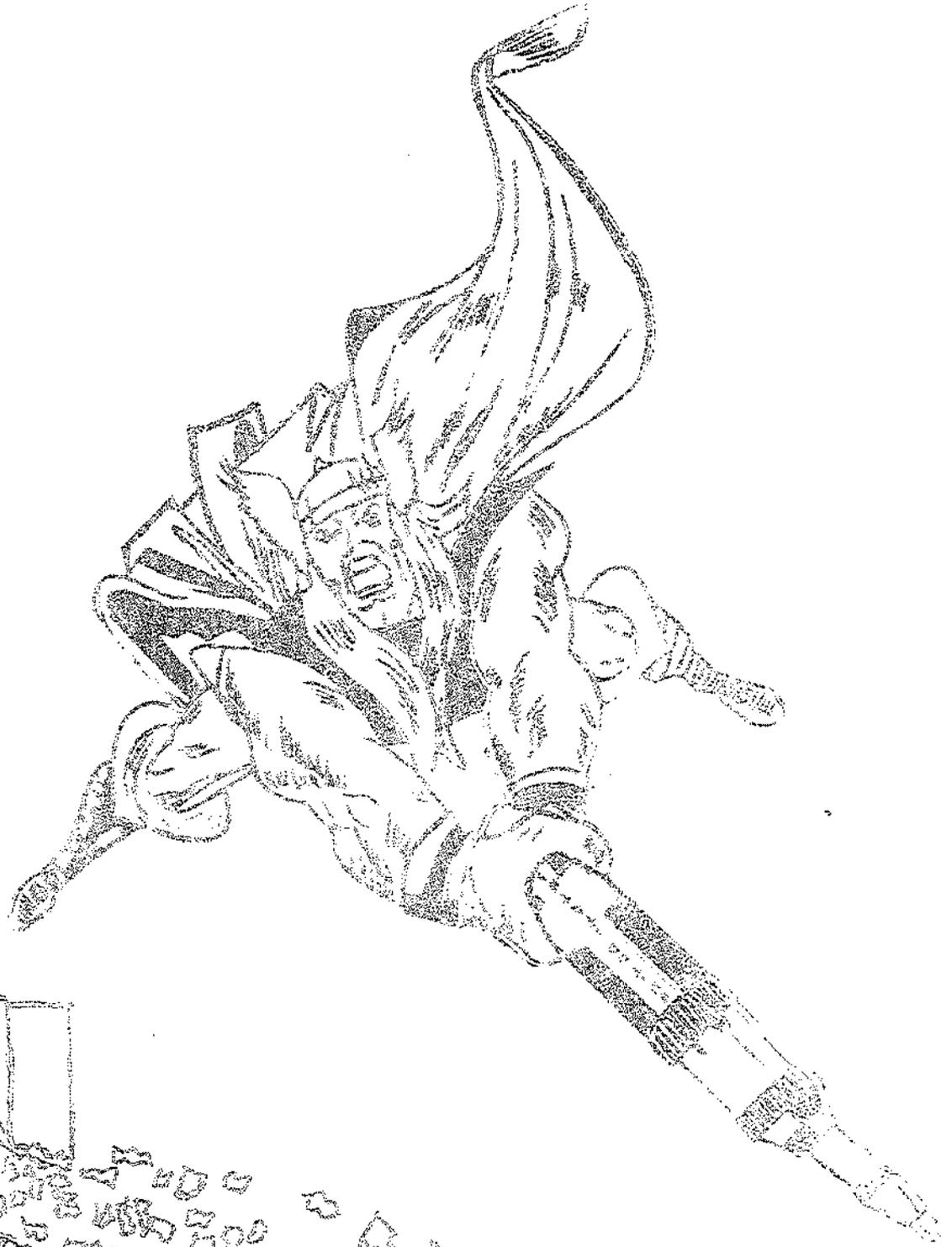


THE SPOTTEA

FEED
M



CONTEST

WARRIORS

This is a "fun" meet that doesn't physically exist. You don't have to build a thing or buy any engines. All you do have to do is tell us the weight and drag coefficient of each model, and in the case of scale, what it is a model of.

This is an attempt to have a little fun in the post-NARIM season when things slow down a little.

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

Prizes will be as follows:

1904 Mac's Who in Poland

Some of John "the Duke" Wayne's navel lint

A cold toilet seat

A worn out Beatie's Album

A can of cold beans

You may have noticed that some of the prizes are leftovers from the Snyar Carrot Contest. Well that's because we didn't have any entries.

The events:

Scale	C, CC P/D
Great R/D	Wingless Model 17
Comar R/D	St. 2 S/D
Lowest R/D	Bank 5/D
From Ford	Wright Model 17
Roll over now	

To enter this thrilling contest, send 10¢ (to cover postage) to the address below:

Alan Brand
847 Parkside Ave.
West Chester, Pa. 19380

Deadline for entries is the end of the NARIM awards banquet. Hand in your entry in person, or by DOR number if you don't want to.

If A. or pulls this off, all prizes should be theirs.

