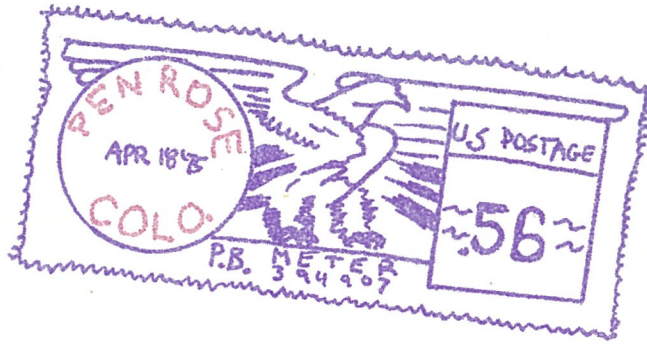


May-June 1975

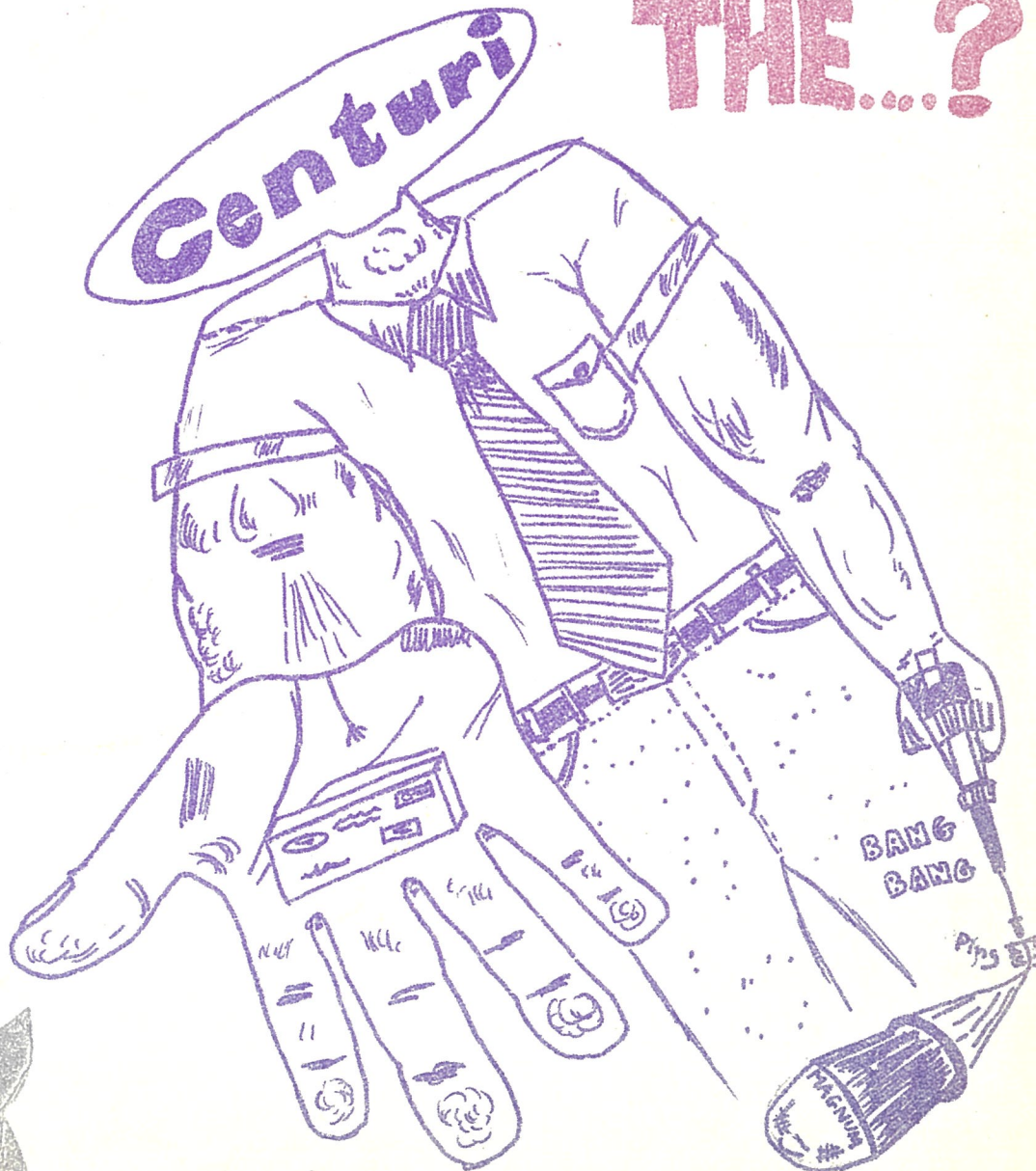
Vol. VI Nos. 3&4

THE SPOTTER

Printed by THOR, Section #251 **** WINNER OF THE 1974 LAC NEWSLETTER AWARD



**WHAT
THE...?**



DEPARTMENT OF PUBLIC WELFARE

WARNING

DID YOU KNOW THAT PICKLES WILL KILL YOU?

EVERY PICKLE YOU EAT BRINGS YOU NEARER TO DEATH. PICKLES ARE ASSOCIATED WITH ALL MAJOR DISEASES OF THE BODY. THEY CAN BE RELATED TO ALL AIRLINE TRAGEDIES AND AUTO ACCIDENTS. ALSO A POSITIVE RELATIONSHIP BETWEEN CRIME WAVES AND PICKLE CONSUMPTION HAS BEEN ESTABLISHED.

For Example:

1. NEARLY ALL SICK PEOPLE HAVE EATEN PICKLES. EFFECTS OBVIOUSLY CUMULATIVE.
2. 99.9% OF ALL PEOPLE WHO DIE FROM CANCER HAVE EATEN PICKLES.
3. 100% OF ALL CIVIL WAR SOLDIERS ATE PICKLES AT SOME TIME, AND NONE ARE ALIVE TODAY.
4. 88.5% OF ALL PEOPLE INVOLVED IN AIR AND CAR ACCIDENTS HAD PREVIOUSLY EATEN PICKLES WITHIN ONE FORTNIGHT OF THE ACCIDENT, ACCORDING TO A RELIABLE POLL.
5. EVIDENCE SHOWS LONG-TERM EFFECTS: ALL PEOPLE BORN IN 1839, EVEN IF THEY ATE ONLY ONE PICKLE ONCE, ARE DEAD TODAY. A 100% MORTALITY RATE!
6. ALL PICKLE EATERS BORN BETWEEN 1859 AND 1869 NOW HAVE BRITTLE BONES, HAVE LOST MOST THEIR TEETH, AND HAVE EXTREMELY WRINKLED SKIN, IF ANY.
7. A NOTED TEAM OF MEDICAL SPECIALISTS FORCE-FED SOME RATS WITH 20 POUNDS OF PICKLES PER DAY FOR 30 DAYS. THEY (THE RATS) DEVELOPED BULGING ABDOMENS AND CEASED FROM EATING ANY ADDITIONAL NUTRITIVE FOOD.

