duration flights. Some notable ones were Elliott's and the Boland Brothers' (John Viggiano) A B/G flights. Less notable was my Red Baron DQ in B/G. As the sun sunk, though, the local mosquito population was soon out in force, driving us off the field. Leaving the field, we stopped by our motel and then met at Heid's, the hot dog and ice cream mecca of central New York (just ask Chuck). After a bit of food and strategizing, we headed back to the motel. Wolf collapsed, I took a shower and thought about B/G, while Chuck worked on preparing streamers. Once the lights went out, I started hearing "pitty-pat pitty-pat" noises and, picturing Ben or Willard roaming the room, ended up with keeping the lights on all night (not that the lights would keep any of us awake). Further investigation in the light of day revealed a group of birds nesting in the air conditioner in the window. Another X-File solved.

The weather Sunday was still breezy, but it was a manageable 5-15 mph with lulls and occasional lift. The most spectacular flight of the day was John DeMar's tiny Beaker B/G. The timers could only track it for 2½ minutes as it drifted and rose (it appeared to be stalling and rising 25 feet with each stall!). A group of UNYROC flyers followed it for 10-15 minutes, but it was to no avail. Next time, John: bigger model, smaller lift!

Some other good flights were Chuck's B2-based streamer models, which turned in two lazy three minute flights. Ferenc Roka and John Viggiano also had notable

SD efforts. I decided to be stubborn and stick with my new B/G. A wild ½A test flight to test pod separation (a poorly-defined turn and moderate lift had it wandering all over the field before touching down) and a bit more trimming led to a very gratifying 140 second flight. Not only did it look and feel good, it managed to squeak out a first in team division, leading to our (Wallace & Gromit) sweep of the meet. Sport Scale flying was largely uneventful (and was remarkable similar to Babylon-6 a week earlier), with all models turning in good flights.

In the NYSPACE Section Championship scoring, ASTRE earned the big trophy. The high performance of Wallace & Gromit, combined with the solid flying of Wolf and Elliott's models, was an unbeatable combination. SRC finished second, although it would have been much closer if John's Beaker had been returned. MARS finished a close third; despite a good effort they couldn't overcome the disadvantage of fielding only two entries. It's gratifying to see the UNYROC experiment resulting in a greater level of participation in NYSPACE.

While the weather was frustrating at times, NYSPACE was a pleasant conclusion to the UNYROC regular season. Now we can concentrate on preparing for the NARAM events, and see how other competitors stack up against the points we have amassed. As has been true of the entire UNYROC season, this meet was a cooperative effort. Recognition and thanks go out to Mr. & Mrs. Ray Florczyk for providing the superb flying field, to Ron Lioto for providing and setting up the range gear, to ASTRE for tracking support, and to CD John DeMar for running the whole ball of wax. I hope we'll be seeing more UNYROC meets in this convenient, centralized location.



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NYSACE-98 Regional Results

May 23-24, 1998

Airlane Field, Clay, NY

A Boost/Glide (WF=18) Flt1 Flt2 Total Pts

A/B Division				
1) Laura DeMar	37	DNF	37	540
Lisa DeMar	RB	SHR	0	0
C Division				
1) Elliott Van Antwerp	75	RB	75	540
2) Ferenc Gy. Roka	23	11	34	324
3) Wolf von Kiparski	7	SEP	7	216
John DeMar	NG	153	153 NR	54
Team Division				
1) Wallace & Gromit	RB	140	140	540
2) Boland Brothers	70	59	129	324
3) Div & Curl	59	27	86	216

B Streamer Dur (WF=9) Flt1 Flt2 Total Pts

A/B Division				
1) Laura DeMar	41	DNF	41	270
2) Lisa DeMar	40	DNF	40	162
3) Theo McDonald	18	SEP	18	108
C Division				
1) Ferenc Gy. Roka	26	118	144	270
2) John DeMar	39	45	84	162
3) Wolf von Kiparski	52	17	69	108
4) Elliott Van Antwerp	SEP	41	41	54
Team Division				
1) Wallace & Gromit	163	189	352	270
2) Boland Brothers	28	101	129	162
3) Div & Curl	24	26	50	108
Hyperspace	NDP	DNF	DQ	0

Open Spot Landing (WF=4) Distance Pts

A/B Division		
1) Theo McDonald	22.38m	120
2) Lisa DeMar	24.00m	72
3) Laura DeMar	26.57m	48
Stephen W. Flynn	50+	12
C Division		
1) John DeMar	10.90m	120
2) Ferenc Gy. Roka	16.34m	72
3) Wolf von Kiparski	23.65m	48
4) Mike Scicchitano	46.00m	24
Team Division		
1) Wallace & Gromit	20.93m	120
2) Div & Curl	44.63m	72
Hyperspace	50+	12
Boland Brothers	50+	12

Sport Scale (20) Sta Flt Tot Pts Prototype

A/B Division

1) Laura D.	590 98	688 600	ASP
2) Lisa D.	470 98	568 360	Nike-Apache

C Division

1) John D.	720 90	810 600	1:10 Astrobee-D
2) F. Roka	565 100	665 360	1:25 V-2
3) Wolf vK.	555 84	639 240	Black Brant VB
4) Elliott VA.	390 90	480 120	Sidewinder