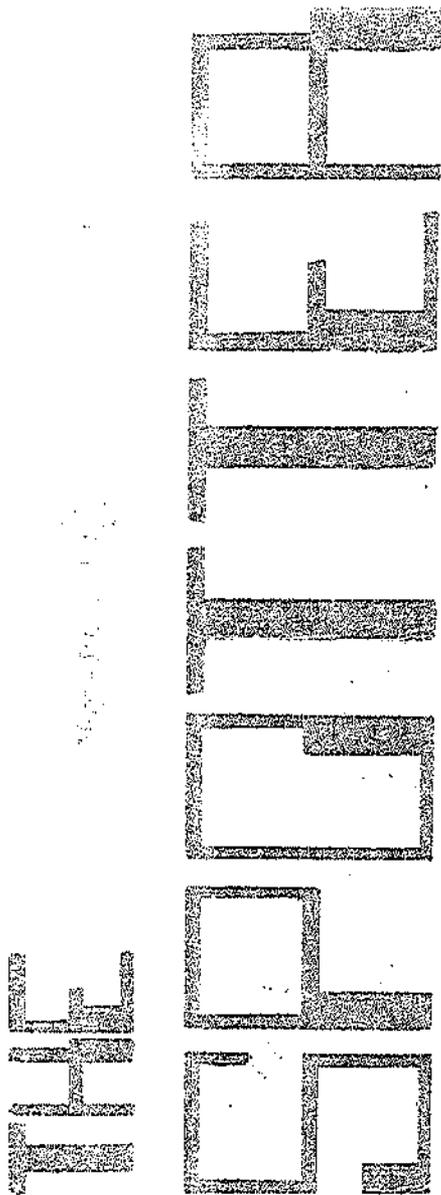
Copy! Also at 1000... to the drag coefficient... total angular (not a plug... weight, and if P/D is S/D... entry device.

That's all.

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Buy "French Model" Trucking Seat

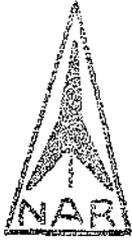
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STAFF

- ... Kushnerick
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- ... Thomas
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- ... is.



← ECRM-VIII

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

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

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

For a meet who's theme was quality and safety, I was totally surprised to see at least half of the first few racks of rockets cat-o-r-prang.

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

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

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

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

ECRM-VIII RESULTS

CLASS 3 PARACHUTE DURATION

<u>A Division</u>			
1. Mike Lehman		1300	
2. Sean O'Malie		661	
3. Stan Ward	NARHAMS	177	
4. Chris Vanderlippe	NARHAMS	157	
6. Pearce/Ridgely	THOR	117	
<u>B Division</u>			
1. Steve Barnes	NARHAMS	686	
2. Jack Gypin	Charleston	400	
3. Phil Barnes	NARHAMS	353	
4. Bob Sealy	HASM	212	
5. Doug Kushnerick	THOR	206	
9. Alan Bland	THOR	136	
<u>C Division</u>			
1. James Howard	RRR	1808	
2. Paul Vandall	MITMRS	480	
3. Carl Skenes	Charleston	360	
4. Gabeler/Marvin	RRR	247	

EAGLE BOOST/GLIDE

<u>A Division</u>			
1. Pearce/Ridgely	THOR	133	
2. Steve Flynn		129	
3. O'Donovan/Farewell	RRR	93	
4. Stan Ward	NARHAMS	45	
<u>B Division</u>			
1. John Langford	MASER	742	
2. Wagner/Mund		390	
3. Phil Barnes	NARHAMS	152	
4. Larry Emanuel	HASM	123	
<u>C Division</u>			
1. Paul Vandall	MITMRS	590	
2. Guppy	MITMRS	482	
3. Trip Barber	MITMRS	235	
4. Larson/Coffey	HASM	225	

CLASS 0 STREAMER DURATION

<u>A Division</u>			
1. Chris Morgan	Wheaton	49	
2. Craig Kuhn	NOVAAR	47	
3. Stan Ward	NARHAMS	41	
4. O'Donovan/Farewell	RRR	35	
<u>B Division</u>			
1. Phil Barnes	NARHAMS	74	
2. Dave Lewis	NARHAMS	67	
3. Steve Barnes	NARHAMS	62	
4. Larry Emanuel	HASM	52	
5. Doug Kushnerick	THOR	51	
9. Alan Bland	THOR	34	
<u>C Division</u>			
1. Larson/Coffey	HASM	88	
2. Venhaus/Coleman	MITMRS	63	
3. Chris Tavares	NOVAAR	55	
4. Mark Bundick	RRR	50	

HORNET ROCKET/GLIDE

<u>A Division</u>			
1. Chris Morgan	Wheaton	19	
2. Romano/Cusic	NARHAMS	13	
3. Alan Lane	Wheaton	12	
4. Jared Hall	SSB	9	
Dan Poorman	NOVAAR	9	
<u>B Division</u>			
1. Doug Kushnerick	THOR	38	
2. Tina Leaky	SSB	16	
3. Larry Emanuel	HASM	14	
4. Bob Sealy	HASM	12	
<u>C Division</u>			
1. Geoff Landis	MITMRS	67	
2. Larson/Coffey	HASM	54	
3. Phil Norman	SSB	50	
4. Lee/Kusterer	RRR	28	