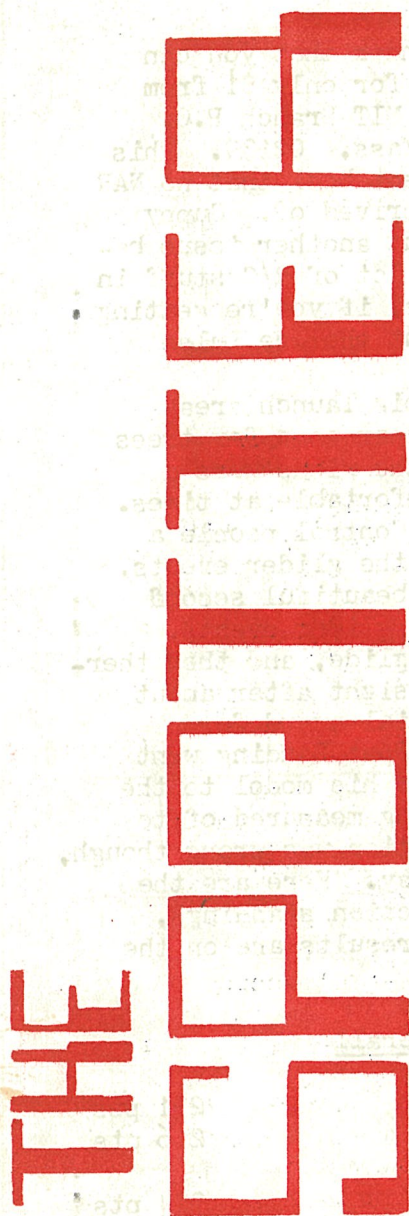
IN SPITE OF THE EVIDENCE SHOWN, PICKLE PRODUCERS STILL CULTIVATE IN EXCESS OF 120,000 ACRES OF THE DREADED THING. OUR PER CAPITA CONSUMPTION IS ALMOST FOUR POUNDS!

OUR SECRETARY OF AGRICULTURE AND THE SECRETARY OF HEALTH, EDUCATION, AND WELFARE HAVE TAKEN COGNIZANCE OF THIS HORTICULTURAL FIASCO. YOU HAVE NOTHING TO WORRY ABOUT!



DR. E. T. PICKLEHEIMER
DIRECTOR, BUREAU OF VITAL
INFO FOR THE CARE AND
FEEDING OF PEOPLE

THIS IS ANOTHER "FREE" SERVICE PROVIDED BY WASHINGTON. YOUR GOVERNMENT WILL LOOK AFTER AND PROTECT YOU!



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- Greg Horn

"Education consists of pounding abstract ideas into concrete heads."

- Stan Wilhelmson

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Carl Warner

Stan Wilhelmson

The Spotter is printed
8 times a year by
THOR. A one year sub
is still a buck.

A few words. First of all, you may have noticed that this counts as two issues. Well, it may and it may not, but for the time being, let's pretend it does. I hated to do it, but school caused an acute shortness of time. I made this issue kind of long anyway, and wait'll you see next issue.

I hope you liked last issue's different kind of cover and contents page. I was prompted to change for one issue after seeing an issue of a certain newsletter called Spectra, that just came out, that looked like it sort of borrowed a lot of layout and techniques from the Spotter. Like I said, next issue will be extra special, and will be out around NARAM. Honest.

*** ECRM - IX ***

by Doug Kushnerick
and Greg Horn

For the part of THOR consisting of Brian Warren, Mark Griffith, Greg Horn, and Doug Kushnerick, ECRM began on a Saturday morning with a long drive in Mark's pre-Cambian Falcon, which he calls a car. Before we even made it to Baltimore, the car had run out of oil. Yes, it uses oil faster than gas. It stalled out and to get it started we ended up pushing it the wrong way down a ramp on Interstate 95, which was really an adventure.

Finally, after many trials and tribulations, we arrived at Fort A.P. Hill around 2 o'clock, our wallets considerably lighter. For the first time in recorded ECRM history we were stopped at the entrance to the Army base by an MP. He asked us where we were going, and Brian, in a Russian accent I never knew he had, said "Ve are look-ink for der missile base. Er, I mean the model rocket launch. The guard, either not catching on or not to bright (or both) said it was such and such a direction and let us pass.

As we went over the last rise before the launch field we all sort of gasped. Where we had just been driving through a forrest, now for miles in front of us there was nothing but dirt. Totally barren. It looked like we had driven into a Cambodian war zone.

The meet was a reunion of sorts, as Pete Covell and Andy Pennett were there and we hadn't seen them since they left in September for college. Pete was tracking when we arrived, and we talked to him out at his station. I think we caused a few lost tracks while we were talking to him. -- "Pete, what was the angle on that last flight? Pete?" "Oh, sorry guys. Did you launch something out there?" "Pete!" "I said I was sorry."

Later in the day we visited downtown Bowling Green and made a stop at Bo's Record Shop, however we left immediately when we found out they really didn't sell records. There were a lot of bull sessions that night, the largest ones being in our room and in the MIT
(cont. next col.)

room. Another reminder that you can get the MIT Journal for only \$1 from MIT Rocket Society, MIT Branch P.O. Box 110, Cambridge, Mass. 02139. This is really an excellent book that no NAR member should be deprived of. Guppy says they may put out another issue before January with a lot of R/C stuff in it. In the meantime, if you're getting interested, check out the Ace Pulse Commander.

Even with the big launch area ("They're going to tear up a few trees for us. Sheesh!") the winds were a little more than comfortable at times. This gave the Radio Control people a little advantage in the glider events. John Langford had a beautiful second flight in one of the glider events. Perfect boost, nice glide, and then thermals away. We lost sight after about ten minutes. A special award for Best Performance in Spot Landing went to Jon Rains who tied his model to the pad with a long string measured off to the spot. The direction was wrong though, and he was DQed anyway. Here are the overalls, and the section standings, and the rest of the results are on the next page.

Overall

<u>A Division</u>	
1. Sean O'Malie	231 pts
2. Sam Jaskilla	216 pts
<u>B Division</u>	
1. Piedron/Langford	324 pts
2. Honecker/Lane	153 pts
<u>C Division</u>	
1. Smith/Lee	336 pts
2. Mark Fundick	174 pts

Sections

1. USSR	694
2. NARHAMS	372
3. MACER	324
4. Wheaton	255
5. MIT	150
6. HASM	72
7. MARS	69
8. Gemini	48
9. Buffalo	36
10. SSB	15

