

# ◆ Tri City Sky Busters ◆

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NAR # 535

August 1998

## Project 'Sky Buster'

*By Neal Bade*

At our sport launch on May 23rd, after we had packed up all of the range equipment, I was asked again about my LOC Esoteric and my donating it as the basis for a club project. Last year, I had said that I would donate this rocket for such a use. I could not afford to finish the rocket, or fly it, without some help. So, I was finally pressured into getting the ball rolling. The heat was really put on when Mark Sadowski (our club Vice President) called me and said he had ordered some of the essential pieces that we needed.

For those of you who have not seen one of these rockets, here is a short description. The LOC Esoteric is constructed of 7.67" diameter tubing about 8 feet long, with a transition to a short length of 5.5" tubing. The nose cone is 5.5" diameter and is longer than most Estes model rockets. The total length is 10 feet 7 inches. Estimated weight is 16 pounds. It has 5 54mm motor mounts and can be flown with one, two, four, or five motors.

As currently designed, it will be set up for altimeter based dual deployment, deploying a drogue parachute at apogee, then the main parachutes at several hundred feet above ground. We plan on putting all the parachutes and electronics in the 7.67" tubing, leaving the upper section of 5.5 tubing open for payloads. If anyone has ideas about a payload they would like to see launched, contact one of the club officers.

*(Continued on page 3)*

## Tri-City Sky Busters show up in force at the National Sport Launch '98

*By Neal Bade*

The Tri-City Sky Busters showed up in force at this years National Sport Launch in Muncie, Indiana. This annual event is held at various locations around the country. This year it happened to be in nearby Indiana, so a large group of Sky Busters were able to attend.

We counted 43 Sky Busters (including spouses).



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# Message from the President

freeze like we needed, but something was not quite right in the Bade household.

Until ....one evening sitting in front of the TV watching a special on space. The gleam was beginning to surface in the eyes of the president as a rocket ship headed out of the atmosphere and into the far reaches of space.

Suddenly, his hands began to twitch, his elbows began to itch, the leg went into spasms, and the butt couldn't stay put on the couch cushions. Then I knew what his problem was - rocket withdrawal. Quickly, I flew to the basement to mix up the epoxy he is so fond of sniffing. As the fumes arose through the ventilation systems of the house, the rocket man I knew emerged and flew to his basement workshop to begin a new model rocket for spring.

Aaahhh... the familiar smell of the epoxy and paint. That was what was missing from the house! As the gentle fumes arose around his head, a giant smile lit his face. At last he felt at home. And the weather, well what rocket man in his right mind wouldn't like to launch in February, March, and April. To come home smelling the manly smell of sweat and rocket exhaust! To listen to the roar of the rockets as they took off, to listen to the countdown, to watch in awe as the chutes open and the rockets slowly and gently drift back to earth. (Or in some cases, to watch in horror as the chute doesn't open in time and the rockets perform a nose-dive into the ground and get crushed tubes and nose cones.) To count the number of cracked fins as the rockets land not so gently, and know you have your work cut out for you for the next week at least. I guess it's a good thing we have holidays during the cold months and can get our rocket men and women to think about some other things for awhile and give them a break. But, we all know their thoughts turn to epoxy, glue, rocket exhaust, chutes, and fins with the first smell of spring on the air, or maybe before. I just haven't figured out what sets it off. Could be in the blood, too. I guess if you have it, you do, and if you

## And from the First Lady

*By Linda Bade*

It's been awhile since the last newsletter, and I have been thinking of something to write, but somehow other things kept coming up and interfering with the thought train. I still don't know where this column will lead, but at least I have a start. I could talk about how mild the winter was, or the last time Neal put away the rocket stuff for the winter. I think he was kind of glad, as he was getting rocketed out from the summer and fall. He kind of had a glad look in his eye about it, like he was putting to rest a project that he knew he would be picking up again. Then the holidays hit and we were very busy with Thanksgiving and Christmas, ringing in the New Year, my birthday, Valentines Day and what not. Yet, Neal seemed pre-occupied with something all through this. I was wondering whether the light snowfalls or the non-existent snow was beginning to tell on him. The weather was strange, and in turn Neal seemed to be strange, too. Could have been that we really didn't have a good hard

*(Continued from page 1) Project Sky Buster*

We had originally planned to have the rocket completed in time for the September SMURFF launch (to be held at the same location as the recent National Sport Launch in Muncie IN), but it looks like we will not be able to accomplish this without compromising several aspects of the project.

After discussions with club Vice President Mark Sadowski, we decided to take our time and to do things right. So it looks like this will become one of our "Winter projects" and will not fly until sometime next year. We want to carefully document and photograph all aspects of this projects construction, so we can hopefully get some exposure in Sport Rocketry or High Power Rocketry magazines.

## Phone Numbers

### Important Phone Numbers:

Neal Bade	(216) 265-3093
Mark Sadowski	(330) 666-5235
Gerry Freed	(216) 476-2496
Jim Phillips	(330) 898-5851

## May 3rd 1998 Launch Report

*Reported By Neal Bade*

The Sky Busters held a sport launch on May 3rd at our Medina Airport launch site. When I arrived in the morning, there was still significant amounts of fog in the area. Several other flyers arrived and we waited to see if the fog would lift enough so we could launch.

