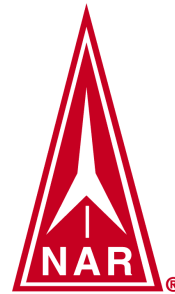


Altitude!



South Jersey Area Rocketry Society Official Newsletter

NAR Section #593

VOLUME 2, NUMBER 5

SEPTEMBER / OCTOBER 2000

Summer Rocketry (almost) Blown Away!

President's Corner

By Art Treiman

I wanted to spend this president's report discussing the weather and how it affects our launches. I've talked to many of you individually and in small groups at meetings, etc., but I want to discuss in this forum so we are all on the same page. As you all know, the weather has not been good to SoJARS this summer. What should have been our biggest two months ever have netted a thunderstorm and a cancellation on a day that turned out perfect. Naturally, after these two debacles I thought a little head scratching was in order.

So you all understand where the launch decisions come from, I'll explain. I closely watch the weather forecasts from about Thursday on. I primarily use AOL weather, Accu-Weather (www.accuweather.com), and the National Weather Service forecasts. All three are independent and usually give similar although not identical forecasts.

All three give wind forecasts starting 24 hours before launch, and Accu-Weather gives hourly wind forecasts starting a day before we fly. When the forecast is good my decision is easy. Likewise when it is clearly calling for rain there is no difficulty. However, as we've seen, about a third of the forecasts are "iffy." These are the ones with "40% chance of showers," or 10-15 mph winds. Although safety code says 20 mph is the limit, our experiences show that anything over 10 mph makes for poor

conditions given the small size of our field and 15 mph would likely be our cutoff limit. For those of you who were at the field the day we scrubbed in April, winds were 10 mph there with gusts to 12 to 15mph.

The other concern I have is balancing the needs of those of us who will fly in any weather (and drive an hour for the chance to do so) and those who are interested in flying primarily in good conditions. We also have to consider the face we put on for newcomers. It looks pretty amateur if someone shows up at three o'clock on a day we are supposed to be flying and no one is there. Finally, the decision has to be made by 9:30am because about a third of our group come from 45 minutes or more away.

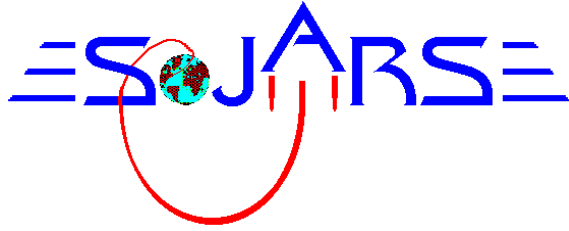
Previously, on the questionable days I'd canvass a few of our members to see what they thought and make the decision. On some days I've been right, and as we all saw last month, I've also been wrong. Figuring there has to be a better way and one of our group

might have such a way, I'm happy to say that Dr. Barry "Jet-stream" Berman has come up with a system that should work better than what we have done so far. Rather than just the option of a "Go" or "No Go" call, we will have an additional "in between" call, or "Yellow Light." This yellow light call will be used on those questionable days. It means we'll be out there and flying, but be aware conditions are not great and there is a chance we will

Continued on Page 3



Pat, Art, et al, watch 'em fly



President:
Art Treiman
SirWmOsler@aol.com

Vice-President:
Steve Childs
stephenjchilds@hotmail.com

Secretary/Treasurer:
John Coles
john.c.coles@lmco.com

Director of Safety and Range Operations:
Nancy Rowley
quiltrocket@home.com

Altitude! Editor:
Joe Libby
libbyja@home.com

Print Editor:
Tom Mitchell
tmitchell@citnet.com

Public Relations & Web Master:
Patrick Flanagan
morden@nothinbut.net

Altitude! is the Official newsletter of **SoJARS**, the **South Jersey Area Rocketry Society, NAR Section #593**. **Altitude!** is published bimonthly for the benefit of **SoJARS** members. Information contained in **Altitude!** may be used by anyone as long as proper credit is given. Address all correspondence to our email address: SoJARS@rocketryonline.com. Please visit the frequently updated **SoJARS** website at <http://www.sojars.org> or call the **SoJARS Hotline: 856-424-5905**

Calendar of Events

SoJARS Meetings

Unless otherwise specified, all meetings take place at the Cherry Hill Public Library, 1100 North Kings Highway, Cherry Hill, NJ. (856) 667-0300. Directions are available on our web site. For the year 2000, all meetings will be held on the 4th Tuesday of each month from 7 till 9:00pm in Room A.