Independents 521

ECRM - IX Results

<u>Division A</u>		<u>Division B</u>		<u>Division C</u>	
<u>Class 3 SD</u>					
1.	Dave Glatt 64	Biedron/Langford	160	Paul Horning	88
2.	Chris Carroll 42	Pearce Ridgely	103	Smith/Lee	85
3.	John Fundick 36	Dave Corant	82	Aron Insinga	80
4.	Charles Glatt 32	Phil Barnes	73	Starlord Team	79
<u>Mercury Dual EL</u>					
1.		Dan (Igor) White	220	Jon Rains	296
<u>Class 1 Altitude</u>					
1.	John Fundick 235	Honecker/Lane	249	Paul Conner	295
2.	Dave Glatt 193	Perry Denover	194	Chris Flannigan	258
3.	Charles Glatt 136	Igor	127	Philmon Team	233
4.	Sean O'Malie 124	Pi Rho Team	12	Tom Lyon	162
<u>Dinosaur Super Roc</u>					
1.	A and B Divisions	Biedron/Langford	508	Smith/Lee	429
2.	Combined	Pi Rho Team	446	Geoff Landis	388
3.		Sam Jaskilla	411	Tom Lyon	193
4.		Phil Barnes	394	Brett Lawlor	151
<u>Sparrow EG</u>					
1.	Sean O'Malie 23	Pearce/Ridgely	66	Mark Bundick	82
2.	Sam Jaskilla 18	Honecker/Lane	47	Andy Mitchel	63
3.		Dave Conant	44	Smith/Lee	42
4.		Hopkins/Girshman	41	Paul Conner	33
<u>Swift EG</u>					
1.	Sean O'Malie 28	Pi Rho Team	53	Smith/Lee	62
2.	Sam Jaskilla 13	Perry Denoyer	52	Paul Horning	51
3.		Biedron/Langford	31	Mark Bundick	25
4.		Pearce/Ridgely	21		
<u>Eagle EG</u>					
1.	John Fundick 92	Biedron/Langford	81	Smith/Lee	95
2.	Sean O'Malie 31	Girshman/Hopkins	39	Guppy	56
3.		Phil Barnes	20	Geoff Landis	35
<u>Hawk RG</u>					
1.	Robert Mitchel 9	Biedron/Langford	155	Smith/Lee	94
2.		Lane/Honecker	25	Geoff Landis	71
3.		Pearce/Ridgely	22	Philmon Team	65
4.				Howell Team	55
<u>Spot Landing</u>					
1.	Sean O'Malie	Phil Barnes		Philmon Team	
2.	Tereasa Leahy	Winings Team		Paul Conner	
3.	Sam Jaskilla	Lane/Honecker		Geoff Landis	
4.	Bob Mitchell	Pearce/Ridgely		GM Team	
<u>Scale</u>					
1.	Sam Jaskilla 643	Biedron/Langford	718	Mark/Bundick	762
2.	Sean O'Malie 494	Pi Rho Team	629	Howell Team	754
3.		Lane/Honecker	610	Philmon Team	660
4.		Pearce/Ridgely	597	Smith/Lee	459

FROM CENTURI -- by

It seems to me that this newsletter is constantly at odds with Centuri. Remember a year ago when the first news was going around that Enerjet was being phased out? Remember how the Spotter covered it in the Pitt Con article? Here's a choice paragraph written by Andy Pennett:

It was learned at the Convention that Damon has closed down both Centuri engines an Enerjet Engines. This gives Estes virtually no competition and had Mark Griffith running around yelling "anti-trust" and making like . He became so upset that I had to stuff a wet towel in his mouth and hold his hand until 5:00 AM Sunday morning til he went to sleep.

Now who could forget that gem? What all you people don't remember is all the flack I (Doug) had to put up with after that issue from irate rocketeers who thought I should be strung up by my thumbs and then shot at sundown for such hideous crimes against the hobby. I got no direct reply from Centuri, however, IMPULSE (one of my favorite newsletters at the time) did run a letter from Lee Piester pleading (well, asking) the editors of said newsletter to do "all they could to stop these unconfirmed rumors." Well, I got kind of burnt up by this and tried to steer clear of anything like that in the future.

Last issue I covered the new tabloid Centuri catalog in a brief and admittedly sarcastic paragraph that went as follows:

The new Centuri catalog has been printed on newsprint in tabloid form and sent out with a Rocket Times. The new product (the as in only one) is a 10" long Evel Knievel Sky Cycle that sells (well, is on sale) for \$3.50. There were some price increases too, and I'd rather not say any more on it.

This paragraph drew a letter from Grant Boyd, Centuri's Director of Product Development, which I was happy to see because I always like to get mail, especially letters from manufacturers because it lets me know what's on their minds, and they already know what's on mine because they are on the Spotter mailing list. Here's what the letter says: (Con next col.

Dear Mr. Fushnerick,

First, let me thank you for having us on your newsletter mailing list. It's a great way for manufacturers to keep in touch with attitudes and gripes in the field.

I can't help but wonder why Centuri received such brief and sarcastic comments in the March/April issue (pg. 8). The writer paints a rather one-sided picture by stating that we have only one new product in the tabloid catalog. Actually, we have four products that were not in the previous catalog: "Skycycle" kit, "Skycycle" outfit, "Big Shot" outfit, and "PowerTower" launch stand. As for the price raises, of course we have them, as have all businesses. But model rocketry is a very special business, we hold off on raises as long as possible, and introduce them very reluctantly. We fully realize that most rocketeers are young people on a fixed income.

If the economy weren't such a mess, we (and our competitors) could travel to more rocket meets and conventions, so we could get to know one another better. Meanwhile though, club magazines and our letters are a good way to keep in touch.

Sincerely,

CENTURI ENGINEERING CO., INC.
Grant Foyd, Director
Product Development

This letter brings up some points I'd like to mention, but let me get the negative part out of the way first. As far as I knew, Power Tower" and "Big Shot had previously appeared in Rocket Times. I can't find any back issues to support me now, but check it out for yourself. If they had appeared, that doesn't make them new products. As for the Skycycle kit, which I didn't like anyway, it's still the same kit whether you buy it seperately or with a box full of launch equipment. Now all this may make it sound like I hate Centuri rockets, which is definately nd the case. I like a lot of their rockets. Quote me on it. If you had asked me my favorite manufacturer three years ago (or two years ago) (cont. pg. 7)

when that slick new catalog came out I was thrilled. I guess it is the new products that make the difference.

Mr. Boyd also brings up the subject of communications. Getting ideas back and forth between manufacturers and NAR members is important, and I urge all you people out there with newsletters to put the manufacturers on your mailing lists. It is worthwhile. Also, with the economy straightening out again slightly, maybe manufacturers can find it in their hearts to send out some more representatives again. We do miss them, folks.

I'm not trying to start a new controversy now, right after all this get-back-on-good-relations spiel, but this is news. You must be wondering about the cover by now, and here's the story. Gotten any packages from Centuri lately? Take a look at the postmark. Look closely now. See the name of the city? It says Penrose. But wait a minute! Isn't that where the other company is? Right! This was pointed out to me originally by Jon Rains, who complained about an order from Centuri taking an unusually long time to arrive. When it finally did, he shrewdly checked the postmark for the date, and accidentally saw the city it was mailed from was Penrose. A quick check showed that (by comparison of code numbers) Estes and Centuri were indeed even using the same Pittney-Bowes postage meter. This prompted Carl Warner to call Centuri to ask if a consolidation was in place. The person on the other end of the phone rapidly said "We are merging mailing operations" or some such thing, and then hung up. Since then, other packages have come back marked Penrose. I intend to find out more about this, but that's all I know right now. No doubt as soon as Mark Griffith reads this he'll need a nursemaid for the night again.