EAGLE ROCKET/GLIDE

No Qualified Flights in A Division			
<u>B Division</u>			
1. Phil Barnes	NARHAMS	556	
2. Wagner/Mund		55	
3. John Langford	MASER	32	
<u>C Division</u>			
1. Paul Vandall	MITMRS	211	
2. Mark Mercer	NARHAMS	91	
3. Lee/Kusterer	RRR	73	
4. Venhaus/Coleman	MITMRS	65	

MERCURY DUAL EGGLOFTING

No Qualified Flights in A Division			
No Qualified Flights in B Division			
<u>C Division</u>			
1. Venhaus/Coleman	MITMRS	388	

PLASTIC MODEL

<u>A Division</u>			
1. Pearce/Ridgely	THOR	760	
2. Craig Kuhn	NOVAAR	718	
3. Kevin Knowles		590	
4. Romano/Cusic	NARHAMS	525	
<u>B Division</u>			
1. Larry Emanuel	HASM	745	
2. Jon Rains	THOR	725	
3. Larson/Dickstein	NOVAAR	635	
4. Jeff Possinger		465	
<u>C Division</u>			
1. Mark Bundick	RRR	758	
2. Lee/Kusterer	RRR	737	
3. Trip Barber	MITMRS	685	
4. Flynn/Klouser		675	

More ECRM-8 results on next page!

SCALE

<u>A Division</u>		
1. Stan Ward	NARHAMS	694
2. Chris Morton		593
3. Steve Flynn		565
4. Pearce/Ridgely	THOR	525
<u>B Division</u>		
1. Alan Bland	THOR	670
2. Jon Rains	THOR	539
3. Larson/Dickstein	NOVAAR	530
<u>C Division</u>		
1. Larson/Coffey	HASM	788
2. Chris Flanagan	MITMRS	771
3. Philmon Team		690
4. Andy Bennett	THOR	676

MEET CHAMPIONS

<u>A Division</u>		
1. Chris Morgan	Wheaton	159
2. Stan Ward	NARHAMS	126
<u>B Division</u>		
1. Phil Barnes	NARHAMS	111
2. Larry Emanuel	HASM	93
<u>C Division</u>		
1. Larson/Coffey	HASM	177
2. Paul Vandall	MITMRS	153

SECTION POINT TOTALS

1. NARHAMS	522 pts
2. MITMRS	453 pts
3. THOR	393 pts
4. HASM	291 pts
5. Wheaton	207 pts
6. Richmond Rebel Roc.	189 pts
7. COMROCS	120 pts
8. SSB	90 pts
MASER	90 pts
9. NOVAAR	72 pts
SCARS	72 pts
10. Charleston	30 pts
11. Independents	27 pts

THOR ECRM POINT TOTALS

1. Pearce/Ridgely	123 pts
2. Alan Bland	90 pts
3. Jon Rains	81 pts
4. Doug Kushnerick	75 pts
5. Andy Bennett	18 pts

We hope that as much of these results are as accurate as can be. They were copied down during the meet and the awards assembly. Sorry for any misspelled names or wrong times. A blank section means Ind. or unknown(to us).

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

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

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

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

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

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

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

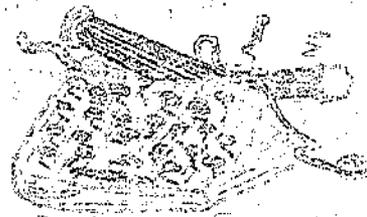
At the awards ceremony, the trophies were handed out, and THOR collected four. Then, as an added surprise, we placed third as a section. Thus, we should need only about eight people to sweep ECRM next year.

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

The ECRM results on page 5 and on this page include all THOR places.



GRAPEVINE



April 27 Special Meeting

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

Brett was made THOR Librarian since we're meeting at his house until the end of the summer and the library is there.

Apparently, the Cub Scout launch is falling apart for no known reason.

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

May 4 Meeting

Nothing much happened at this meeting as only 5 people showed up. Bennett collected a few back dues, and announced that the Hobby Shop will sell us its drawers full of obsolete engines at a discount. Since these engines (A3-1, B.8-0, etc.) cannot be used in competition we could use them for that demonstration launch we never had. After the discussion died down, Bennett told us about all the crazy stuff he always wanted to start, but never had time to.

May 18 Meeting

The Cub Scout launch is still on and will be held on June 8 at West Chester Airport. Andy is going to have some plaques made up, and we'll use the old THORAM-1 ribbons using the weak pretext that this is a THOR Assisted Meet. The picnic was moved to June 1.

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

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

Why Frank?

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

Isn't he finished?

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

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

Try not to laugh when you look at it. Mark's feelings are hurt very easily—he's so sensitive.