Tuesday, September 26.
Presentations: High Power, Part 2 – Darren Wright

Tuesday, October 24. Presentations: TBA

SoJARS Launch Dates

Unless otherwise specified, our launch area is at the Gloucester County College. Directions are available on our web site.

Sunday, September 17, 12:00pm to 4pm.
Raindate: September 24.
Theme: OddRocs & Harvest Launch.
Funtest: None.
Vendor: M & G Hobbies, Delran, NJ, 856-461-3553

Sunday, October 15, 12:00pm to 4pm.
Raindate: October 22.
Theme, Funtest, Vendor: TBA

Sunday, November 12, 12:00pm to 4pm.
Raindate: November 19.
Theme, Funtest, Vendor: TBA

GSSS, NAR #439

Next Launches: September 30, October 14, November 25, December 16. All 10am – 3pm.
Location: North Branch Park, near Somerville, NJ
GSSS Hotline: (908)-658-9417
Website: <http://www.robnee.com/gsss/>

PARA, NAR #520

Next Launch: September 10, 11am – 4pm.
Location: a farm 9 miles north of Doylestown, PA
Phone: You may call Chuck Arkens (215) 855-5599 or David Stoetzer (215) 699-0587 the night before or the morning of the launch for verification.
Website: <http://users.erols.com/dstoetz/para/>

Garden State Tripoli, TRA #74

Next Launch: TBA
Location: Cederville, NJ.
Website: <http://www.njtripoli.com/>

Calendar of Events

Continued

Maryland/Deleware Tripoli, TRA #68

Next Launch: October 28 – 29. Raindate October 15.

Location: Higgs Dairy Farm, Price, MD

Website: <http://www.mdtripoli.org/>

METRA, TRA #94

Next Launch: October 8. Raindate October 15.

Location: Vernon, NJ.

Web: <http://www.users.nac.net/jdcluster/Metra.html>

MARS, TRA #105

Next Launch: October 15. Raindate October 22.

Location: Allentown, NJ.

Website: <http://www.njtripoli.org/>

NARAM 2001

Next August NARAM will be relatively close, in Genesco, NY! SoJARS should be there!

President's Corner

Continued from Front Page

have to scrub on the field or quit early. If it is windy, we may limit motor size, rocket size, or altitude to suit the conditions. It will then be up to each person to decide whether they want to fly or not.

Hopefully this system will both increase the amount of flying the “hard-core” flyers can do while not disappointing newcomers or those who feel the best place to be on a cold, drizzly, windy day is indoors.

As always, I welcome input from everyone and keep on flying!

Editorial

By Joe Libby

July and August were a blow out for us, literally, with flash thunder storms and fickle winds. While we managed to squeeze out three launches at GCC in May and June (not to mention the SoJARS demo at Whitehall school the end of May), July and August were not so cooperative. We “officially” only had a couple of hours in July at GCC. But we rockteers are a determined (if not addicted) group, aren't we?! See Randy DePasquale's excellent story, as well as yet another Barry Berman “secret” launch (if they keep growing will they still be “secret” launches?) Barry

also reports on the SoJARS experience at the Cape May County Airshow.

Thanks go to Randy's dad for sending me some digital photos to choose from for this issue. Anyone else who wishes to can also send me pictures they'd like to see in the newsletter. I recently purchased a Palmcorder that can take digital still photos as well.

You'll note the Calendar section has expanded local coverage. Most just report the next launch date, but I've include web URLs for more info.

That's about it for this issue. As always, I appreciate everyone's contributions. Just a reminder that I now have MS Office 2000 so can work with just about anything you send me, though I have to do the least editing if you send .doc files as attachments.

Altitude! Deadlines

Submissions for publication are accepted continuously by the editor. The Deadline for the November/December issue will be November 4.