CMR has a new cata log in the works and even as you read these very words it may be available. In the meantime, I have managed to gather up a small amount of cryptic information. Some new kits are C-16 Tachyon (\$2.50) (yes, that is also the same name Mark Griffith uses for his gliders), C-17 Pirate (\$2.75), C-18 Helicopter (\$3.50), and C-19 Eggle (\$5.00). There is also the long promised piston kit that we saw way back at NARAM. It's called the Boom Tube and goes for \$2.50. F7s and F100s are three for 9.60, and minijets will probably not be carried. I assume they will also be carrying the new FSI engines. Postages rates are up, and parts prices are too. Nose cones will cost you from 5 to 15¢ and body tubes are up from 5 to 10¢.

SCHEDULE

In spite of vacations, disinterest, lack of members who remember how to build rockets, and a recent Pennsylvania State Supreme Court decision banning Alan Eland, THOR will continue to meet during the summer months someplace or else. For meeting times and exact location call Doug Kushnerick at 566-1381 or Alan Eland at 692-4019 or Marjanac Tihomir at Prague 6-4844, cable code Yugoslavia-279-COM.

June 20-22 AARDVARK-IV Regional
Center Valley, Pa. Condor BG,
Scale, Sparrow BG, Hawk RG, Fred
Alt, Des Effy, Cl 2 Alt, Single
Payload, Cl 3 SD, Cl 2 PD, Cl 4 Alt.

July Sometime Launch at Exton Mall and
a launch at the summer department of
the science school (waitaminut!)

July Sometime Meeting someplace

August 3-8 *** NARAM-17 ***
National Meet Orlando, Florida
Robin EL, PeeWee PL, Cl 0 PD,
Sparrow BG, Hawk RG, Cl 1 SD,
Plastic Model, Scale, R&D.
Contact: Richard Fox, 2461 Barkwater
Drive, Orlando, Fla., 32809.

August Another fun Warner meet EAST-PENN
All sorts of thrilling events like
Condor BG. Every event over 20
newton seconds! Joy to all pyromaniacs!
Contact Carl Warner for information
at the famous address: 665 Woodland
Ave., Pottstown, PA 19464

Oct 10-12 MARS-X (yes, TEN at last)
Ostrich EL, Cl 1 Hel, Quad, Scale,
Cl 1 (or 0) PD, Gnat RG, Hawk BG or RG
Regional Meet in Abadaberdeen, Md.

barfie

41

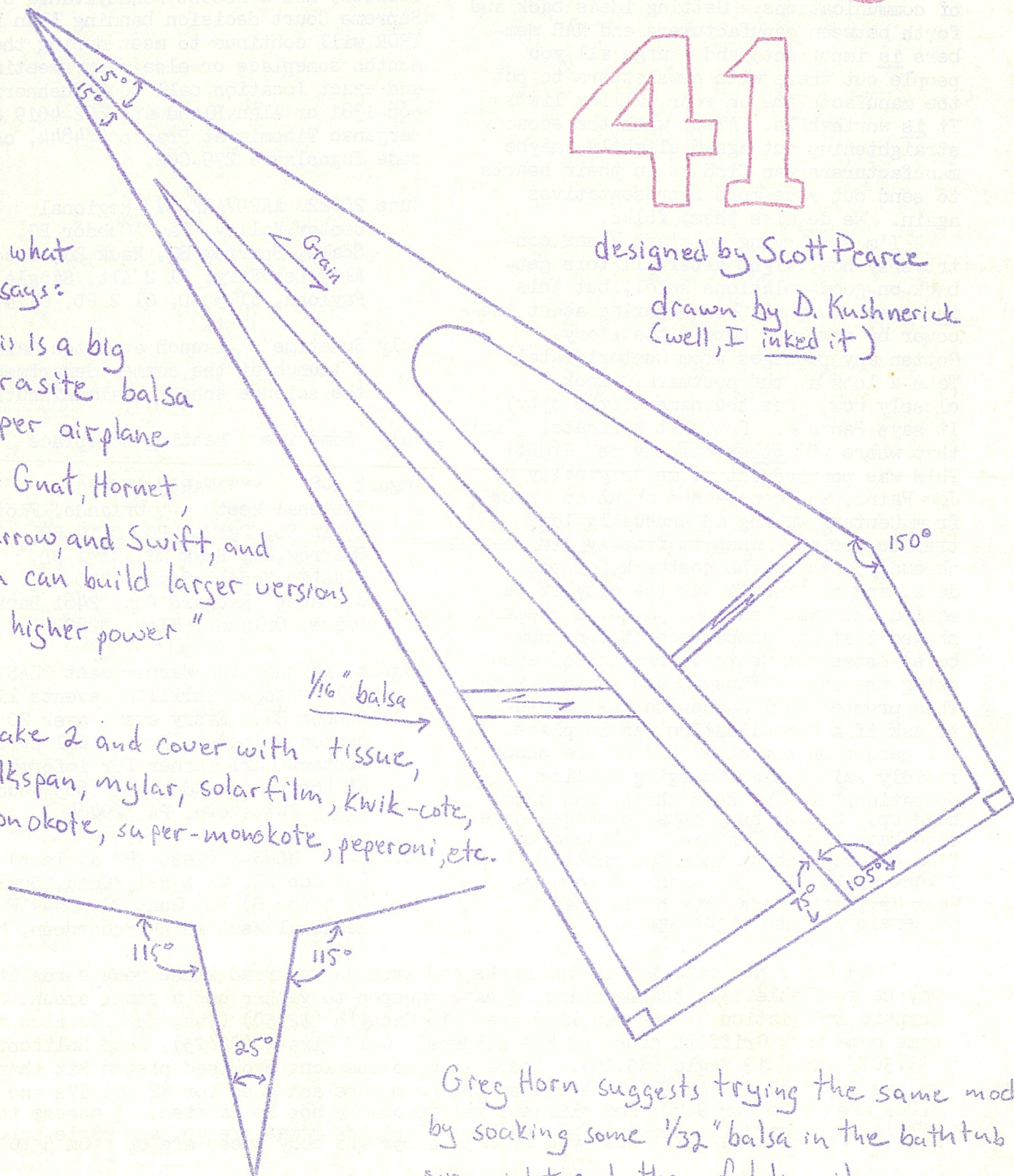
designed by Scott Pearce

drawn by D. Kushnerick
(well, I inked it)

Here's what
Scott says:

"This is a big
parasite balsa
paper airplane
for Gnat, Hornet,
Sparrow, and Swift, and
you can build larger versions
for higher power"

make 2 and cover with tissue,
silkspan, mylar, solarfilm, kwik-cote,
monokote, super-monokote, peperoni, etc.



END VIEW

Greg Horn suggests trying the same model
by soaking some 1/32" balsa in the bathtub
overnight and then folding it.

By-Laws of the West Chester Section of the NAR

Article 1.

This organization shall be entitled THOR. It shall continue under all obligations contracted under its previous title: Turk's Head Organization of Rocketry, West Chester Section of the NAR.

Article 2.

It shall be the purpose of this section to aid and abet the aims and purposes of the NAR within the boundaries of Chester and Delaware Counties, and surrounding areas of southeastern Pennsylvania. THOR shall, in all instances, operate model rockets in accordance with the laws of the Commonwealth of Pennsylvania.

Article 3.

All members of THOR shall be members of the NAR in good standing residing in Chester or Delaware Counties, or surrounding areas of southeastern Pennsylvania. A person is a resident if he is registered to vote in said area, or in the case of a minor, his parent or guardian is registered to vote in said area.

