

MODROC

# ENQUIRER

35¢

## SPECIAL EDITION

October 28, 1977

LARGEST CIRCULATION OF ANY MODEL ROCKET NEWSLETTER IN AMERICA

### THE TRUTH PRATT CAN'T DENY

# NARAM:19

## WAS A HOAX!

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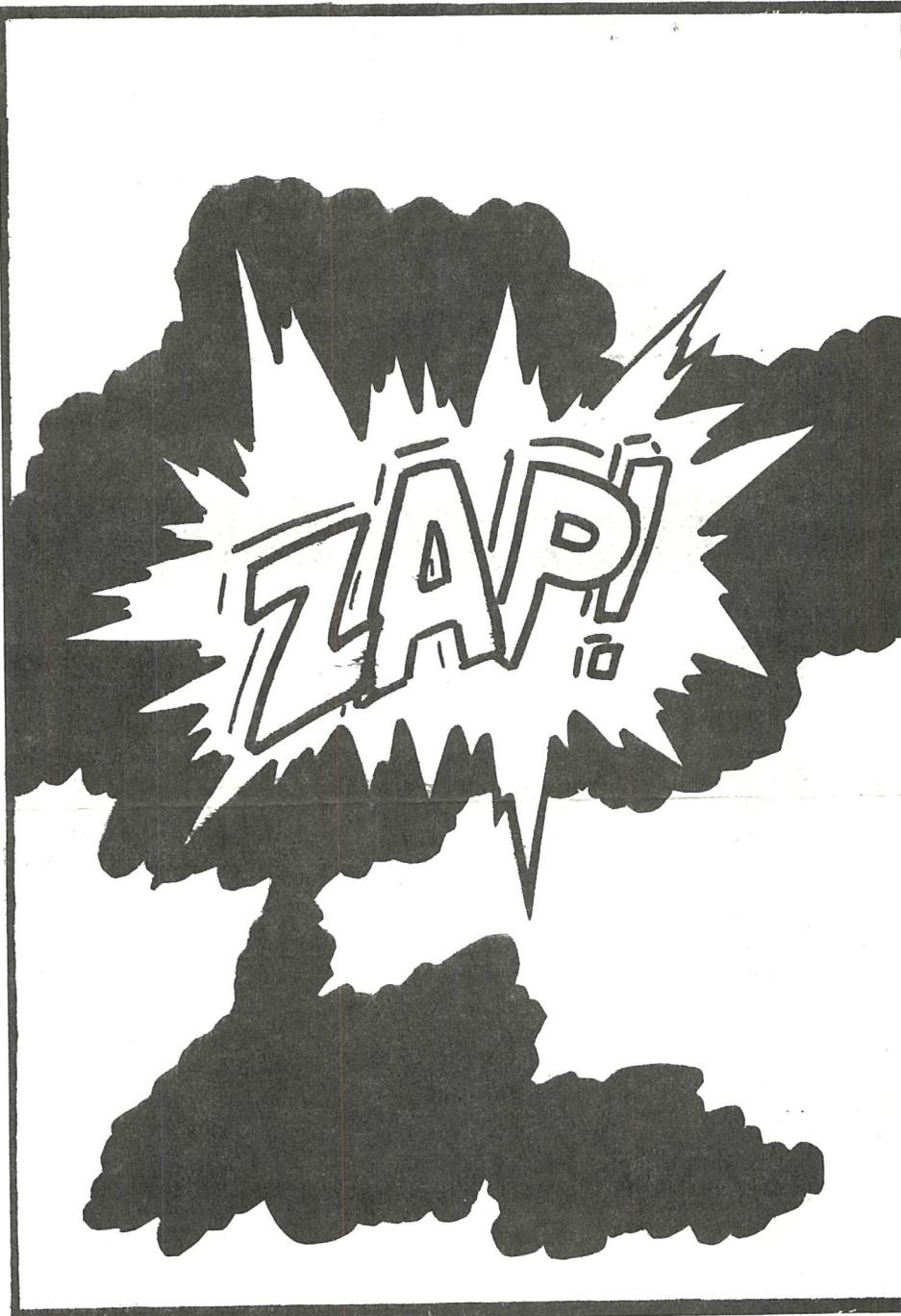
### Top Psychic Predicts NAR's Future

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CATO! CATO! CATO! - FSI E60 "Loadlifters" and AVI E11.8 "Gold Series" motors exploded all over the field during BLACK THURSDAY's competition at the National Association of Rocketry's 19th Annual Championship Meet. The MODROC ENQUIRER's chief photographer snapped the above picture a split second after his Mercury Dual Egglofter left the pad. Our NARAM-19 coverage starts on Page 3.

We want to hear from YOU soon. So don't let us down, folks.