Launch Reports

July 16, 2000

By Art Treiman

Well, July 16th was certainly an exciting day. The roll of the dice on whether or not it would rain did not go in our favor, although we got in 36 excellent flights before we had to accomplish our record-breaking range breakdown!

The weather started off nicely enough, with mostly clouds but no wind. Katie Berman started the festivities with her Mini-Marz Lander, while dad's Mean Machine turned in its usual excellent performance. Later, his Farside-X turned in a superb C-B-B flight.

Steve Childs and John Gramick burned lots of AP despite the short day, with Johns Phantom and Big Brute flying the always cool but very rare North Coast Darkstar motors. Steve let his Arreux go on an F, then followed up with his Archer on a G80... very nice.

Speaking of AP, Joe Libby debuted his impressive “Junk Mail,” ...in his words his biggest and baddest rocket to date. Well, it flew perfectly and was returned to sender in perfect condition.

The Rossbachs flew their share too, with even the family pet flying to altitude. That's right, Katherine's pet dog (plastic for all you worried animal lovers) made several flights and came back for his (her?) kibbles and bits, none the worse for it's experience. Dad Mike lit up the sky with his Lil Nuke on an F for a nice flight.

Paul DeCrane flew a Venus Probe perfectly (something which this writer didn't do the month before), while Randy DePasquale's Quark did a magical disappearing act (was it later found?). The Szypula family also did nicely, with Andrew's Space Camp Vehicle on a C reaching a nice altitude. Also way up high was Jim's Fat Boy on an E 18 (that's what I call fun for the whole family!). Pat Flanagan got back into the saddle with another nice flight of his Javelin (newly named) on a D.

In the "Oldies but Goodies" category, Bob "Weatherman" Jonas flew his 25-year-old Centuri "Oldtimer" (I guess it's original name is lost to posterity) on a B4-4 for a nice flight.

Finally, Tom Mitchell's spectacular gap-staged immaculately scaled Aerobee 150A failed to stage. The good news was that with the soft ground it "stuck the landing" nicely, and should be repairable.

That's all there was as the gale force winds, lightning, and 1/2 inch hail made for less than optimal flying conditions. Thanks again to everyone who helped with the rapid takedown (now if only we could set up in 10 minutes!)

The Launch That Almost Wasn't August 20, 2000

By Randy DePasquale

When I woke up August 20th and check the SoJARS website, I was horribly disappointed to see that the launch was canceled. After the cancellation of the launch on the 6th, I was very anxious to get out and fly something. ANYTHING! So, around 1:00pm I went to GCC along with my dad, my sister, and a friend of hers. It wasn't a big crowd but it didn't matter to me either way. Although I was expecting to see someone else out there flying because it was such a beautiful day, I was the only one out to fly.

When we got there, I saw that I had a bit of competition for the sky with two guys flying radio-controlled planes. One of the guys saw us there and kept his distance from our area, but the other guy seemed to want to challenge me by flying overhead many times. I decided just to ignore him and kept away from his glider and he eventually stayed away.

Upon arrival I set up my Estes pad and prepped my Goliath for flight. On a C6-3, it went up pretty good, other than an unexpected corkscrew effect due to a slightly broken fin but was recovered perfectly nonetheless. After that, I decided not to fly it again because the fin was getting worse with every flight. Afterwards, to the enjoyment of my sister, I flew my little Quark on a 1/4A3-4T. For those of you who

haven't seen the Quark, it's basically a motor with a nosecone and fins.

Fat Boy took to the pad next for two good flights, both on C6-5's. The first flight had a perfect recovery just feet from the pad, but the second landed out in the tall grass and flowers nearby. It was recovered just fine, but after my sister came back with it, she also came back with a bit of poison ivy. Good thing I didn't have to go in and get it!

About this time, my uncle and two cousins had driven up to see the launch and another young boy and his father had come as well. When I told them the official launch was cancelled, they decided to stay a while and watch me launch. While I was prepping my rockets, I explained to them how the rockets work and showed how to get them ready for launch. I then let them push the launch button for one of the Fat Boy flights and two of my Astra flights just to give them something to do other than watch me. I let the boy and his dad know when the next launch was and I have a good feeling he'll be back next month.