After about an hour and a half, the sky had cleared enough that we felt it was OK to launch, so we headed out to the launch area to set up. Many people must have thought that the launch was cancelled, because only 6 flyers showed up this morning.

Frank Trust, a new club member, came out to launch his LOC Precision LOC IV on a G40W. This was the first flight for the day, and it was going to be hard to beat. Very nice flight.

Les Kramer and son Alex came out and logged an impressive 12 flights for the morning. They started off with an Estes Sidewinder on a B6 for a low altitude flight. Later, they launched it 3 more times using C6-7's for excellent flights. An Aerotech WarHog powered by an E18W had an excellent flight. Their Estes Thunderhawk flew on an A8-3 for a low flight. Also an Estes Nova on an A8-3 for a low flight. It later flew on a B6 for a nice flight and then again on a B6 carrying a payload of a grasshopper who survived nicely. A LOC IV flew OK on an F52, but cracked a fin on touch down. Their Estes Firestreak flew first on a B6, then with a B4-6, both excellent flights.

Frank Fire came out to his first club launch to fly his Binder Design Spike on an E16-4W for a nice straight flight. His Aerotech Initiator angled left but was recovered when flown on an F22-5J motor. An Aerotech Cheetah also flown on an F22-5J

suffered a prang due to ejection failure. He said it took more time to pry the nose cone out of the crater than it did to find the rocket. Lastly, Frank flew his Aerotech Arreux on an E28-4 and recovered it about 10 yards from the launch pad.

Mark Sadowski flew his Forte+ (a stretched LOC Forte) on a G64-7W for a nice flight. Next up was an Aerotech Arcas on an F39-6T for a nice boost. Lastly, the Forte+ again, this time powered by a G75J-S 29/180 reload for a super flight. It was caught in a tree but was easily recovered.

I started out by launching my Estes Broadsword on a D12-3 for a nice flight. Next up was a LOC Aura powered by another D12-3. My stretched Aerotech Strong Arm (it had zippered on a previous flight, and I had some extra tube...) flew nice powered by an Aerotech F39-4T 24mm reload. Recovery was not so nice when the chute failed to open and it landed on the taxiway (why is it rockets always seem to find the hardest surface to land on?). Two of the fins broke, but it looked repairable. Next up was a LOC Graduator flown on an E16-4W 29mm reload. Finally, I flew the Graduator again on an F62T-S 29/60 reload for a very nice boost. It got

## May 23rd 1998 Launch Report

*Reported by Neal Bade*

The Sky Busters held a sport launch at our Richfield OH location on Saturday May 23rd 1998. We had a small turnout of 6 flyers and about as many spectators. It was a nice day, but was rather windy. Upper level winds were strange, and carried several rockets into the trees on the South side of the field.

Christopher Burke came out to launch his pair of Estes Saturn rockets. His Saturn I-B had a good flight on a D12-3 motor. It took off at a slight angle but was recovered nicely. His Saturn V, also powered by a D12-3, had a high flight. The nose cone section was lost, as it was on a separate chute and floated away.

Henry and Ian Conant flew an Estes Sidewinder on a C6-5 and retrieved it successfully. Their Mercury Redstone, modified with delta shaped fins, didn't fare so well as it is now hanging in a tree at the edge of the field. This was their first time out and they said they enjoyed themselves.

Mark Sadowski had 8 good flights for the day. He started off flying his Estes Big Bertha on a B6-4. Next up was a Phoenix powered by a D12-5. A Wizard flew good on a 1/2A6-2. His Super Vega, always a nice flyer, took off on a D15-4T 24mm reload. An Aerotech Initiator had a nice flight using an E16-4W 29mm reload. A "no name" mini-engine rocket flew on a 1/2A3-2. His Estes Terrier/Sandhawk flew nicely on a D12-5. The Initiator had a super flight powered by an E18-4W 24mm reload. It floated into the trees, but was later found intact.

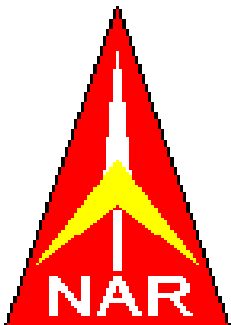
Adam Hardy had 6 successful flights for the day, all powered by C6-7's. He flew his Estes FayBoy twice, an Estes Flash twice, and an Estes Wizard

twice. All were recovered.

I had 9 flights for the day, but unfortunately lost 2 rockets to the trees. My first flight for the day, an old Estes Arrow was underpowered by an A8-3. Up next was a LOC Aura on a D12-3 for a super nice flight. My Estes FatBoy flew very nice on a C6-3. My Estes Patriot flew high on a B6-4, but floated into the trees way out of reach. An Estes Apache-2 upper stage flew nice and high on an A8-3. My LOC Graduator had a super flight powered by an E16-4W 29mm reload. The LOC Aura flew again, this time on a D12-5. My Aerotech Cheetah flew nicely on a D12-3. Lastly, my old Estes Arrow took off on a B6-4, but then floated into the trees and was not seen again.