STYLING STYRENE

or

HOW TO CLEAN UP IN PLASTIC MODEL

The first step to make in entering Plastic Model is finding a kit to use. Don't forget that only "guided missiles, rocket vehicles, and space vehicles" are eligible. Rocket models are starting to make a comeback, and there is now a slim variety of models to choose from (as opposed to virtually none two years ago). Choose a model you feel you can do a good job on, and buy it. If it is a small model or too easy, forget it, because you'd have to do a super fantastic job on it just to place. If you want to take a shot at winning, usually any model with a little room for detailing that's at least 10 inches long will do. If you want to go all out for a big meet, pick a hard model, because 400 of your thousand points go to degree of difficulty. Pilgrim Observers, Klingon Battle Cruisers, and those Airfix Saturns will catch the eye of any judge, and should score high in difficulty.

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

Detailing is worth 500 points, and merits some discussion. Now I'll mention some of the best things to have within calling distance before you start anything. Of course, you've got to have paint; for detailing use only bottled or canned. Humbrol is really good stuff (but a bit expensive) for detailing, as it is very consistent. Watch using it over Testors or Pactra, because (8)

sometimes it eats the old paint away and wrecks it. As for a paint brush, use a 00000 (5/0) or a 000 (3/0). These are great for detailing, but you might say they DO cost you an arm and a leg (85¢ for 5/0). Also make sure you have X-Acto equipment handy. Any size blade is OK. Technically, that's about all you need to do an 'amateur' job. If you want a 'professional' job, the next section's for you!

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

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

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

First of all, test fit the pieces you're gluing together. I can't emphasize this enough, as I

(Continued on page 14)

Sunday, May 12, about 10 car-loads of model rocketeers assembled in downtown Stickville (Churchville, Md.) for a meet that advertised "Only \$1 to WREC your birds. The morning was dark, it had rained the night before, and there was a 90% chance of rain that afternoon, but 9, count 'em, 9 whole THOR persons--and a proxy CB-1-70--showed up anyway.

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

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

THOR's non-competing contingency spent most of the day discussing future wet weather strategy, standing in the rain, sailing make-shift balsa boats, and playing with their toes. After we all got tired of standing in the rain, we tabulated the results to find out THOR took the Section Championship.

Scott Pearce	THOR	114	A
Brian O'Malley	NOVAAR	40	A
Sean O'Malley	NOVAAR	20	A
Alan Bland	THOR	70	B
Brian Warren	THOR	18	B
Larry Emanuel	HASM	12	B
Doug Kushnerick	THOR	6	B
Dan White	HASM	0	B
Larson/Coffey	HASM	190	C
Bennett/Covell	THOR	124	C

Navy Antimissile Tries to Sink Isle

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

The radar controlled gun thought the island was a fast moving target, according to the GAO report released by Rep. Les Aspin (D., Wisc.)

The yards per second speed was censored out of the public copy, but Aspin said a classified version showed the gun thought Santa Barbara Island was "a very fast island."

The incidents occurred during January and March this year.

Rocket Fitting Is Adapted For Attaching Legs

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

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

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

New Tracking Station

TOKYO- The United States has allowed Japan to set up a temporary satellite tracking station on the Kwajalein atoll, in the South Pacific, the U.S Embassy reported here.

A spokesman said the permit stipulates that the station must be used for peaceful purposes. The Japanese space agency plans to orbit two earth satellites in 1975 and 1976.

One will research the ionosphere and the other will be put into stationary orbit, requiring the tracking station.

FLASH!!-Brian Warren has just fir

SCHEDULE

East Penn was a small (and almost worthless) meet this year. It was held on May 19, and only four people chose to show up. This was all the better for THOR's lovable Bennett/Covell Team, who racked up 134 points, which is respectable for an Open Meet this year.

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

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

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

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

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

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

.....

COMING RETRACTIONS

The all new, July '74 Spotter will be out for NARAM. It's going to be the biggest and best yet. With this and more:

- Trailblazer II complete
- scale data - with a picture, too.
- AARDVARK Coverage and Results.
- More Plastic Model stuff
- An all new Lifting Body

With the Energy Crisis still upon us, THOR will continue to eat plenty of beans to relieve the gas shortage. Meetings will be held at pre-determined dates in Brett Ridgely's basement. Call him at 696-7973 if you need directions. All meetings listed below will be at 12:30.

June 1 Meeting/Picnic/Launch

June 8 Cub Scout Launch at West Chester Airport

June 9 THORSM-8 Section Meet Eagle B/G, Pigeon E/L, Cl. 1 Scale Alt, Cl. 6 P/D, Cl. 3 S/D (5 x 50 streamer). Call Alan Bland at 692-4019 for info.