The only sad point in my otherwise wonderful launch came with the flight of Longshot. The problem was not with the flight, which went seemingly well. The problem came when I recovered my Longshot and saw the body tube just above the fins. The tube had been bent to about a horrible looking 45-degree angle and the tube was a little ripped up as well. When I saw this I said to myself what I say with every problem: "At least I have something to do now." This flight was the last because I ran out of motors.

I would have to say it was a good launch day and I wish you could have (or would have) all come out.

Another Secret Launch September 2, 2000

By Barry Berman

Question: What do you do when you have the "Jones" for black powder, and you've been grounded due to wind for the entire month of August???

Answer: You have a "secret launch" that's what! (And has any one else noticed that Steve Bastow and I are always involved in these??)

Perpetrators:

Tom "The Instigator" Mitchell

Steve "Black Powder" Bastow

Barry "This isn't 'rocket surgery'" Berman

Katie "When is Barbie going to fly again?"

Berman

Location: A "secret" location which will remain nameless, although quite familiar to all.

"Uniform of the Day": No SoJARS hats, T-shirts, etc.

Steve started things off with his beautifully finished Honest John. Unfortunately this heavy rocket didn't get much altitude on a D12-5. It drifted over the road, and the chute opened much too close to the ground resulting in damage to one fin. It actually landed so hard it bounced on the pavement! Looking back, a D12-3 would have resulted in more air under the parachutes, and hopefully less (or NO) damage. Steve also flew his Anubis which he won in a raffle held during one of our meetings, a Ranger (NOT the cluster 3x18mm version), and a Fat Boy. Lastly the Super Vega, which was spectacular on a D12-5. I can't wait to build mine.

Tom flew a 20+ year old Astron Sprint on a B6-6. His "refurbished" Zoom Broom twice on A3-4T's. A Gyroc (helicopter recovery) on an A8-3. A Lance (scale model from the Launch Pad) on a D12-5. And a cool "Sky Writer" (a tiny rocket which looks like a Sharpie marking pen with fins!) which flew on a 1/2 A3-4T and landed about 6 feet away from the launch pad!

Katie and I flew a Mini Marz lander on an A3-10T, a Maxi Mosquito on a B6-4, a Bandit on B6-4, and Moondog on A3-10T.

It was fun, but it was hot. The wind was strong enough to make us walk across the field to recover our models but it didn't cool us off at all. After two hours, we decided we'd had enough and packed up for the day.

We managed to feed our addiction long enough to get us to the next scheduled SoJARS-sanctioned launch on September 17th. As always, I hope to see you all there.

Members' Forum

Cape May County Air Show

August 12, 2000

By Barry Berman

On Saturday, August 12th the SoJARS presence was felt at the Cape May County Air Show. Steve Wilson, SoJARIAN and Cape May resident, was the club's contact person for the event. Steve and his family arrived first, followed shortly by Mike Rossbach and myself. We had a table display outside the hangar, close to the flight line, and spent some time answering questions about our rockets and giving out flyers. There was a lot of interest, and a lot of questions. Mostly variations of: "When are you going to fly these things?"

Around 12:30pm, we had our one brief launch. Steve, Mike, and a group of Civil Air Patrol cadets drove out to the middle of the runway area with their official escort vehicle, while I stayed behind (where the spectators were) to use our P.A. system to announce the flights and to explain what we were doing.

First, the cadets launched their Alpha-III's. Then Mike and Steve launched Mike's kit-bashed V-2 ("nee" Silver Comet), followed by a drag race between his Silver Comet and mine. One of the spectators had kindly allowed us to use several small "walkie-talkies" and I was able to use them not only to communicate with the flight line, but also to "pipe-in" Mike's countdowns and flight jargon "live" to the audience by placing a microphone up against the walkie-talkie speaker, and using the club's P.A. to broadcast it out to the crowd. This worked great, and resulted in a very impressive sounding launch: "Roger, Cape (May)! [OKAY, I know it's a stretch!] This is SoJARS launch control".

