

THE LEADING EDGE



**NIRA
GETS
SLIMED**

MANUFACTURER'S NEWS
by "Jedi" Larry London

FROM CMR

CMR has some new kits! They've added three new kits to their line of competition models. First is the BIG BEE. It is a stupidroc (sorry, superroc) over 4 feet long made of RB77 for only \$5.50. Very popular with fans of the old "Saturday Night Live". For people who like a little more "kick" in their models, (Are you listening, Jim Hogue? - RG) there is the THUNDERBOLT, a D or E engine altitude model 21" long of RB98. Only \$3.75. Lastly is the RED BRAT (Bulgaria?). A scale-like sport model, 32" of RB120 just to let Estes know that they don't have all the market. Only \$4.75. It's good to see CMR expand their line, but I would like to see them replace some of their out-dated models with more state of the art models.

AAA MODEL AVIATION FUELS

AAA is a model rocket distributor from whom you can buy just about ANY model rocket product. Their line is mostly non-Estes, one of the better aspects of this company. Composite motors from Aerotech and Crown as well as black powder motors from Estes and FSI are stocked. Various parts from a large number of manufacturers makes up the bulk of this catalog, however. This makes it possible for a modeler to buy everything he/she from one supplier.

The catalog tends to be a little disorganized with most of the information being copied right out of the original manufacturers' catalogs. This means you have to look a bit for what you want, but then browsing is half the fun!

T MINUS 1

CLUB LAUNCH Sept. 23
Ackerman Park 2:00 PM

MONTHLY NIRA MEETING Oct. 3
G.E. Civic Center 7:30 PM

Help design posters to put up in neighborhood stores. Also, we will be scheduling classes for Glen Ellyn Park District. Report on Shooting Star Contest.

CLUB LAUNCH Oct. 14
Ackerman Park 2:00 PM

CLUB LAUNCH Oct. 28
Ackerman Park 2:00 PM

MONTHLY NIRA MEETING Nov. 2
G.E. Civic Center 7:30 PM

CLUB LAUNCH Nov. 11
Ackerman Park 2:00 PM

CLUB LAUNCH Nov. 25
Ackerman Park 2:00 PM

LAST LAUNCH TILL SPRING!!
BE THERE TO CLOSE OUT THE
1984 FLYING SEASON!!!

MAF has an unusual "discount" plan. If you a purchase over \$125.00 worth of merchandise, they will pay for your Senior NAR membership with insurance! If you're a Leader or Junior, you have buy even less (\$75 and \$60 respectively but no insurance).

If you want to see what else model rocketry has to offer, then I recommend you obtain a copy of this catalog. The catalog is \$1.50. Tell them the Leading Edge sent you. Write: Model Aviation Fuels, RD6, Box 172, Edwards Avenue, Clarks Summit, PA 18411.

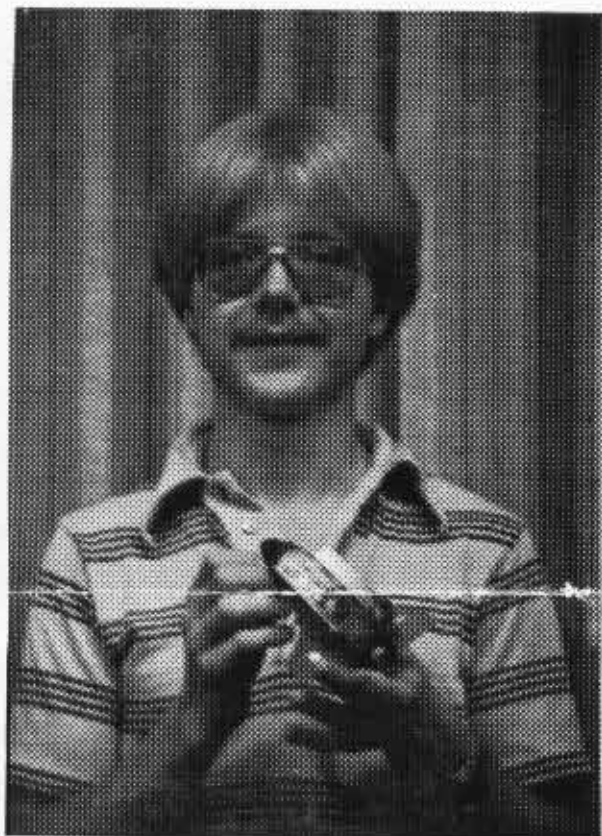
FINAL FLIGHT by Bunny

The model rocket world got poorer on September 8 when Lonnie Resse, President of Flight Systems, Inc. was killed in an automobile accident.