June 15 Meeting

June 22-23 AARDVARK-3 Regional Meet Allentown, Pa. Hawk R/G, Open Spot, Swift B/G, Scale, Design Effy, Cl. 1 Alt Effy, Pred Alt, Cl. 0 Alt, Cl. 0 S/D, Dual Payload, Hawk B/G. Contact Carl Warner, 665 Woodland Ave., Pottstown, Pa. 19464

July 6 Meeting

July 20 Meeting

Aug 4-9 NARAM-16 National Meet Manassas, Va. Super Scale, Scale, R&D, Eagle B/G, Hornet B/G, Sparrow R/G, Robin E/L, Cl. 2 S/D, Design Effy, Cl. 0 P/D. Contact Colonel Howard Kuhn, 7206 Beechwood Rd., Alexandria, Va. 22307

Sept 4-9 2nd World Championships Dubnica, Czechoslovakia 2.5 Nsec. P/D, 5 Nsec P/D, 10 Nsec Payload, Eagle B/G, 40 Nsec Scale Alt, 80 Nsec Scale. Observer's fee is \$100.

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

Notice the event changes at AARDVARK and NARAM. Don't go armed with the wrong rockets.

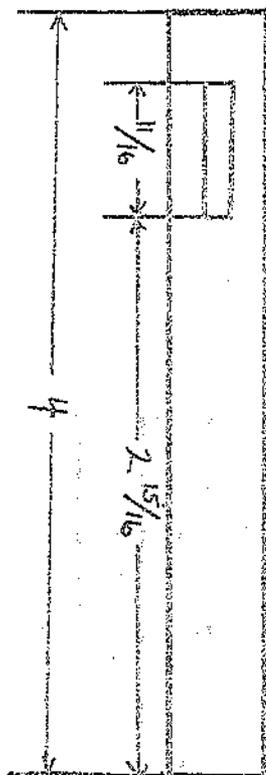
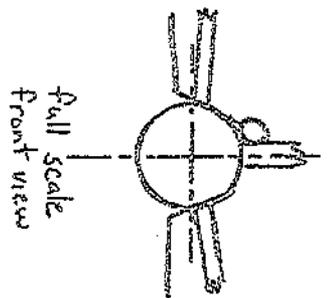
ARMADILLO

55

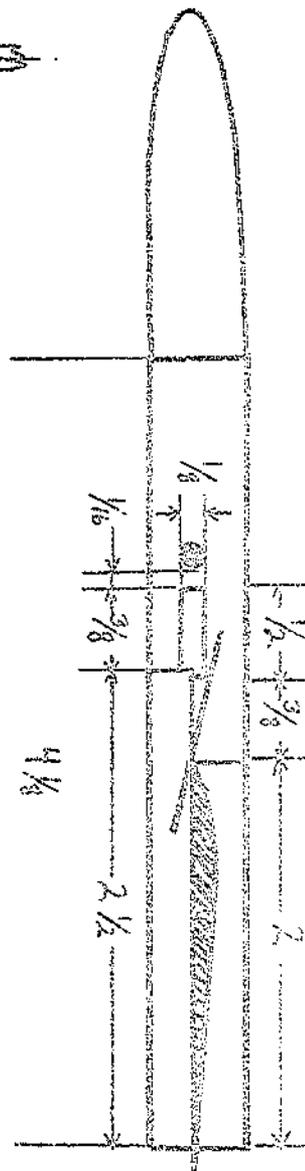
The glider Guppy built got 165 seconds in Swift R/G for a first place at Aardvark-2. The one I built from these plans got 39 seconds in Hornet R/G for an ECRN first place, and it was trimmed heavy.

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

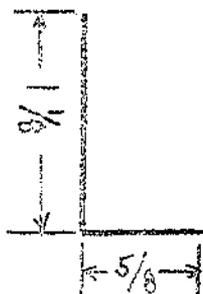
Cut out, streamline, and sand smooth the boom, rudder, and stab. Tissue cover the stab. Glue them all
(Continued on page)