IMPACT  
c/o Tony Williams  
Route 5, Box 221  
Jasper, AL 35501

Unsolicited submissions for publication are always welcome. Articles, special features, artwork, plans, letters to the editors, bomb threats, lavish praise and critical acclaim, and related material may be sent to:

NARCS  
c/o George Gassaway  
P.O. Box 5712  
Homewood, AL 35209

ALL subscription requests, newsletter exchanges, and other intersection correspondence should be addressed to:

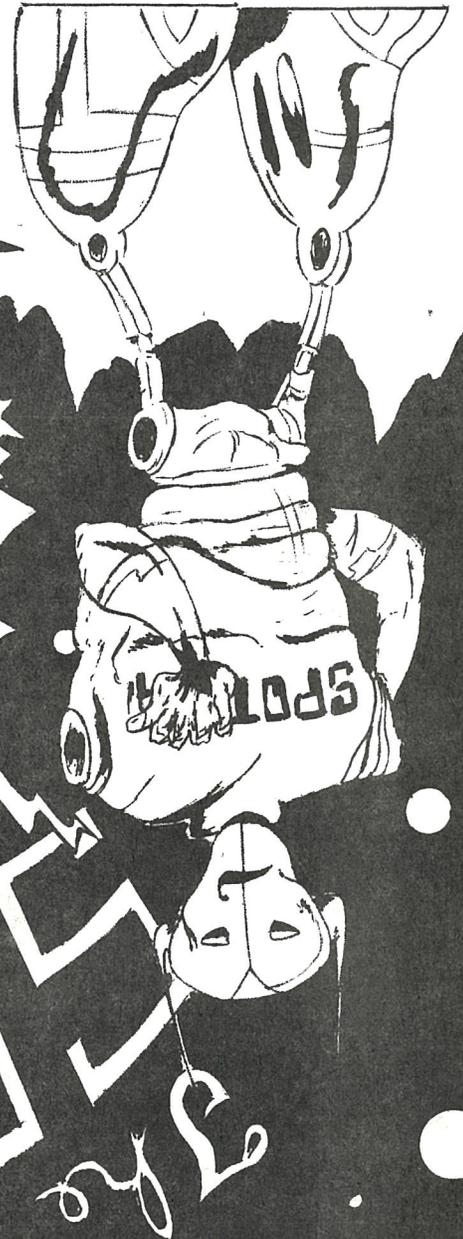
\*IMPACT\* is the official newsletter of the NAR Catastrophic Section (NARCS #351) and is published bi-monthly. IMPACT is distributed free to all NARCS members, sections agreeing to exchange newsletters, model rocket manufacturers, & special friends. The individual subscription rate is \$2.00 for six issues (one year).

Send today for all-new Modroc mirth and merriment!

Doug Kushnerick  
410 Brown Hall  
Newark, DE 19711

That's right!! More brand new SPOTTERS will soon be available. The folks behind all that award-winning responsible journalism will be bringing you three issues for the 1977-78 Contest Year. Issue #40 will be out in October, issue #41 in March 1978, and issue #42 in July 1978. To insure your copies, send \$1.25 immediately to:

THE WORLD'S GREATEST MODROC NEWSLETTER RETURNS!



# IMPACT

OFFICIAL NEWSLETTER OF  
THE NAR CATASTROPHIC SECTION

VOLUME III, NUMBER 1

"NOT WINNER OF THE SOLSTICE & LAG NEWSLETTER AWARDS"

# NARAM:19

NARAM-19 was held in Overland Park, Kansas and began July 31st. The meet never really "started" as in opening ceremonies, but rather "accumulated" Sunday night at the contestant briefing. NARCS in attendance were Guy Bradley and half of the Maddog/Fatcat Team, George Gassaway. Tony Williams (the other half of the team) was there in spirit but not in person due to a late minute problem. Since Guy and The Team virtually ARE the NARC Section, one could say all NARCS competitors were there. Jon "A Friend to NARCS" Rains was our roommate for the meet.

MONDAY had what proved to be the best weather of the week. George had the distinction of the First Flight of the Meet when the bird on Rack A misfired and his flex-wing booster on Rack B took off, the victim of a launcher glitch. Funny thing was he hadn't put in the flexie, still, the timers were apparently timing something anyway! When re-flown WITH flex-wing, it netted 4th Place in HORNET B/G with 83 seconds. Guy's glider was a little smaller and a bit heavier than your standard Hornet. This lead to a good boost and a stable glide in the breeze for 89 seconds and the Second Place trophy glass. NARCS was off to a good start, but little did we know that neither of us would score again until late Thursday.

HAWK R/G was good with few DQ's and many nice flights. Guy's LEAD SLED had a very disappointing boost. Strange, as his Sleds have always had great boosts before. George's attempt was a highly-modified L/Sled (half solid, half built-up Solarfilmed wings, plus pop-up stab dethermalizer) that semi-shredded on boost. It was flown again sans wing tip panels for a 71 second flight that came nowhere near placing.