Article 3-A.

Membership shall be divided into the following categories:

- I. Attending - Members who currently live and/or work in Chester or Delaware Counties, or surrounding areas of southeastern Pennsylvania. These members shall be subject to full payment of dues as set forth in Article 4.
- II. In Absentia - Members who currently live and/or work elsewhere for the primary purpose of attending school, military service, or temporary residence overseas. Additional reasons for classification in the category are valid at the consent of the membership. Members included in this category may be granted reduced dues as determined and voted upon by the membership.

Article 4.

Dues shall be six dollars annually, payable as determined by the membership. Section dues are distinct and separate from annual dues paid to the NAR, its affiliates, or other organizations. The dues monies shall be kept in a General Fund by the Treasurer, and shall be paid out by him only after a majority consenting vote of a quorum of the membership, as defined in Article 8.

Article 5.

Meetings shall be held upon the first and third Saturdays of each month. Meetings may be postponed or canceled as deemed necessary by the Board of Directors, as defined in Article 7. In addition, special meetings may be called when deemed necessary by the Board of Directors. Launches, contests, and/or lecture-demonstrations shall not be considered meetings.

Article 6.

The officers of the Section shall consist of a President, a Vice-President, a Secretary, and a Treasurer. Officers shall be elected semi-annually, at the first meeting of the calendar year, and the first meeting of the fiscal year beginning July 1.

(continued)

In addition, there shall be the posts of Range Safety Officer, Launch Control Officer, and Editor of the Newsletter. These posts shall be filled by appointment by the President of the Section.

Article 7.

The Board of Directors of the Section shall consist of the four officers, a member at large from the Section, and a Senior member approved by the NAR as Section Advisor.

Article 8.

For all business conducted by the Section, approval and ratification shall be conducted as follows:

Motions or nominations shall be from the floor upon recognition by the presiding officer. A quorum shall consist of at least three-fourths of the membership of the Section. A two-thirds majority consenting vote shall constitute approval and ratification by the membership. A member of the Section may be elected to only one office.

Article 9.

These By-Laws may be amended by a vote as defined in Article 8 at any meeting of the Section provided that the members receive written notice at least five days in advance of the meeting. No amendment shall be in effect prior to approval by the NAR.

Article 10.

Any member whose behavior, in the opinion of the Board of Directors, is in flagrant violation of the safety regulations of the Section and the NAR, is subject to the jurisdiction of the Board. Prior to Board consideration of the course of action deemed necessary by the Section in recourse of the member's behavior, the member in question (or in the case of a minor, the member's parent or person in loco parentis) shall be notified of the Board's intentions in the matter, and be given an itemized list of specific actions in which the Board feels indicate serious offenses against the safety regulations of the Section and the NAR, and a list of warnings against such actions. A meeting of the Board of Directors will be called no earlier than seven days after the delivery of said notification. Appeals to the Board or notification of resignation may be submitted at this time. The member in question and his/her parents have the right to be present at the meeting of the Board. At this meeting, the Board shall take one of the following courses of action:

- I. The Board will take no further action regarding the matter.
- II. The Board will temporarily revoke all membership privileges for a length of time determined by the Board.
- III. The Board will permanently revoke all membership privileges, and the member in question is no longer considered a member of the Section.

All Board members must be present at this meeting, and all Board decisions on the matter will be made by a three-fourths majority vote.

ANNOUNCING A NEW SPOTTER NON-EXCLUSIVE!!

PRODUCT REVIEWS

(Consumer Reports, eat your heart out...)

by Doug Kushnerick
and Scott Pearce

For the last few weeks, the THOR staff has been hard at work ~~thoroughly~~ building some new Estes kits, and this is what we found. (We're assuming you've already seen the darn things.)

The Renegade (\$3.95) is a BT-55 model with a BT-50 stuffer tube that can be built nose ejection or mid ejection, depending on what kind of mood you're in. Since it comes ready for D engines, it makes a good base for your Superroc or a good booster for Eagle and Condor parasites. This will more likely replace the good 'ole Omega as the high power competition kit.

The Andromeda (\$4.95) is a long, impressive, good-looking, detailed, fun-to-build sport model that most everyone should want. It is a real attention getter at displays and you'll have the time of your life putting all those decals on. I'd suggest following the detailing pattern just as it's shown, except to paint it gloss black instead of flat black.

The Vostok (\$4.95) is the only new model that I find intolerable. The strap-ons are not tubes, but balsa fins with paper prints glued on. (That's why it's called a profile model.)

The Enterprise (\$6.95) is well worth the price, but I wouldn't rate it skill level 4. I don't want to be picky, but come on, Dane! I've never built a Saturn, but I know this thing was a helluva lot harder to put together than my Romarc or my little Honest John. I have a sneaking suspicion that this was downgraded because if it was rated 5, the novice rocketeer (the only ones who pay attention to skill level any way) wouldn't buy it. Clever, eh? The model is surprisingly true to the original, and is a hit at displays. At THOR's last display, well over half the people stopped to look because of it, saying, "Oh look, an Enterprise!" Take your time filling up the seams and getting everything aligned right and you'll have a great
(cont. next col.)

looking model. The suggested paints are Pactra Military Flats, which I coated with clear gloss to improve looks (and also to fingerprint-proof it from all the people who must touch while they look).

That's about it for this go-round. Next time, with a little luck and money, we should have reviews of the new CMR kits.

.....
Plastic Model Hotline- In addition to their new Apollo-Soyuz kit, Revell has re-released the Tranquility Base and Columbia/Eagle kits.
.....

THOR Grapevine
by Brett Ridgely

Since my mind is in a fog, I seem to be having trouble remembering when the last Spotter came out, or even when thor had it's last meeting. The meetings for the last two months have been poorly attended (two to four persons), therefore very little has been happening during them. I do, however, have a few things to comment on.

First of all, I might as well let the members know that May dues have been scratched due to lack of attendance. Moving right along, something that has been pictured in some peoples minds is Thor's underground movie. Since nobody has even decided whats going to be in it, I think it's another brainstorm down the rain gutter. During the slowed activity of the last two months, two or three good things did occur. The section meet was one, which you can write about elsewhere in this issue. (bet you missed that one) The second is ... the PHART plaques are here!! I will hand them out at AARDVARK if the owners are present, or mail them if they are not. The last thing I have to comment on is what I consider a great success for the club. The demonstration we held at nearby Exton Mall is what I'm speaking of. We ran the booth for six hours and had over 100 deficient people stop and look, many asking questions and some taking information. No results yet, but i'm waiting patiently.

IN LAST MONTH'S EPISODE, the Enterprise was inadvertently transported back to 1975. Kirk, Spock, and McCoy beamed down to Earth to find themselves surrounded by wierdo rocketeers at ECRM-9. Attempting to beam up, the ship reports that the transporter won't work.....

Kirk: What do you mean the transporter's broken? I thought that thing had a five-year warrenty!

Enterprise: It does, sir, but that's for five years AFTER manufacture. As of 1975, it hasn't been made yet!

Spock: Captain! My sensor readings! Highly illogical!

Kirk: What is it, Spock!

Spock: These rocketeers have no intelligence at all, yet they can build and fly these missiles!