Team Division

1) W & G	739 85	824 600	Sandia Sandhawk
2) Boland Bros.	721 100	821 360	1:53 SLV-3
3) Div & Curl	295 90	385 240	1:20 Nike-Tomahawk

D Dual Egg Alt (WF=29) Flt1 Flt2 BestPts

A/B-Division				
1) Lisa DeMar	93	DNF	93	870
Stephen W. Flynn	213egg	DNF	0	0
Laura DeMar	CATO			
C-Division				
1) Wolfram von Kiparski	248	DNF	248	870
2) Elliott Van Antwerp	153	DNF	153	522
3) Ferenc Gy. Roka	133	DNF	133	348
4) John DeMar	197uns	118	118	174
Team-Division				
1) Wallace & Gromit	330egg	334	334	870
2) Boland Brothers	NEJ	159	159	522
Div & Curl	NEJ	DNF	-	0
Hyperspace	114egg	134egg	-	0

TOTAL NAR POINTS

Contestant	Points
A/B Division	
1) Lisa DeMar	1464
2) Laura DeMar	1458
3) Theo McDonald	228
4) Stephen W. Flynn	12
C Division	
1) Wolfram von Kiparski	1482
2) Ferenc Gy. Roka	1374
3) Elliott Van Antwerp	1236
4) John DeMar	1110
5) Mike Scicchitano	24
Team Division	
1) Wallace & Gromit...	2400
2) Boland Brothers	1380
3) Div & Curl	636
4) Hyperspace	12
Sections	
1) UNYROC	11904

NYSPACE NY SECTION CHAMPIONSHIP SCORING

	ASTRE	SRC	MARS
D DELA	334	118	133
	248	93	159
	153	DQ	DNF
Section Total	735 m	211 m	292 m
NYSPACE Pts	870	348	522
A B/G	140	153nr	129
	7	37	34
	75	86	DNF
Section Total	222 sec	123 sec	161 sec
NYSPACE Pts	540	216	324
OSL	20.9	10.9	50
	23.7	26.6	16.3
	(50m)	22.4	(50m)
Section Total	94.6 m	69.9 m	116.3 m
NYSPACE Pts	72	120	48
B SD	352	84	129
	69	41	144
	41	40	DNF
Section Total	462 sec	165 sec	273 sec
NYSPACE Pts	270	108	162
Sport Scale	824	810	821
	639	688	665
	480	568	DNF
Section Total	1943 pt	2066 pt	1486 pt
NYSPACE Pts	360	600	240

NYSPACE FINAL STANDINGS

1) ASTRE	2112
2) SRC	1392
3) MARS	1296

NAR Contest Points - 30 May 1998

by Tom Lyon

Here's the Top Fives as of May 30, 1998 listed in age division, name, NAR number, section number, points, and contest factors.

A Div.

Contestant	NAR#	Sec#	Points	CF
1. Laura DeMar	52096	560	4644	9
2. Steven DeMar	59438	560	2486	10
3. Jamie Brower	61838	205	1916	7
4. Mary Wolf	46379	558	1458	3
5. Joshua Shapiro	55157	473	1320	3

B Div.

Contestant	NAR#	Sec#	Points	CF
1. Lisa DeMar	52095	560	5430	9
2. Rachel Brower	63976	205	4132	7
3. Jeff Supak	65524	365	2940	8
4. Troy Leveron	56973	519	2211	3
5. Doug Hillson	61624	205	1440	4

C Div.

Contestant	NAR#	Sec#	Points	CF
1. Wolf von Kiparski	28643	560	5580	9
2. Elliott Van Antwerp	70375	560	3216	9
3. James Brower	63977	205	2769	7
4. Bob Supak	65523	365	2655	8
5. Chad Ring	50652	519	2304	3

Team Div.

Contestant	Team#	Sec#	Points	CF
1. Wallace & Gromit...	T-471	560	6468	9
2. Boland Brothers	T-136	560	3738	9
3. 2 Launch Crue	T-519		2370	3
4. Why Us?	T-109	519	2316	3
5. Trash Always Wins	T-007	205	2100	3

Sections

Section	Sec#	Points	CF
1. UNYROC	560	33900	9
2. NOVAAR	205	20168	7
3. NASA/Houston	365	13297	8
4. Launch Crue	519	12366	3
5. PSC	473	7926	3

Top Tens - <http://www.nar.org/NARtopten.shtml>

Full List - <http://www.wizvax.net/jvincent/nercb.html>

CALENDAR						
				1	2	
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

ASTRE Calendar

CALENDAR						
				1	2	
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

ASTRE Contacts :

Wolf von Kiparski 437-9747 wolf@netheaven.com
 Jeff Vincent 439-2055 jvincent@wizvax.net
 Chuck Weiss 883-8312 cbweiss@telenet.net

How to get to Jeff's house...