Monday night, after the TRUSTEES OPEN FORUM, movies were shown. The opener was a model rocket documentary film (the production was assisted by Estes Industries) that featured super slow-motion shots of actual modroc flights, some superb animation sequences, and even narration by William "Captain Kirk" Shatner. A tough act to follow, true, but next came NARCS' own PRANG FILM #1. After the usual enthusiastic response, we also showed Film #2. Rounding out the bill was Jon-Boy Rains, who provided a hilarious (spontaneous) narration to a "silent" 100' reel of STAR WARS.

TUESDAY was windy! We both bombed Class 3 Streamer Duration, so there's no use wasting space on our attempts.

Class 1 Parachute Duration was similar for us. Late chute deployment seemed to be the culprit. Guy's flight was better, as it got nearly a minute drifting along at thirty feet. Jon "NeverplacedinPDanywherebefore" Rains used a NARCS-type PD bird, NARCS chute, and even had his parachute packed by a NARCS member to put in a 3-1/2 minute flight for Second Place. All Jon had to do was run!

That night was the TRUSTEES MEETING which we didn't attend. Instead, we watched movies at an impromptu session run by Gary Rosenfield and the California group. Mostly we drooled over films of their "Large and Dangerous Rocket Ships" (i.e. amateur rockets).

WEDNESDAY was really a bore. Tracking problems delayed the PREDICTED ALTITUDE competition until the last shift. Some demos were flown, notably Walter Senosky's "KOPTER" rockets. George's GREAT DANE #13 was also flown, but the failure of the E11.8-0 to ignite its B6-2 tandem caused the huge glider to stream in and reduce its six-foot span quite a bit. A demo flight by a Florida rocketeer (either Bob McNatt or Rusty Fulton) gave a warning of THINGS TO COME when a Maxi-Brute PERSHING's "28 JUNE '77" E11.8 motor catoed. After this session the manufacturers' forum was held. A disappointment was that the Bergenskes of AVI didn't make it.

(NARAM-19 COVERAGE IS CONTINUED ON THE FOLLOWING PAGE.)

Finally, PREDICTED ALTITUDE was flown. Guy's RENEGADE took off crooked and was nowhere near the mark. Our Team had debated whether to predict 100 or 111 meters but eventually chose the latter. The track closed at 100 meters, and the suicide line forms on the right. Also of interest were: Jon Rains' pranged-in-the-mall BERTHA, which tied for first place in C Division; Chip Purchell's 2nd in "B" (whatever happened to your primary entry, Chip?), and Warren "Another Friend to NARCS" Sisco's tie for 3rd in "G".

Wednesday night was actually done right by the meet planners, as everyone watched STAR WARS at the theater next to the motel. The next day was BLACK THURSDAY, so named by the idea that three events totaling up to ONE HUNDRED Newton/seconds could actually be flown in the four shifts allowed. As it turned out, Shift #1 was canceled (as usual) and only three shifts were left. Other hassles caused many contestants to choose between flying PIGEON EGGLOFT or MERCURY DUAL EGGLOFT. Guy chose Pigeon and watched his model disappear straight up on an AVI D6.1. George picked Merc Dual. The makeshift Maddog/Fatcat creation had slight tower tip-off on an E60 and the parachutes didn't eject properly.

The biggest story of the day was the multitude of FSI E60 and AVI E11.8 cats. Nearly 40% of the E60's and 30% of the E11.8's failed, most of the latter being dated 28 JUNE 77. I don't know what the winning altitudes were, but they were nearly insignificant since only in C Division were there enough qualified flights to award all places in Mercury Dual. And Pigeon Eggloft wasn't much better.

GLASS 5 SUPERROG was flown in the last shift, and it was a strange sight seeing lots of colorful Supertocs swaying in the stiff breeze on the racks. Most winning MONSTERS were the "minimum-length" type, usually BI-50 birds powered by E11.8's. George flew Tony's model out of Jon Rains' 605 tower for 469 meters (the highest flight of the event!) and 637 points. It finished second only to Jon's own model (flown out of the same tower, natch) which netted 611 points.

Thursday night was time for RESEARCH and DEVELOPMENT presentations. A promising report was from Jeff Lee on the possibility of making an "on board" television camera and transmitter. This report took Third Place in C Division. The winner in "B" was Fred Shecter with his investigation into the causes of engine malfunctions (notably the Estes D12). When R&D was over, we got back to find quite a few inebriated rocketeers at the motel. Many participated in a "FREE ICE" ceremony that night, just before a very active thunderstorm came up. There is nothing more strange than seeing several drunk rocketeers roaming around amidst lightning bolts.