RB50



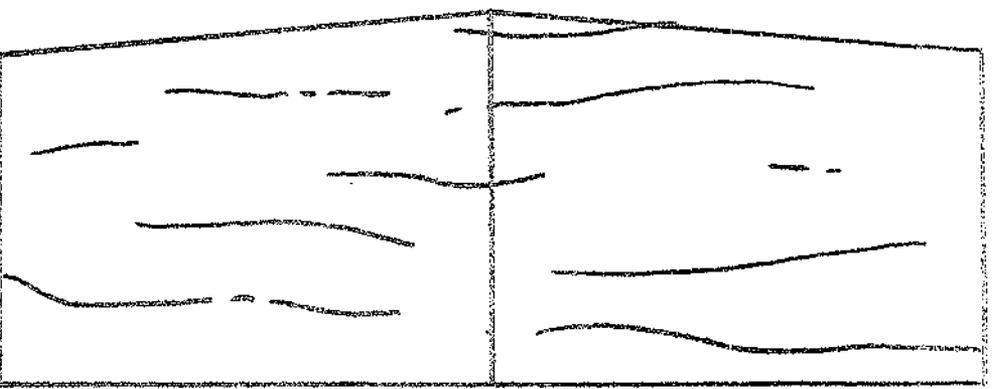
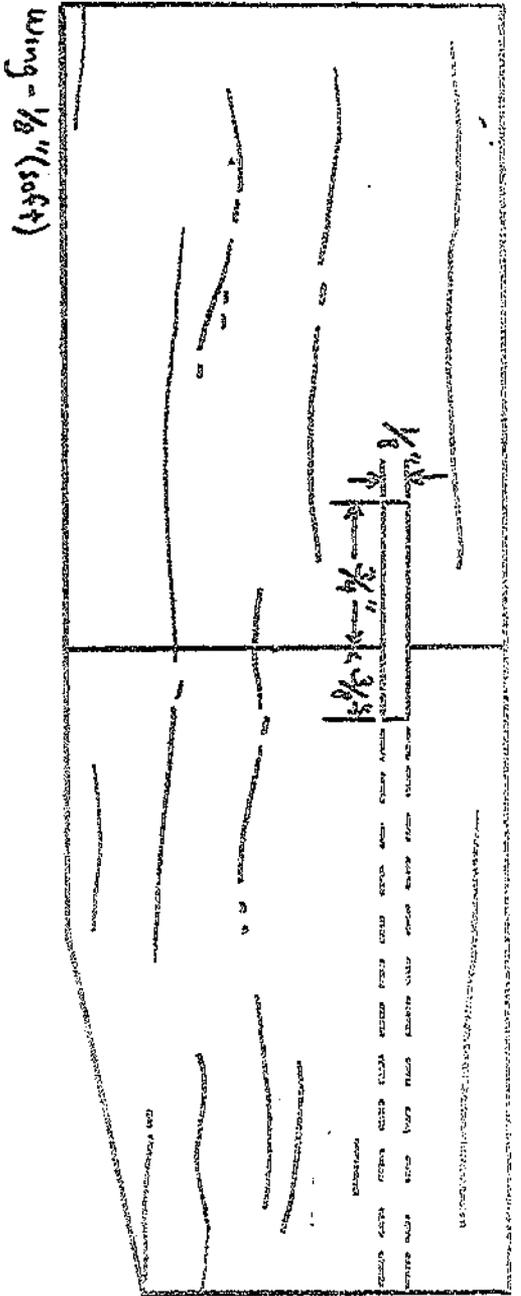
RB52



wire hook



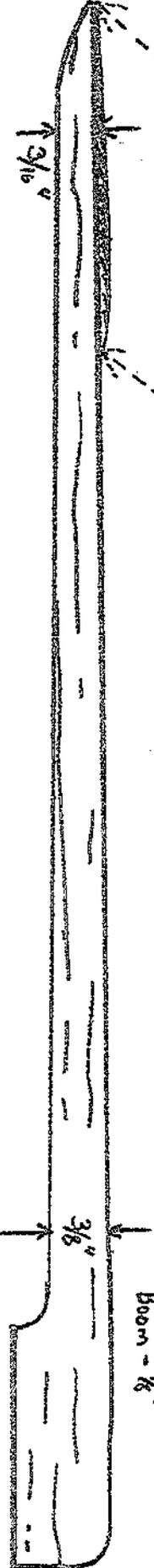
half scale front view
one wing folded



Rudder - 1/32"



Armadillo 55
 From a design by Guppy
 Drawn by Doug Kushnarek
 Full scale 4/24/74



together, according to the plans. Jump off a cliff.

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

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

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

ANOTHER FUN-FILLED LAUNCH!!!

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

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

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

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

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

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

that worked.

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

Scott's Enerjet Nike-Hoax, and it was a hoax, as it shredded in mid-flight (remember Ostrich egg-loft at ECRM-7?).

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

Dear Don:

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

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

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

We are in the process of "standardizing" our Mini Motors dimentions to the many competitor Mini Kits already in use. This was done for many reasons, including difficulty in obtaining our present 2 1/2" long Mini Motor casing from the supplier---another casualty of the Energy Crisis.

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

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

Cordially,

Leroy E. Piester

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

Now for the painting tips! To paint fine lines which many times are supposed to be wiring, use black for the wires and silver on the junction joints, rivets, etc. Most people always say, "Use the lightest color first, then the next darker color, and so on down until you get to the darkest." I don't always agree. Take the white plastic shroud on the Pilgrim Observer. My advice is (if you're gonna paint the shroud) to paint it last in yellow, red, orange, or some color like that. First paint the lines in black. That way you can work your way with the lighter color right up to the black. If you do it the other way and get unwanted black on the yellow, you're

gonna have fun covering it! On that particular piece, do the rivets in silver with a toothpick. Now let's look at chrome pieces, especially radar units and things like that. Flat black paint won't stick to the chrome immediately. Always use flat black in detailing as it's easy to rub off with a toothpick and is not stringy like gloss black (yech!). A radar unit or similar piece has tiny ribs in consecutively smaller circles with lines running the diameter of the circles. Put flat black over the entire front of the unit very rapidly. Then using your fingers, wipe it all off and your black paint will stay in the inside and the ribs will be chrome. Far out! That'll impress the judges.