McCoy: Spock, you fool! It's obvious that it takes absolutely no intelligence whatsoever to build a model rocket!

Spock: You're right, doctor. Forgive me.

ECRM shortly draws to a close. For the next month, the Enterprise crew wanders the countryside, learning about prehistoric Earth. In May, they stumble upon a familiar scene near innocent Exton, Pa.

Spock: Captian! Another missile site!

Kirk: By God! Look at that one rocket! Six feet tall, blue white and brown, narrow wings,.....

McCoy: That's no model, Jim! That's one of the rocketeers!

Kirk: Oooooooops!

Brett: Hello! Welcome to THORSM!

Spock: "...sore thumb?"

McCoy: Close enough! He's only a Vulcan. Hey! That's an Enterprise!

Doug: I just finished it. It's an Estes kit. And here's a Klingon!

Spock: A Klingon! I'll get it with my phaser!

ZAAAAAAAAAAP!!!

Doug: You destroyed my rocket! That'll cost you \$6.95 plus tax!

Spock: It is Federation policy to destroy ALL Klingons!

Brett: I'll get him for you, Doug! I'll launch this D13 at him!

The D13 launches toward Spock, who returns a phaser blast. The phaser hits the engine just as the propellant blows through. A tremendous explosion follows. As the smoke clears, it becomes apparent that Exton has been blown off the map. But what has happened to Spock, Kirk, McCoy, and the happy folks from THOR? Will THOR no longer be able to pursue the NAR Section Championship? Let's jump back in time again! It is the year 8025 B.C. Our story resumes.

Spock: An amazing explosion! More potent than a photon torpedo! What was that propulsion module made of?

Doug: Mostly black powder and cockroaches. Where are we, anyway?

Spock: My sensors indicate that we are 10,000 years into the past. I'll ask that gentleman in the fur coat! Sir, do you have the time?

Fur-coated gentleman: Eeuk glumba bock-bock.

Spock: Thank you. Just as I thought.

Brett: What did he say?

Spock: He said, "Eeuk glumba bock-bock." Didn't you hear him?

Brett: Yeah, but what does it mean?

Spock: Absolutly nothing! This caveman has no intelligence, either.

McCoy: Look at that other caveman! He just lit a fuse under a rock and it launched into the air! He's probably the first ROCKeteer. Ha ha.

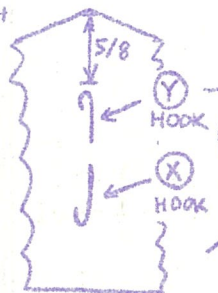
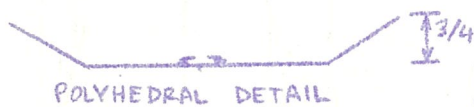
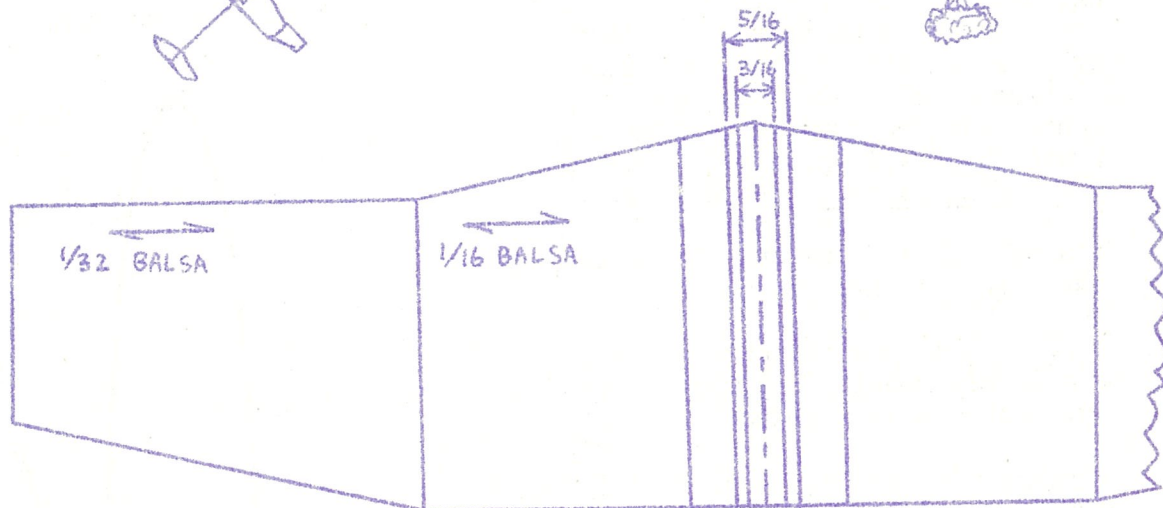
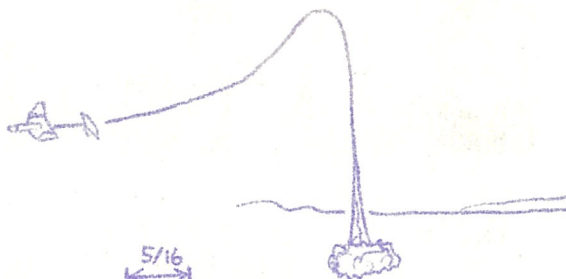
Doug: I'll bet his name is G. Harry Stone.

As this story is getting worse, I'll stop now and figure out an ending next month. Maybe Spock, Kirk, McCoy, and the THOR clan will make it back to 1975. Maybe the dinosaur standing behind Scott will devour everyone. You'll find out next issue, probably.

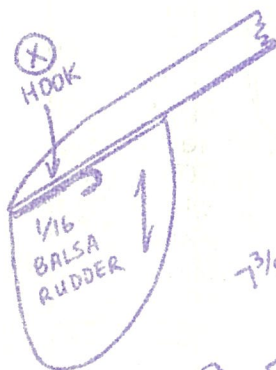
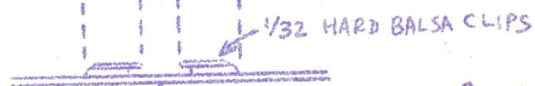
BOOST
CONFIGURATION



GLIDE
CONFIGURATION



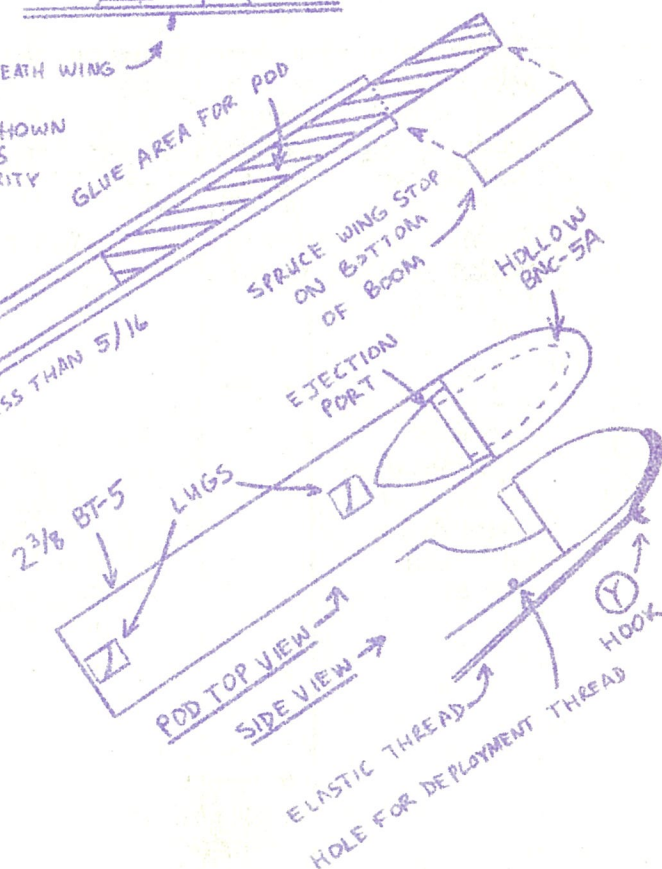
HOOKS
UNDERNEATH WING
HOOKS SHOWN
SIDEWAYS
FOR CLARITY