FRIDAY was simply a day of FLYING SCALE and demos, plus several Predicted Altitude birds and even a couple of egglofters. In Scale, C Division was taken by Tom Hoelle's GENIE. B Division winner Steve Behrends' LITTLE JOHN looked more like a little John than the real one at the Alabama Space and Rocket Center in Huntsville! (It's easy to see why Steve's on the 1978 INTERNALS Team.) NOVAR's claim to fame was the top three places in A Division, led by Joel Kenny.

Estes, Centuri, and Bob Bruce & Company put on demos. The notables were salvo firings of some Estes and Centuri models, an Estes clustered bird with seven (count 'em SEVEN) D12 engines that worked (METEOR IV, anyone?), and a G engine flight by one of Bob Bruce's friends. For swing-wing fans, the latest Great Dane (the 11th) was flown on an E11.8. Get this, folks... IT WORKED!!! Bruce was going to thrill us all again with a cluster of four engines (2-E7's and 2-E100's) but the model was deemed unsafe by the RSO. (Since when is a cluster of seven D12's "safe"???) After the remaining altitude models were flown, it was time for the Awards "Banquet".

Some banquet; it was the same regular dinner in the same way it had been all week, with the awards ceremony in another room an hour later. When finally begun, everyone was noticably "underwhelmed" by the awards: dozens and dozens of glasses, NO trophies. Oh well, you'll hear more about THAT later in this issue.

The first award was the Rockwell International Trophy which was presented to the winner of the LAG Newsletter Award, the NOVAR FREE PRESS. Credit goes to editors Chris Tavares and Larry Hootman and the many section members who write for the "Free". Honorable Mentions (although NOT "honorable" enough to be mentioned in the MODEL ROCKETEER) went to SNOAR NEWS, the DALLAS/FORT WORTH ROCKETEER, and IMPACT.

Then event awards were given out. The highlight came when "Big Al" Celletti took his glass and poured in some Goors beer. Too bad there was no vodka and a fireplace or there would've been broken glass everywhere!

Finally, CHAMPIONSHIP plaques were presented. NARCS was well-represented: Guy Bradley took the C Division Reserve Championship; the Maddog/Fatcat Team won the Team National Championship; and NARCS came in second in the Section Pennant race.

# MODROC NEWS

"It may not be much, but at least it's better than the crap you've read in the 'ROCKETEER!'"

- Maddog

The push is on at ESTES INDUSTRIES to spin-off a STAR WARS model rocket kit onto the market in time for the Christmas rush. Other "scale" models from the hit movie are sure to follow in early '78.

But fear not, non-science-fiction folks, Uncle Vern & Company hasn't forgotten you! Here are some other TOP SECRET projects our special correspondent in Penrose was able to uncover:

Aerial photography isn't dead! An all-new CAMROC is in the works. The new model will supposedly feature easy-loading 110 film cartridges, allowing multiple flights and local processing. Also planned for the near future is a new CINEROC movie camera.

Mable's daughters will soon be working overtime producing Estes' first new modroc engines in years. (The first new motors since the D13/D12 line...what an act to follow!)

Annnnd...are you ready for this one??? Estes has been considering the publication of a huge, MODEL ROCKETRY -type magazine!

The PULSATORS from FLIGHT SYSTEMS, INC. are NOT available! (So forget the ads you read in the 'ROCKETEER and MODEL BUILDER, only the MODROC ENQUIRER brings you "top quality" news! Ah hahaha) FSI motors are made by George Roos (in Colorado?) and there apparently is some breakdown in communications between Dr. Roos and FSI Prez Lonnie Reese.

CANAVERAL NORTH ASSOCIATES (P.O. Box 1252, Lewiston, Maine 04240) is alive and well and selling a limited line of "specialty" modroc products. CNA's newly developed Engine Analyzer ("a cheap EPIC") may soon be available in kit form. Would make a nice present for the rocketeer who has everything....

Anyway, write to CNA President "Big Al" Celetti and tell 'im you read about it in IMPACT (or MODROC ENQUIRER for that matter) and you may receive a FREE sample of CNA's new Nomex re-usable recovery wadding! It's worth a shot, isn't it?

More rumors are flying about AEROSPACE VEHICLES INCORPORATED. MODROC ENQUIRER's "reliable inside source" reports that the Bergenskes could be having serious legal problems with Myke's former partner from the old MODEL ROCKET INDUSTRIES days.

In the meantime, the 224-paged ENCYLOG remains unpublished. Sigh.

MORE BAD NEWS: Mini-B's may become a thing of the past! AVI's famous 13mm dia. B-type engines have been mysteriously "out of stock" for over six months now.

Despite the aforementioned problems, AVI continues to be an inovator in the field of space modeling. For more info on their fine line of model rocketry products write to: AVI Astroport, Box 77, Mineral Point, Wisconsin 53565. (And how's THAT for "redeeming value", Myke and Dianne?)

ALL NAR Sections should check out the special "Educator Discounts" that are now available from CENTURI. Your group could save up to 25% on its next order of model rocket supplies! The address is: Centuri Engineering Co., Dept. R-97, P.O. Box 1988, Phoenix, Arizona 85001.