Unfortunately we didn't get to choose where to launch from, so Steve and Mike were so far out into the field that it wasn't as impressive to watch as it was to listen. From where the spectators were situated, only the V2 and Comets had much visual impact. The Alphas were too hard to see against the cloudy sky. What did the event organizers think we were flying, anyway? Real SAM's?

Around this time, Henry Rosenblatt arrived and began setting up some of his impressive models at our table. That's when we learned that our second demo launch - originally scheduled for later on in the afternoon - had been cancelled by the event organizers due to the day's busy schedule of airplane flights.

Well, we were quite disappointed by this decision. We had been moving things along very quickly. We had all our rockets prepped, loaded, and ready to fly before we got out to the field, and we managed to average around 3 minutes per launch. Still they had us hold up our second "rack" of birds so a Coast Guard helicopter-rescue demo could take place. Two other scheduled airplane take-offs were apparently delayed by our activities as well. It appears as if the organizers of the event were not entirely aware of what our group was about when they scheduled us, and weren't quite sure of what to do with us when we were there. Despite the speed with which we were launching and recovering, we were apparently interfering with their event timing.

Well, it started to rain just after Steve and Mike returned from the flight line, so we packed our display up quickly. Mike and Henry (who had only just arrived!) said goodbye and left for home. Steve and I went inside the hangar to look around at the

other exhibits. That's when I noticed the RC airplane club's display there, and got the idea to set up the tables again, but INSIDE this time. Steve got the OK from the guy in charge, and we set up and displayed our stuff for another 2 hours where we did a brisk "business". Our secret? Quite accidentally, we set up our tables opposite the hot dog wagon and "funnel cake" stand! That gave us a lot of "foot traffic".

Despite the uncooperative weather, and the disappointment of not getting the fair chance to show what we can do as well as we know we could have shown it, we still managed to have a good day, impress a lot of people, and obtain some useful experience in running a demo like this one as smoothly as possible. One of the things I learned by looking around at the other groups is that displaying a large, professional-looking club banner turns us from a bunch of grown men with rockets, into an impressive organization. Something to discuss at a future meeting. Personally, I can't wait until the next opportunity to show off our club. As always, I hope you can join us then.

Meeting Minutes

25 July 2000

By John Coles

Present

Art Treiman, Tom Mitchell, Pat Flanagan, Jim Duffy, Steve Bastow, Steven Bastow, Russ Mozier, Steve Wilson, Steven Wilson, Mark Duerr, Bob Jonas, John Coles, Joe Libby, Nancy Rowley, Bill Rowley, Mike Rossbach, Bob Ross, Darren Wright.

The meeting was opened at 7:09.

Orders of Business

June minutes were approved.

Treasury Report

The treasurer reported \$352.00 in the cash box, after receiving a cash influx last month from the sales of T-shirts and hats. The treasury still owes Art Treiman for the July launch and John Coles for the club's launch rack.

Upcoming Launches

| Date | Theme | Funtest |
|----------|----------------|---------|
| 6 August | OddRocs | None |
| 17 Sept | Harvest Launch | None |

The rain dates are 20 August and 24 September, respectively. The OddRocs theme in August is just for something a bit different. * The "Harvest Launch" is something Art is considering, whereby we

launch various foodstuffs into the sky. Seriously. (No canned or frozen foods, please!)

Range Ops Report

The July launch was pretty well attended, with 11 paid flyers in attendance. The launch was cut severely short at 2:30pm when a strong thunderstorm moved into the area. Thanks go out to all who helped break down the range in record time!

A discussion was held around the fact that some of the paid flyers never really got a chance to fly (due to working as RSO, etc.). It was voted on that those flyers with 2 or fewer flights for the day will be allowed to fly for free at the next launch they attend. A list will be made of qualified individuals from the flight information cards. This is a one-time event as a direct result of the weather forcing the early breakdown of the range.

One point was brought up with respect to making the launch process flow a little better. When we have two or more mid-power "away" pads, we should split them between positions to the left and right of the low power pads. This would allow the launching of a rocket from one away pad while the other is being loaded, as the pads would be separated by at least 30 feet.