7/8 x 3/16 x 3/16 SPRUCE BOOM

HEAVY PAPER STRIP - 5 5/8 x SLIGHTLY LESS THAN 5/16

NOTE: NO PYLON FOR
POD - IT'S GLUED
DIRECTLY TO BOOM.



- (X) HOOKS ARE FOR
DEPLOYMENT THREAD
- (Y) HOOKS ARE FOR
ELASTIC THREAD

BARFIC 21

Gnat/Hornet R/G or B/G

DESIGNED BY SCOTT PEARCE 22702

DRAWN BY ALAN BLAND 21790

4/29/75

Barfo-1

Dispepsia 349-M

What with all the Barfic Plans this issue, and this being for AARDVARK anyway, I'm treating you to this streamer duration model designed by Dave Zuchero that he used at AARDVARK-I. It was originally printed in an old SPAR Missleaneous. Here's Dave:

It's called Barfo because it works best when you throw it up.

BARFO-I is a straightforward and easy to assemble model. Any moron, even J.R., can put it together.

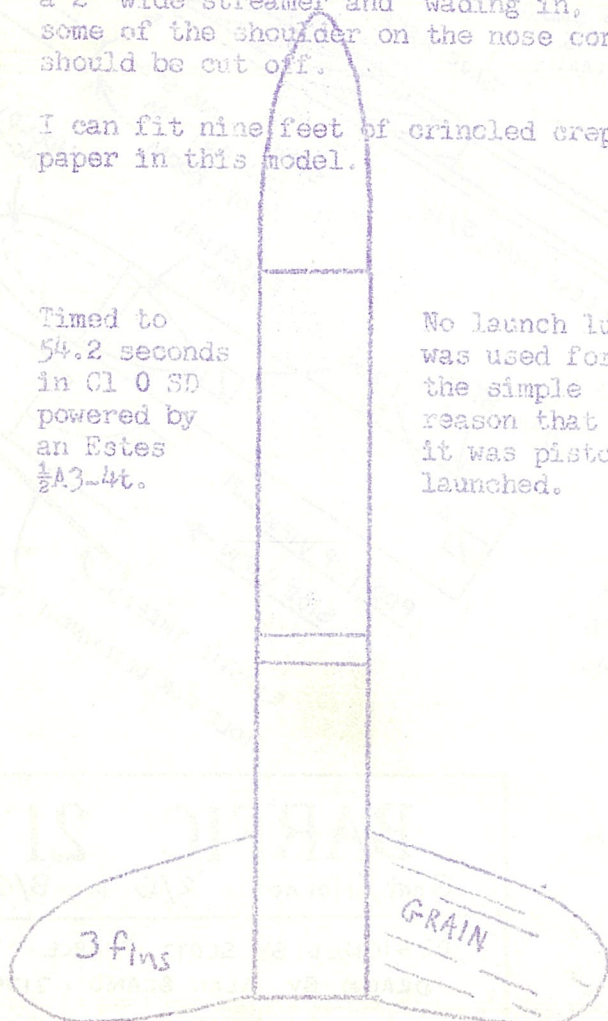
If you don't have a standard BT-5 engine block, use a 1/8" piece of body tube. Slice a little section from it and glue it in place.

Since this is a competition model, it was made as small as possible. To fit a 2" wide streamer and wading in, some of the shoulder on the nose cone should be cut off.

I can fit nine feet of crinkled crepe paper in this model.

Timed to 54.2 seconds in C1 0 SD powered by an Estes 1/8A3-4t.

No launch lug was used for the simple reason that it was piston-launched.



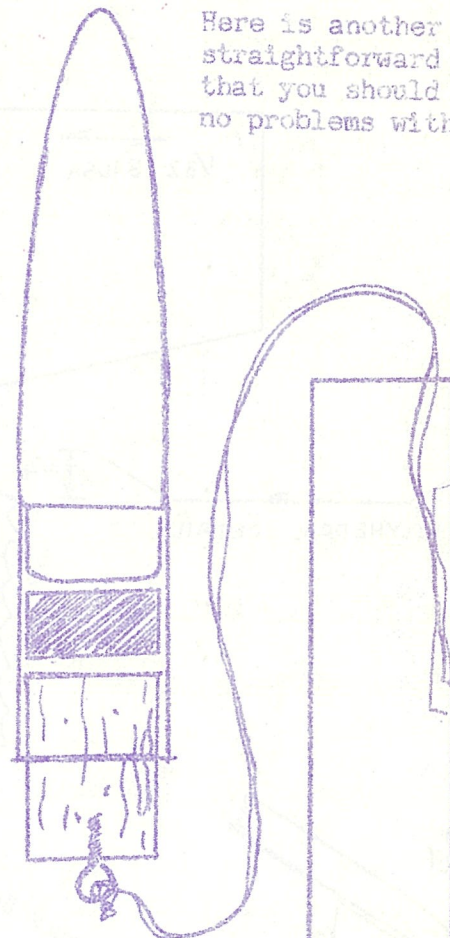
Single Payloader by
Doug Kushnerick

Here is another straightforward model that you should have no problems with.

WC77P

Payload
Weight

NB30



The upper half of the NB30 should be wrapped with cellophane tape (double-stick is preferable) to keep the payload section from popping off at ejection

Fins: three from 3/32" balsa.



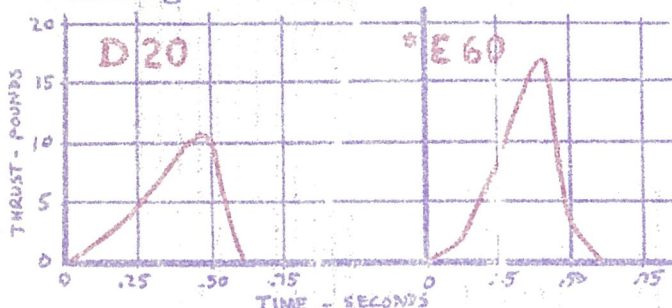
New Products, Section Meet, Crapola ...

FSI is proud to announce that production has begun on their new "Loadlifter" series engines. To quote an FSI news release, "These motors are the most powerful thrusters in their respective class on the market. They are extremely reliable, being virtually free of any sort of malfunction. As payloaders, egglofters, etc. they are unexcelled." That's quite a claim! Let's hope it's truthful.