Whatever happened to CALIFORNIA MODEL ROCKETS? Bob Bruce promised he'd send us the new catalog before NARAM-19, but....

Another new West Coast manufacturer??? SMALL SOUNDING ROCKET SYSTEMS (P.O. Box 341, Mountlake Terrace, Washington 98043) now offers "E" & "F" composite-type engines for the rocket enthusiast. PLEASE NOTE THAT THESE MOTORS HAVE NOT BEEN CERTIFIED BY NAR STANDARDS & TESTING...yet.

SSRS also sells larger "sounding rocket propulsion systems" (notably the "G" & "H" motors). Check 'em out, power freaks!

The long (and I do mean L-O-N-G)-awaited new catalog from COMPETITION MODEL ROCKETS was released just prior to NARAM-19. To get your own copy of this important publication send 50¢ to: CMR, Box 7022, Alexandria, VA. 22307.

# NAR WARS

is coming

# UNIMPRESSIONS OF NARAM:19

Almost all NARAMs have little problems to complain about, but this year we were given more than enough reasons to bitch. A majority of problems were caused by the apparent non-testing of range equipment or procedure, and I have to wonder if SSKG had ever held a meet before NARAM-19.

First off was the shift system itself. Only once (Monday) was the 1st shift even flown. When the remaining shifts started, it seemed to take half an hour to get things going and another half hour to "wind down", thus limiting flying time. Woe unto those having mistfires! And the firing systems... Very impressive; one rack was "Big Al" Galletti's Maxi-Launcher and the other two belonged to the Dallas Area Rocket Society. The latter had small I.B.F.'s at each rod for continuity check at the pad. However, there were a few times when rockets took off simultaneously. (I guess this happens at any meet, but when was the last NARAM that it happened to YOU...twice!)

Unfortunately the tracking was all SSKG's doing. The much-heralded three-station system had not been tested. The tracking scopes were unsuitable. The "real live computer" was a big joke. And the communications system was poor, to say the least.

Egloff was marred by eggs that were too big, and even repeated trips to get replacements weren't satisfactory. Due to this (and the unusually fast schedule) most contestants were forced to chose between flying Pigeon Egloff or Mercury Dual Egloff.

The last and biggest gripe is the "awards". (I won't mention that the tradition of NARAM patches was broken- oops.) There was only ONE trophy presented, and Doug Pratt had nothing to do with it. That was for the IAC Newsletter Award, which is a permanent and perpetual trophy. The meet awards were GLASSES. You know, as in "McDonalds' free glasses" or whatever. Fourth place winners got strange awards called "POINTS ONLY", not even a ribbon!

Now what kind of awards are these??? IS THIS what we traveled all the way for and spent \$20 entry fees on? (Note: The real part of NARAM is meeting people and enjoying pull sessions, etc. But there is a contest, too, and the awards should've been more substantial than these!) Most rocketeers have parents, girlfriends, or wives that probably aren't too enthusiastic about model rocketry; and when they see "awards" like these they're going to question the sanity of said rocketeers (even more than usual).

Pratt did have plaques for the National and Reserve Championships but very plain and dull ones. Last year \$1100 was spent on NARAM-18 awards; this year it was \$160! Hey, nobody expected trophies like last year (They didn't?? -tw), but to go from the BEST to the WORST in one year is quite a letdown... A letdown that was NOT justified by economics... unless this NARAM was supposed to net a huge profit for the NAR. And if that's true, this won't be the last you'll hear about this matter!

I guess all this seems pretty harsh. It's supposed to be. These weren't "accidents"; they were mostly due to lack of planning. The awards, well, they were the result of a lack of conscience, I guess.

POST SCRIPT: This article is admittedly prejudiced by the disappointment of the author due to the big write-up in the MODEL ROCKETTEER of how wonderful this meet would be. It is not meant as a personal attack on Mr. Pratt or his abilities. Indeed, running a NARAM is the toughest job anyone can take on in our hobby, working months to pull it off in one short week. For this matter, there were many very nice things about NARAM-19 that were not mentioned in our coverage.

Master Pratt had to work very hard, when just two weeks before the meet the FAA said the site was within "controlled airspace" and could not be used. Doug solved this problem after great personal effort, preventing a difficult move to a distant launch site. The purpose of this article is to show what can easily go wrong at a National meet, and possibly avoid any similar problems at future NARAMs. (Are you listening, California? -tw)



# WINNING

MODEL ROCKET TIPS FOR  
THE HOT-SHOT COMPETITOR

## "Fear of Flying?"

• part 2 •

A DETHERMALIZER ("DT" for short) is a device used to bring a model down after a set period of time. The only practical & inexpensive way to activate a dethermalizer is by the use of a DT FUSE. Good DT fuse is made by Sig Manufacturing Company (Montezuma, Iowa 50171) and is available in most hobby shops.