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

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

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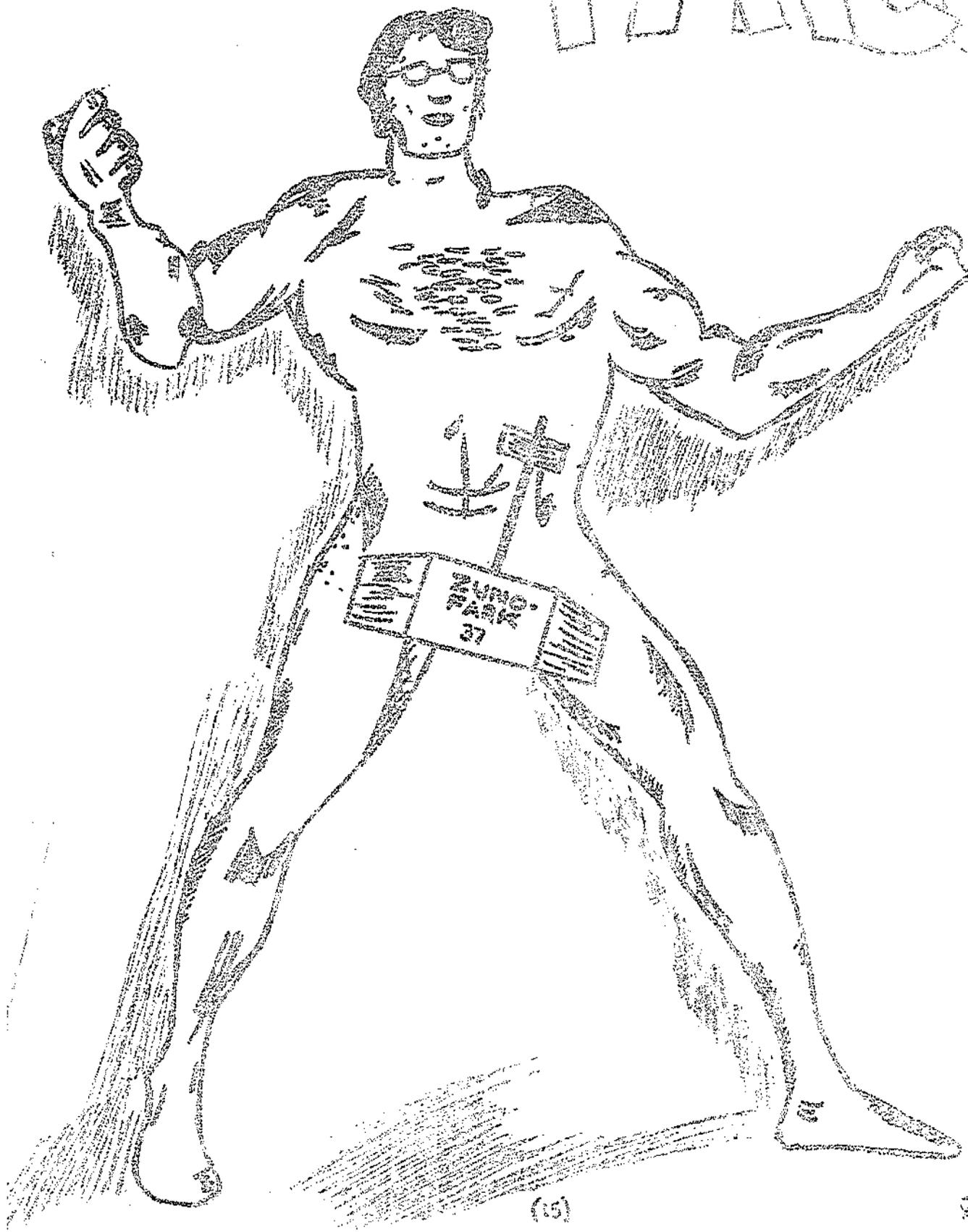
SECTION POINT STANDINGS

Name	Points	C.F.
1. Scott Pearce	262(361)	4(7)
2. Alan Bland	242	7
3. Pete Covell	214	2
4. Andy Bennett	130	5
5. Bennett/Covell	124(258)	2(4)
6. Pearce/Ridgely	123	3
7. Doug Kushnerick	125	6
8. Jon Rains	81	3
9. Bland/Pearce	51	1
10. Greg Horn	43	1
11. Brian Warren	30	3
12. Andy Brown	0(15)	0(3)
13. Mark Griffith	0	0
14. Earl Pearce	0	0
15. Jeff Starkweather	zilch	0
THOR	1425	8

And now.....