Your destination is 39 Cherry Avenue in Delmar. Take Rt. 85 south/west (accessible from I-90, State Offices, Rt. 20, or Krumkill Rd.). After Rt. 85 changes from divided highway to two-way, you'll see the following landmarks (note, this is a complete list of the traffic lights you'll see):

- traffic light at Blessing Road, continue straight
- traffic light at New Scotland Road, take right to stay on Rt. 85
- traffic light at Rt. 140, take a left, follow to the end (1 mile)
- traffic light at Kenwood Avenue, go straight on to Cherry Ave.
- my house is 0.2 miles in from Kenwood Ave. It is the third house in a set of three similar houses on the right side of the street. There should be parking for 2-3 cars in the driveway, or, directly opposite my house (left side of Cherry Ave.) is Oak Street, and I believe there should be no trouble parking along the road there.

Note: ASTRE events appear in **bold type**.

- June 13 - **ASTRE Meeting** - at Chuck Weiss' house, 49 North St., Broadalbin, 1:30 pm. Show & tell topic - Making fiberglass body tubes.
- June 20-21 - RAMTEC-6 Regional meet - Center Valley, PA. Events: 1/4A PD, 1/2A SRDur, A B/G, B SD MR, D DEL Alt. Contact: Glenn Feveryear, 717-456-5570.
- June 27-28 - NARCONN Launch - Cobleskill, NY.
- July 11 - **ASTRE Meeting** - at Jeff Vincent's house, 39 Cherry Ave., Delmar, 1:30 pm. Show & tell topic - Mass production! - casting small parts.
- July 18-19 - NARCONN Launch - Cobleskill, NY.
- August 8-14 - NARAM-40 NAR Annual Meet - AMA National Flying site, Muncie, IN. Events: 1/4A PD, 1/2A FW MR, A B/G, B HD, B SD MR, B Alt, D DEL Alt, Sport Scale, Research & Development. Contact: Glenn Feveryear, 717-456-5570.
- August 15-16 - NARCONN Launch - Cobleskill, NY.
- August 22 - **Post-NARAM ASTRE Meeting/Party** - at Jeff Vincent's house, 39 Cherry Ave., Delmar. Meeting tentative (we'll see if we survive NARAM first). Topics: Fun, food, BS, and maybe some Goonybird flying(?)
- September 12-13 - (CTRA Invitational) - Cobleskill, NY.

Launches? We don't need no steenkin' launches! - As you may have noted, we have no further ASTRE launches scheduled at this time. The ASTRE "brain trust" is spending its time preparing for NARAM. We may have a spur of the moment test flying session, but nothing pre-planned. However, if anyone wants to take the initiative and step forward to run a club launch, we will be willing to support you; just call us.

ASTRE Membership Application

Name _____
 Address _____
 City _____
 State _____ Zip Code _____
 Phone _____ Date of birth _____
 NAR number _____ Tripoli number _____

Membership Dues (check one):

Junior member - \$5.00
(under 18)

Senior member - \$10.00
(over 18)

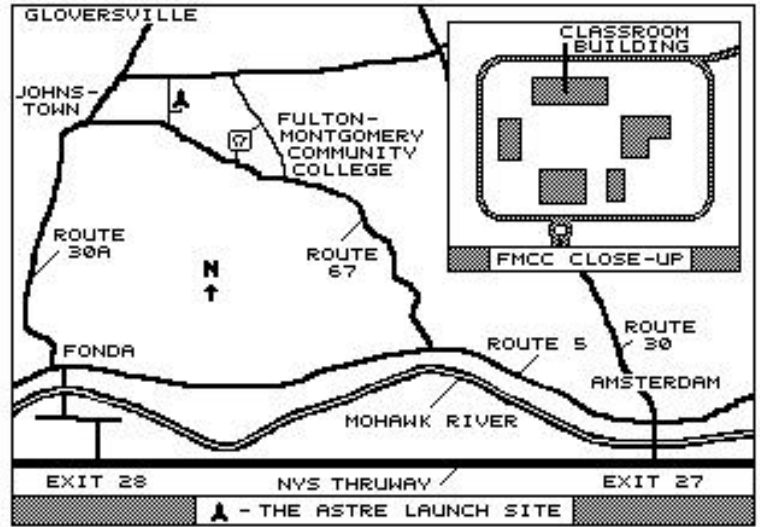
Family membership - \$15.00
Number of newsletters: _____

Send to: ASTRE
 c/o: Wolf von Kiparski
 46 Tremont Street
 Albany, NY 12205

Please make checks payable to "ASTRE".

How To Get To The Flying Field

- From the east, 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 onto Route 5 West.
- Follow Route 5 for three miles. Take a right onto Route 67.
- Follow Route 67 for 5.5 miles. Shortly after passing FMCC, take a right onto the small road by Ed's RC shop. After one half mile you will see **JBJ Equine** on your right. Follow the driveway and park in the parking lot and walk to the range.



ASTRE'S Next Meeting - June 13 - at Chuck Weiss' house, making fiberglass tubes
ASTRE'S Next Launch - August 8-14 - at NARAM-40 in Muncie, IN :)
In This Issue - Wrapping up the contest season...