A reliable DT system is invaluable when flying the higher-powered PARACHUTE DURATION events (Classes 1-3). It may also be used in the lower classes when flying in high winds.

Construction of a workable PD/DT system isn't difficult. Begin by cutting a NOSE BLOCK (A) in half. A piece of soft wire is then pushed through the block and the ends are bent as shown to form a combination DT FUSE HOLDER/SCREW EYE (B). Glue this assembly inside a STAGE COUPLER (C).

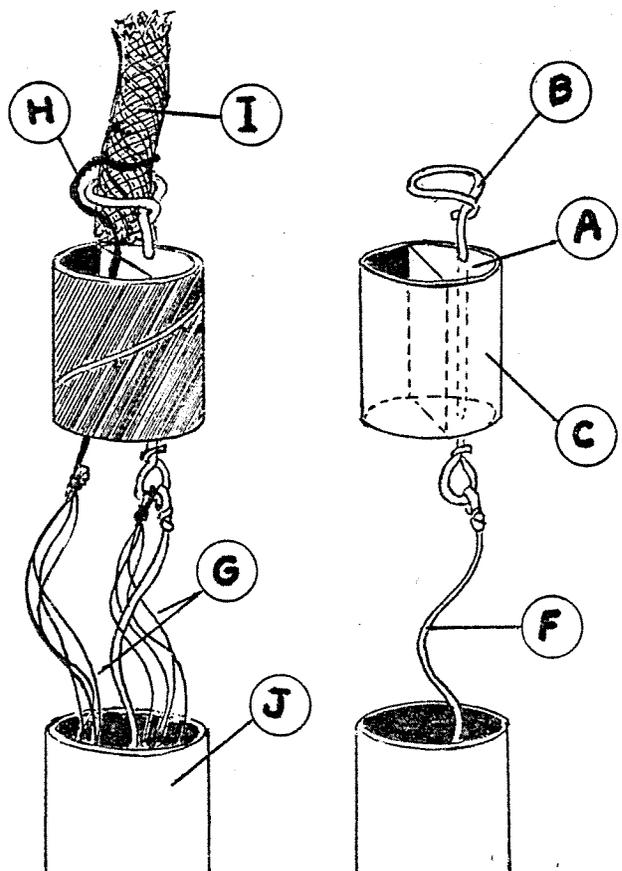
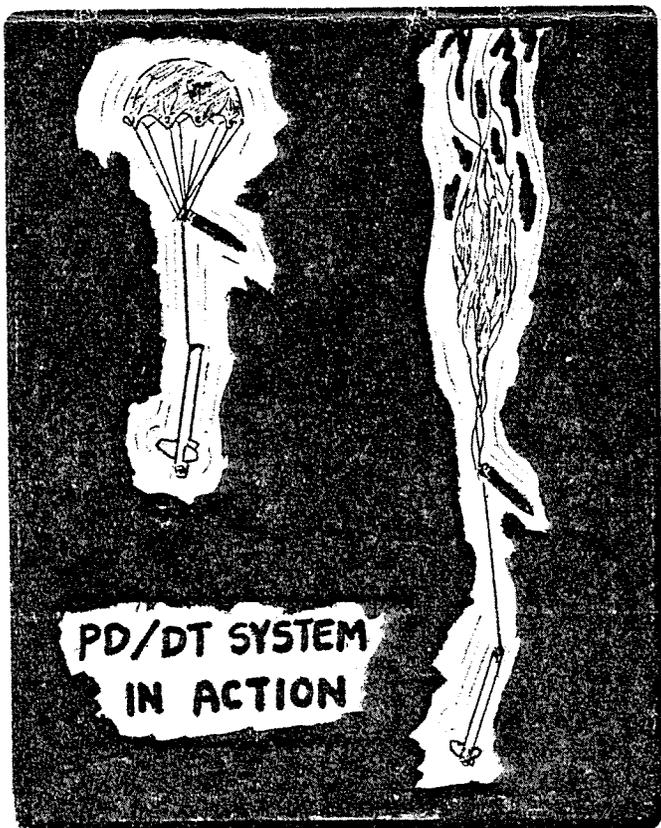
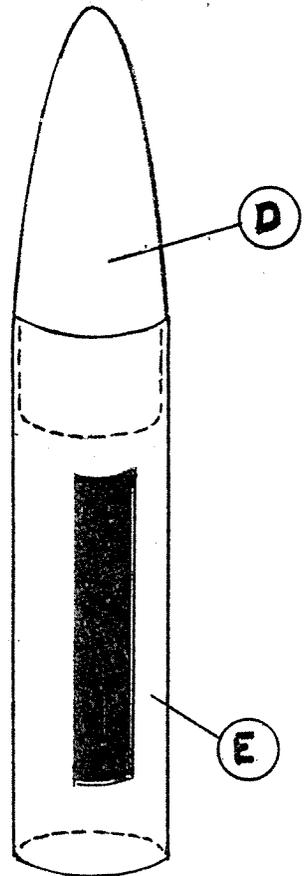
The DT housing (or "aerodynamic shroud", if you prefer) is made by gluing the NOSE CONE (D) on one end of a small BODY TUBE (E). An air vent is cut in the tube to prevent fuse suffocation.