Another point that was brought up is that the LCO on duty needs to remember that some people like to launch their own rockets. (This is why the club's controller has a remote firing switch.) Granted, when we have a large backlog of rockets to put up this might get forgotten, or if the owner leaves the LCO area they might lose their opportunity. We all just need to keep these things in mind and communicate our preferences.

Failure Debriefing

Apparently, there have been a number of CATOs and "bonus delays" lately. It is important to fill out a M.E.S.S. form and send it to the NAR, so that the engine manufacturers can be notified of any negative quality trends. Also contact the manufacturer directly, as most of them have replacement policies that can minimize your losses.

Model of the Month

The contestants for this month's contest were introduced. There were six entries this month from 4 members. The voting took place during the break and the winner was announced at the end of the meeting. Congratulations go out to Bob Ross and his beautiful Saturn V, which received over half of the votes cast!

Lecture Calendar

Our topic for the August meeting will be Steve Childs' launch videos, Part 2. The lecture for September will be High Power, Part 2 by Darren Wright.

We're running low on lecture topics again. Please, if you have something you'd like to teach, speak up! If there's something you'd like to learn, speak up and maybe we can find someone to teach it!

Newsletter

Joe Libby has requested that submissions for Altitude! be done in a .DOC (i.e., Word95) format when possible. Spell checking the file before submitting it would also be greatly appreciated.

PR Committee Report

The hats are in, and available from Joe Libby. Hats are \$10, and available in white or gray, with the SoJARS logo on the front.

Our club-affiliated hobby shop, M&G Hobbies, has started looking into the BATF rules and regulations and other logistics associated with becoming an HPR motor vendor. This bit of news sparked an extended discussion on the NAR/TRA v. BATF lawsuit, as well as what rules define what is a regulated versus an "easy-access" engine.

Other Business

The use of the Pemberton High School fields as an alternate flying field is coming along. Art still needs to contact the principle, but things look promising. Club member Vince Quaresima is a physics teacher at the school, and his student rocket club has made a very favorable impression with both the school and the surrounding community (especially nearby McGuire AFB). [*Some of us are chomping at the bit for a field closer to home! - JC*]

We're putting together a steering committee to think about a high-power group project for the club. We've been bandying the idea around since the club was formed, and now Darren Wright and Steve Bastow will chair the committee to come up with ideas/models to bring this to fruition. Anyone with thoughts on this project, contact the chairmen.

The club still has back issues of the official NAR magazine Sport Rocketry available for sale. There are about 8 sets of the Jan/Feb, Mar/Apr and May/June 2000 issues. They list for \$4 apiece, but we're selling them at \$4 for the set of three.

Also, as of the meeting there were only 1 adult medium T-shirt, 4 white and 1 grey hats remaining for sale! Joe Libby has done an outstanding job with this endeavor - thanks, Joe!

The business meeting was adjourned about 8:00pm.

Lecture

After the break, Darren Wright spoke on High-Power Rocketry, or HPR. Darren had a 23-page presentation handout for everyone, and covered topics including the definition of HPR, certification requirements, differences from model rocketry in construction and recovery methods, composite propellant motor characteristics and HPR vendors.

Darren had a couple of his rockets along, as well as a number of different motor casings and propellant grains to show us. He will be talking in more depth in the future on other HPR topics such as electronics/altimeters and such.

22 August 2000

By John Coles

Present

Art Treiman, Steve Childs, Steve Bastow, Randy DePasquale, Paul DeCraene, Joe Libby, Mike Rossbach, Katherine Rossbach, John Coles. The meeting was opened late at 7:18, as we waited for any stragglers. (There weren't any.)

Orders of Business

July minutes were approved.

Treasury Report

The treasurer reported \$414.00 in the cash box, after receiving another installment from the sales of T-shirts and hats. The treasury still owes John Coles for the club's launch rack. [*Maybe some day I'll get around to putting together the receipt! - JC*]

Upcoming launches

| Date | Theme | Funtest |
|---------|----------------------------|---------|
| 17 Sept | Oddrocs and Harvest Launch | None |

The rain date is 24 September. Since we didn't fly in August, the oddroc theme was added to September. The "Harvest Launch" is something Art is considering, whereby we launch various foodstuffs into the sky. Seriously. (No canned goods or frozen chickens, please!)