Here are the vital stats.

Designation:	D20	*E60
Time delays:	0,3,5,7	0,4,6
Tot. Impulse:	15 ns	30 ns
Max Thrust:	10 lbs	17 lbs
Thrust Time:	.6 sec	.6 sec
Casing Size:	21x95mm	27x100mm
Price for 3:	\$ 3.60	\$ 7.50

*Pending NAR Contest classification



The latest FSI catalog may be obtained for 60¢ from: Flight Systems Inc., 9300 East 68th Street, Raytown, Missouri 64133.

While I was browsing through Hobbytown last week, right next to the Star Trek plastic models was a set of "Car in a Bottle" plastic kits. The finished product is a car inside a Pepsi or 7-Up bottle. I didn't pay too much attention, but presumably the kits come with plastic soda bottles. If they didn't cost three dollars, I'd buy one and have a flying Pepsi. How about somebody who's richer?

help of translation under "Runes" in my Webster's, yours truly (Alan) deciphered it. It's not much of a curse - you can do better, Bruce!

One Sunday afternoon at one of our more interesting meetings, a daring and bold venture was made. With all due regret, we sanctioned the Hot Nuts Regional Section Meet. Don't bother asking where the name came from. Scheduled for May 25, we didn't hold it 'cause nobody was ready. Rescheduled for June 1, we didn't hold it 'cause the weather wasn't ready. We finally held it on Wednesday, June 4 after school. Not too many people computed. Just for fun, here are the results:

Cl. 0 PD	1. Scott Pearce	37
Cl. 0 SD	1. Alan Bland	39
Cl. 2 PD	1. Alan Bland	148
	2. Scott Pearce	51
Cl. 2 SD	1. Alan Bland	14
Open Spot	1. Scott Pearce	13'
	2. Alan Bland	46'6"
	3. Jeff Starkweather	76'
	4. Brett Ridgely	150'+
Hornet RG	Nobody	--
Sparrow BG	1. Scott Pearce	53
Points	1. Scott Pearce	41
	2. Alan Bland	33
	3. Jeff Starkweather	2
	4. Brett Ridgely	1
THOR		77

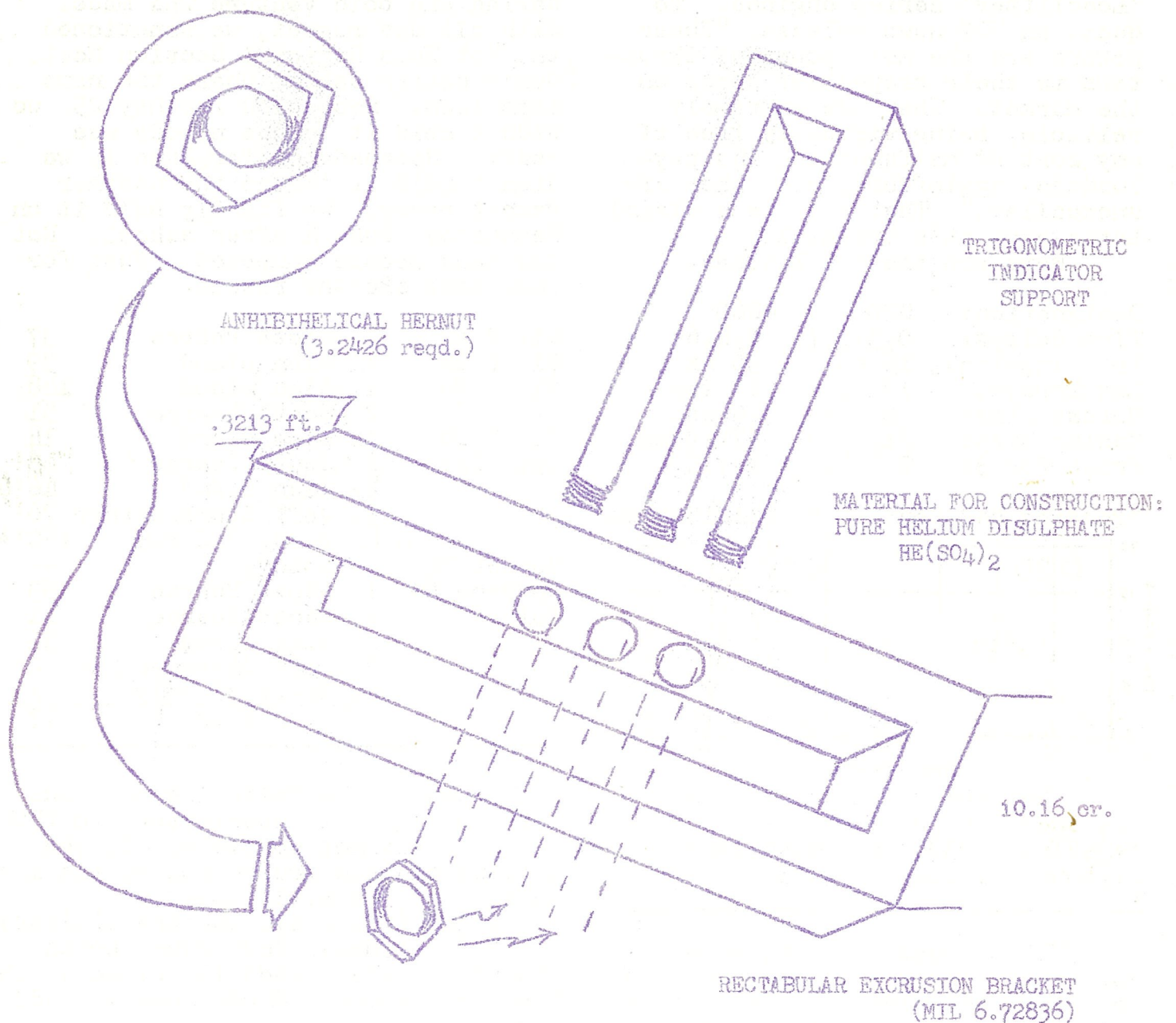
Thanks to the following sections for sending their newsletters to THOR. This list is not complete. If you sent us one and you're not on the list, don't cry. We still love you.

Apogee (Vikings), Spectra (Pulsar), Ion Drive (IMRA), Countdown (North Shore), Stellar Winds (Starlords), The Lost Trek (SCAM), SNOAR News (SNOAR).

Congratulations to Pete and Andy for making the Dean's list down at Georgia Tech! Rocketeers aren't so dumb after all!

The LAC Newsletter Trophy is loaded with secrets, such as Bruce Blackistone's Runic Curse on the back of the metal plate. Well, that secret is a secret no more! Thanks to the (cont. previous column)

WHY RECTABULAR EXTRUSIONS WON'T TRANSMOGRITY



Inquiries concerning the mounting of the Trigonometric Indicator Support indicate that some difficulty is being experienced with the brackets which fasten the support. As an aid toward fabricating the Support Brackets the accompanying illustration is provided to show the type of material as well as the dimensional data needed. It will be noted that in attaching the support a special Anhibihelical Hernut is used. The application of this nut is unique in that any attempt to remove it in the conventional manner only tightens it. Because of the design, the nut must be fully screwed on before it can be screwed off.