### FLYING THE PD/DT SYSTEM

Attach the SHOCK CORD (F) to the "screw eye" and prep the model as usual. Tie half of the PARACHUTE SHROUD LINES (G) to the eye and tie the remaining lines to a short loop of ELASTIC SEWING THREAD (H). Place the DT FUSE (I) into its holder and clamp tightly. The elastic thread should then be tied to the DT fuse at the desired location.

Push this assembly halfway into the ROCKET BODY (J). Place the model on the launch pad and attach the micro-clips to the ignitor. Light the DT fuse and slide the DT housing in place. (Note: The housing MUST have a tight fit.)...5...4...3...etc.

How It Works: When the DT fuse burns through the elastic thread, it releases half the parachute shroud lines. The model will "streamer" in for safe recovery.



"DON CARLSON WILL LEAD A BAND OF CRAZY MERCHANTS TO PITCON AND TAKE OVER THE BOARD OF TRUSTEES... DAWN CORPORATION WILL HIRE AN IDI TO HANDLE COMPLAINTS FROM THEIR ROCKET SUBSIDIARY CUSTOMERS...."

Those are among the latest predictions of talented psychic Gitzure Rokkitzoff, a member of the MODROC ENGINEER'S crack team of prognosticators.

Dr. Rokkitzoff, who uncannily foresaw the winds at ARC-5 last March (amazingly it was windy!), also predicts the following:

"NARCS will host another ARC, this will be the 7th one, in March '78. NASA will fly the Space Shuttle into Huntsville, Ala. to honor the occasion.

"A big name (well, almost) rocketeer will come down from the North to attend ARC-7, and the Shuttle arrival, among other things. He will claim to be Jon Rains.

"June will bring another NGRM and the Second Annual Southland Championships, in Atlanta and Birmingham respectively. The exact dates will be determined by MASTER, NARCS, and the Atlanta Jazz Festival.

"Dethroned NAR President Butternorth will exile himself to an obscure South American country where he will soon become dictator. After ridding the nation of all 'subversive elements' he will find himself ruler of the world's smallest country... population: one/

"Elaine Sadowski will resign from the NAR. Finding that lifetime membership can't be revoked, she will build her first rocket in years, load it with dozens of B11.8's, E60's, and B12's, and commit suicide simply by pressing the launch button. With no body to be found, her lifetime membership will continue until she is declared legally dead seven years later."

And how was YOUR day?

Other members of the U.S. INTERNALS Team are as follows:

TEAM MANAGER: Howard Kuhn

SCALP: Steve Behrends

Robert Bledron

Thomas Hoelle

David Alexander (alternate)

SCALP ALTERNATE: Chris Flanagan

John Langford

Matt Steele

Special thanks to Guy Bradley for staying over Saturday so that I could compete in the fly-offs.

Wow, I almost forgot to thank Jon Rains for his assistance in chasing down gliders and "loaning" me engines. Thanks, Jon.

ADWEST WINDS "BLOW AWAY" R/C PILOTS.... FREE FLIGHT B/G'S TRUMPH In.... INTERNALS TEAM FLY-OFFS.... by George "roving reporter" Gassaway

(OVERLAND PARK, Kansas) Saturday morning, August 6th, eleven rocketeers gathered here to compete for three spots on the INTERNALS Boost/Glider Team. After a week of NARAM-19, the winds that greeted us were of little

surprise. Allowed two models to make three flights (no return required), the wind did not count much in the area of getting the glider back, but did greatly affect some light trajectories and glider structures.

The first event was SPARROW B/G, which credited maximum times up to 120 seconds.

Chris Flanagan took the only "max" in Round one using his Flash'n'Chips design, which was lost. Round two saw maxes by Geoff Landis and myself. Landis' model is unknown to me; I used a Flex-wing. (See the last IMPACT.)

Five flights exceeded 100 seconds in Round three (more than any other round), but Mark Bundoick scored the only max. "Bunny" used a

arksley Eagle. The top four finishes were: 1. Mark Bundoick (26 1/2 seconds)

2. George Gassaway (261)

3. Bernard Biales (260)

4. Chris Flanagan (25 1/2)

The wind took its toll in Eagle B/G. The maxes of 300 seconds weren't even surpassed by anyone's three flight TOTALS! Worst hit as Harold "Guppy" Youngren, the famous R/C ace. Flying a two channel R/C B/G that had stayed aloft for over 3 minutes on a Friday

est flight, his glider had a slight engine malfunction (D6.1) and one wing shredded. Being a similar back-up, the model started to arc on boost and the wings folded in the maneuver to get verticle again. Phil Barnes' R/C bird arced and flew horizontal at about

ten feet until it snap rolled and crashed. Bernard Biales' R/C glider had an elevator problem and didn't pull out of a dive.