Range Ops Report

We had a very long discussion on the recent spate of cancelled launches. Many of us are feeling frustration at the lack of opportunities to fly. Art talked about his decision making process - accessing <http://www.accuweather.com> to get wind predictions for the launch site, calling a random sampling of club members for opinions, and generally trying to second-guess Mother Nature (never a good idea). The decisions were based on Art trying to strike a balance between getting in some reasonable flying in

half-decent weather, versus people traveling across the state to reach the field, only to find the launch cancelled at the site.

It was agreed that a better system was required.

Art had been thinking of a Red/Yellow/Green rating system, which is something that could easily be updated on our web site and on the hotline message, yet still give flyers enough information to make their own decision. What it boils down to is that if the launch has been cancelled for whatever reason, then that is condition "Red." If the launch is go for the day, with the weather expected to be favorable, that is condition "Green." If the weather conditions are questionable, whether due to rain, winds or whatever, that is condition "Yellow." Under condition Yellow, the launch is on, but could still be scrubbed at the field or at some point during the day if warranted. Condition Yellow allows flyers to make their own decision to fly or stay home, knowing full well that their trip to the field could be for naught.

This system was agreed to by the members present, and will be our new notification system. The default condition is Yellow, meaning that if there is any question on the weather, we will err on the side of proceeding with the launch.

PR Committee Report

Nothing reported.

Lecture Calendar

Hopefully, the lecture for September will be High Power, Part 2 by Darren Wright.

We're running out of lecture topics again. Please, if you have something you'd like to teach, speak up! If there's something you'd like to learn, speak up and maybe we can find someone to teach it!

Model of the Month

We had no contestants for this month's contest, possibly due to the low turnout at this month's meeting.

Newsletter

Joe Libby has requested that submissions for Altitude! be done in a .doc (i.e., Word95) format when possible. Spell checking the file before submitting it would also be greatly appreciated. *[FYI: I now have upgraded to MS Office 2000 so can take documents in almost any format, though those sent in .doc format will require the least editing – JL]*

The deadline for the September issue is Sept 11. Joe still needs a write-up of Darren's high-power talk from July. Another source of input material would be reviews of non-SoJARS launches, such as MARS, RATS or LDRS.

Field Update

The use of the Pemberton High School fields as an alternate flying field is looking less promising than before. Art contacted the Phys Ed teacher, who is reluctant to allow outsiders free reign on "his" soccer fields. This was an anticipated reaction, as most people don't know how well we keep up our fields, yet we also can't promise that we won't crater the field with a bonus delay on a large rocket. Perhaps we can call on our "inside man" for assistance.

This sparked another discussion on our lack of an alternate field, should something happen to GCC. Many times it was reiterated that while not perfect, the field at GCC is one of the best we could ask for in the area. It still never hurts to keep an eye open, just in case another suitable field turns up.

Group Project

Darren Wright and Tom Mitchell have been discussing ideas, but neither was at the meeting to give a status report. Steve Childs will also be in touch with them. Anyone with thoughts on this project, contact the chairmen.

Other Business

The club still has back issues of the official NAR magazine Sport Rocketry available for sale. There are about 8 sets of the Jan/Feb, Mar/Apr and May/June 2000 issues. They list for \$4 apiece, but we're selling them at \$4 for the set of three.

Art brought up the fact that next year's NARAM is relatively local, in Genesee, NY. He asked if anyone might be interested in a road trip up there next August as a club. Also, we talked about whether we might be willing to compete as individuals and/or a team. If we find out what contests are being held, we can practice throughout the coming year and try our hand at putting ourselves on the map.

Mike Rossbach mentioned that he's been working with the Police Athletic League in his area (Egg Harbor Twp), putting on rocket workshops and launches. Check out the link to his latest effort at <http://www.ehtpal.com>

There are still only 1 adult medium T-shirt, and 1 gray & 4 white hats remaining for sale! Anyone interested, contact Joe Libby.

The business meeting was adjourned about 8:15pm.

Lecture

After the break, we watched more of Steve Childs' launch videos, including footage taken from RATS back in April. Thank you, Steve.