## Club Membership Dues

Please remember that your \$5 yearly club dues need to be paid for 1998. You can make payments to any of the club officers. Make checks payable to "Tri-City Sky Busters". Reminder: If you have NAR insurance, it also needs to be paid for 1998. You can reach the NAR headquarters at 1-800-262-4872.



### Meeting Schedule

We currently have two more meetings scheduled for 1998. They are on Sept. 20th and Nov. 29th and will be held at the Brunswick Library in the Community Room. The library is about 1 mile West of the Route 303 exit off of I-71. There will not be a meeting in May due to NSL-98, but we will try to schedule a meeting for August.

**TRI-CITY SKY BUSTERS****NAR #535****1998 LAUNCH WINDOWS (Revised April 1998)**

**All Launches will be subject to the NAR MODEL AND HIGH POWER ROCKETRY SAFETY CODES (i.e. U.S. Model & High Power Rocketry Sporting Codes.)**

The following is our 1998 Sport Launch Window Schedule.

Standard Launch Dates will be the SECOND SUNDAY, and FOURTH SATURDAY of each month. With weather re-schedule dates of the THIRD SUNDAY and FIFTH -or- FIRST SATURDAY of each month as needed.

SUNDAY LAUNCHES will be held in Medina, Ohio at the Medina County Airport, (Freedom Field) on US Route 18, just East of I-71. Launch times will be 8:00/am to 12:00/Noon ET. ("G" motor limit conditions permitting)

SATURDAY LAUNCHES will be held in Richfield, Ohio at Mr. Davis' field, (3457 Southern Rd.). Launch times will be 12:00/Noon to 5:00/PM ET. ("F" motor limit conditions permitting)

<u>SUNDAY LAUNCHES</u>		<u>SATURDAY LAUNCHES</u>	
January	11, 1998	January	24, 1998
February	08, 1998	February	28, 1998
March	08, 1998	March	28, 1998
April	12, 1998	April	25, 1998
May	03, 1998 (Adjusted)*	May	23, 1998
June	14, 1998	June	27, 1998
July	19, 1998 (Adjusted)**	July	25, 1998
August	09, 1998	August	22, 1998
September	13, 1998	September	26, 1998
October	11, 1998	October	24, 1998
November	08, 1998	November	28, 1998
December	13, 1998	December	26, 1998

\* May 10th Launch adjusted to May 3rd due to Mother's Day.

\*\* July 12th Launch adjusted to July 19th due to Medina Air Show on July 11th

**If a launch is canceled or postponed for any reason, we attempt to notify everyone by email or telephone. If you plan on attending a launch, please call one of the club officers a few days before the launch (see phone list on page 3). Remember, this is only a tentative schedule; launch dates are variable due to weather, field availability, and other conditions.**

An "All-Day Range Fee" of \$1.00 per Person launching will be charged, with a max. "Family-Fee" of \$2.00. This fee is in place to insure that all range equipment and supplies are maintained with the NAR Safety Code in mind. All Persons launching should fill-out & hand-in a flight log sheet before departing the field. These sheets are provided at the time you pay your launch fee. The flight log sheets need your Name, NAR or Tripoli number and launch date, as well as your flight information. Please fill in flight information such as rocket name, motor used, and any comments about the flight. We use these logs to write up launch reports. If you haven't joined the NAR or Tripoli, please do so, as it is necessary if you want voting privileges within our section.

**Newsletter Information**

The Tri City Sky Busters Newsletter is published bi-monthly for the members of Tri City Sky Busters, NAR Section # 535. The newsletter was edited and produced by Neal Bade. If you would like to submit an article or photos, or have a suggestion for future issues please send it to me via one of the following methods:

1. Email to Neal\_Bade@compuserve.com, or if using Compuserve at 71431,141. Please send either ASCII text or Word for Windows file format.
2. Mail to Neal Bade, 14055 Kathleen Dr., Brook Park, OH, 44142. I can be reached at 216-265-3093 in the evenings.

**We need your input!**

This newsletter is written *by* Sky Busters members *for* Sky Busters members. We need your contribution to make this newsletter worthwhile to other members. Articles can be written about anything rocketry related.

If you have built a kit recently, we would like to hear about it in a kit review. Maybe you've come up with some technique that would be useful to your fellow rocketeers, we would like you to share it with us. Like many of us, maybe you are a BAR (Born Again Rocketeer) who has rediscovered the hobby after many years. We would like to hear about your experiences.

See "Newsletter Information" (at left) to submit your article for publication.

**Correction**

In the last newsletter (April 1998, page 6) we had an article about a television show that needed to film a rocket launch. I spoke again with Dave Cockley about this, and the date for the filming is August 2nd (a Sunday). Anyone interested should call Mr Cockley at 216-292-7300 (days) or 216-752-3535 (evenings).



**Tri City Sky Busters**

c/o Neal Bade  
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Brook Park, OH 44142



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