Though everyone had feared the R/C's were unbeatable, it was now clearly time for the free flight" B/G's to step in. Round One saw Andy Mitchell strap his Sparrow B/G to an R5-powered pod and get a time of 135 sec.

efore it was lost. Round Two's best flight as made by me, my Flexie for 111 seconds. Mark Bundoick had 152 sec. to lead Round 3, flying a large Eagle R/G. The top scores in

agle B/G were: 1. George Gassaway (210 seconds)

2. Mark Bundoick (170)

3. Chris Flanagan (161)

4. Andy Mitchell (135)

Using a "low score" golf-type system, the results of Sparrow and Eagle B/G places were combined for the U.S. B/G Team selection.

ark Bundoick and I tied for first (3 points) and Chris Flanagan took third (7). Alternates are Bernard Biales (9) and Geoff Landis (10).

# ETC.

RAMBLINGS / LATE-BREAKING NEWS / USELESS TRIVIA / UNIMPORTANT FILLER / MISCELLANEA / MORE "STUFF"

Notably absent from last issue's coverage of the SOUTHLAND CHAMPIONSHIP REGIONAL MEET was mention of one-time-great \*GREGG COTIS\*' "Return to Rocketry" (well, almost). Gregg claimed to be the meet's RSO but no one believed him...especially after he repeatedly tried to fly an inverted styrofoam cup with Mini-Brute power.

Welcome back, welcome back.

If you liked the EAC, you'll LOVE the new (NEW?) Centuri Aerospace Club (C.A.T.). The C.A.T. has a full-page ad in the new...

ROCKETTEER CATALOG NO. 772-R is now available from CENTURI (see MODROC RIP-OFF NEWS elsewhere in this issue for the address). Of interest is the NEW "Rocketry Exploration" outfit. This system is designed to get the beginning rocketeer started in such advanced projects as staging and clustering. This BIG outfit retails for \$25.

NARAM-20 RUMOR-OF-THE-MONTH: California is the site. And the Contest Director will be....Oh, you wouldn't believe us anyway!

Is the MODEL ROCKETTEER on a slide-trough to oblivion? Current "insider" reports tell us this could be so. Obviously, the NAR's ~~magazine~~ newsletter is in BIG trouble. What can be done to prevent its decline and fall? We have one suggestion: try a dull knife.

(Yeah, yeah, I know, "GO FRY ICE!")

Regardless of what you may have read in a certain modroc publication that is noted for its "sensationalistic journalism", the NAR has NOT decided to adopt an insurance proposal that would cost either \$4.20 per member or \$200 per section. Instead, the NAR plans to wait until early next year to see if we can get back on the AMA's policy as a rider. The chances are very good that this will happen. If so, the insurance cost would increase (over past figures), but not by such a huge margin. A \$1 per member rate increase has been estimated.

"WHATEVER HAPPENED TO HANK SIMPSON?!?"

That's the question that keeps popping up here at the IMPACT editorial office. Hank S. (shown in this photo loading his VIPER Scale entry onto the racks at NGRM'76) was well on his way to a second consecutive "A" Division National Championship - 980 points in only 9 Contest Factors - when he mysteriously disappeared from the contest rocketry scene.

Lest we forget, mucho thanks to the nice folks at ESTES INDUSTRIES (Penrose, Colorado) who generously donated prizes for STAR-2.

The contest has been delayed (again), but we hope to pull it off early next year. For more information on this special Starlord-sanctioned contest write to: Tony Williams, Route 5, Box 221, Jasper, Alabama 35501.

Speaking of the Starlords, the problems surrounding the publication of the club's official newsletter, the STELLAR WINDS, have NOT been solved to date. The 'WINDS is far behind schedule (not unlike IMPACT!) and things are looking BAAAAD.

Antonov Villxms has announced the Soviet Union will produce a new "Anti-METEOR IV Missile". Ol' KGB #26698 sez this ground-to-air rocket will "prove superiority of our glorious Soviet defense system." Unveiling and (horrors!) flight will probably occur at ARC-7 in March 1978. You have been warned.

\*\*\*\*\* NARCS POINT TOTALS 1976-77 \*\*\*\*\*

Name	Points	C.F.
Maddog/Fatcat Team	1512	17
Guy Bradley	1066	17
Hank Simpson	980	9
George Gassaway	712	12
Warner-Rains Team	253	3
Tony Williams	168	3
Gassaway Team	147	3
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