THE AMUSING

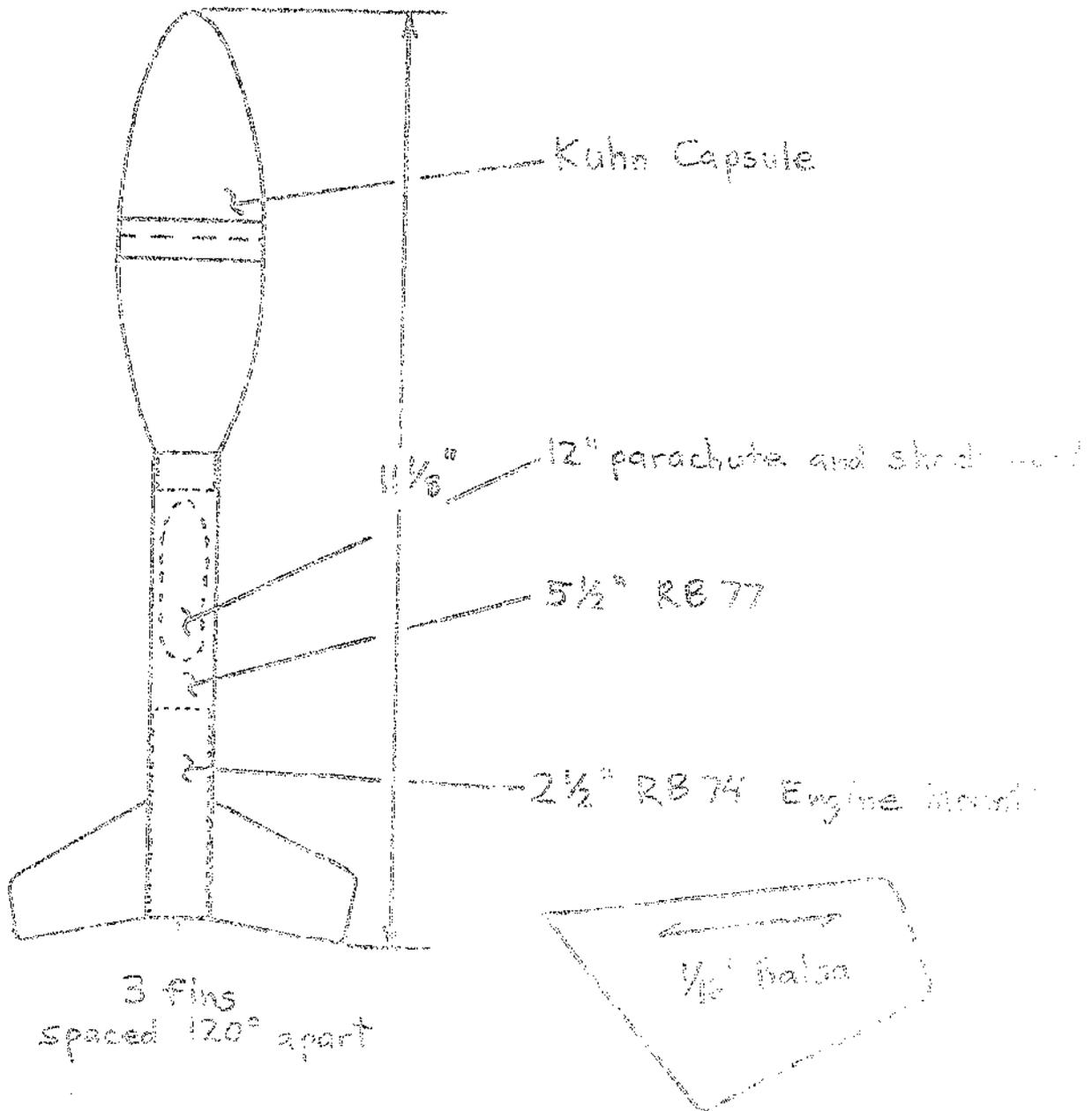
FAROO

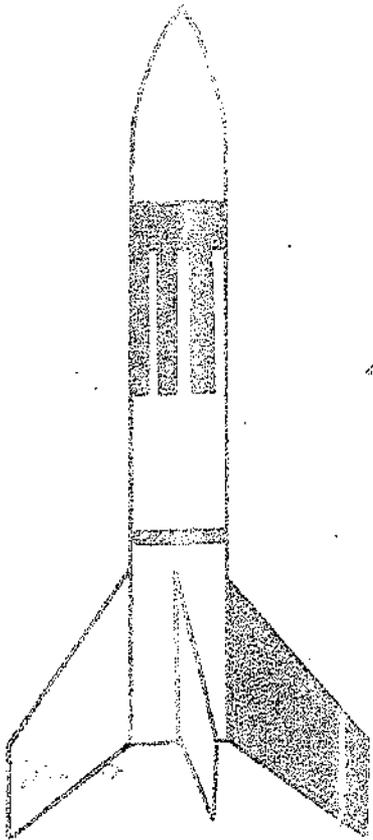


The NUDE TURKEY

First place B Division Robin Eggloffer at NARAM
Designed and Drawn by Alan Blond

Notes: Engine extends $\frac{3}{8}$ " from body for
piston launching
Paint with fluorescent colors
NARAM model flew to 25 1/2 meters.





the hobby shop

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Exton Sq. / Exton

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

Happy flying.



THE SPOTTER

ALAN BLAND
849 PARKSIDE AVE
WEST CHESTER, Pa.
19380