Lonnie and his company were the only source of high power motors for years. But the monopoly didn't matter. For the thrill of noise and the "wow-the-crowd" flights, FSI motors were perfect. Numerous competitors used the high-thrust black powder D20's and F100's for altitude, payload and eggfot events. Any how many articles appeared in newsletters advising you how to convert your favorite Estes Maxi-Brute to rip-snorting FSI F100's? The introduction of new composite motors gave rise to the prediction that FSI would fold up shop. I think that would have been unlikely. The "fire and smoke" crowd would have continued to demand FSI motors. If the motors disappear, the hobby will be poorer for it.

Lonnie had many friends in the hobby, including most of the older NIRA crowd, and we will certainly miss his presence at our contests and activities. NIRA's condolences go out to the Reese family.

MODEL OF THE MONTH WINNERS



The Model of the Month Winner for August is Craig Dudek and his plastic space shuttle conversion. Congratulations Craig!



The Model of the Month Winner for September is Tom Pastrick and his Sea Venom plastic conversion. Congratulations Tom!



THE LEADING EDGE

COVER PHOTO: NIRA at NARAM-26.

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BY BUNNY

NIRA GETS SLIMED

The NIRA contingent returned to Center Valley, PA, where the recent competition odyssey of the club began. For the fourth year in a row, NIRA found itself on top of the competition heap, except for a club from New York. Our friends from PULSAR made it four in a row as well, but they finished on top of us. There was solace however. For the third time in those four years, NIRA saw another member join the "Ranks of the Jedi." Larry London flew a pretty decent NARAM, and ended up on top of the B division heap with about 3,500 points. Also, for the second time in three years, the Leading Edge won the Rockwell Trophy as the LAC Newsletter Award winner.

The trip out was uneventful, and made easier with multiple walkie-talkies scattered between the cars. This allowed for planned rest



Mary Roberts looks over Bunny's Pilgrim Observer conversion.

and gas stops. Except for a detour by Jedi Schmitt to visit galaxies unknown, the trip went off with out a hitch.

Once settled in the rooms, it was on to scale and plastic model building. Bunny added decals to his Pilgrim Observer, Mark added details to his F-15, and Ric and Larry started (?) painting their Astrobee 1500 scale models. Bullet Bob did a brisk business on his computer, computing scale dimensions for a variety of competitors. Bullet graciously has D-Region data already stored. "Tell me your body tube size and I'll get it for you in a flash".

The contestants numbered about 75, with the usual number of hangers-on. Belker, Bob and Judy's dog, wasn't officially registered, but managed to extend warm NIRA greetings to all except PULSAR members.

Flying started with B SD. Bunny made up Micafilm streamers on advice from someday-to-be-Jedi Jim Zingler. Giving one to Ric Gaff cost the Wabbit a place. The walkie-talkies made recovery easier, but few models were lost as winds were low. Bullet captured a first in the event with a tracing paper streamer and a helpful thermal. NIRA members bested PULSAR in this event.



Rush, rush, rush! The time for a second flight is almost gone!



"Monster"-Mark Schmitt prepares to fly PD.



Bunny prepares to fly PD while Ric organizes the recovery crew.

We gave back most of our SD points in 1/2A HD. Larry London's pre-tested model DQ'ed for no deployment, and Mark Schmitt's beautifully crafted Rose-a-roc, inexplicably failed to rotate. Bullet Bob finished fifth with a model left over from an ancient ETR.

Altitude flying was on tap for Tuesday. Bunny spent the morning at Tracking Station 3 compiling an impressive record of track lost's. He was looking into the sun. Undaunted, Tim Marcy's run-of-the-mill B Payload model soared 221 meters to win B Division, and finish second overall to Jeff Vincent's 250+ meter effort in C. The gaggle of towers we lugged out helped us get everyone flown efficiently. A Altitude flying didn't see much improvement in the NIRA scoring, but with an event weighing factor of 3, it wasn't anything to worry about.

Wednesday saw only one event, 1/2 A PD flown. Bunny qualified in the event for the first time this year. Posting flights of 2:38 and 2:45, he failed to place. Larry Mika had a nice 3 1/2 minute flight graciously recovered by PULSAR members. People got their first taste of the cornfield with this event, and it wasn't a pleasant experience. The corn was thick and healthy; you couldn't see more than 4 feet in any direction.

Thursday saw the start of a "do or die" effort for the club championship. Bunny sent the tone when he shreaded both his B RG's on test flights. Gaffer lived through the boost with the same design, but sort of spiraled down for a bad time. Tommy P's swingwing had its elastic jam in the pivots for a DQ. Bullet Bob's second flight with a highly modified "Seattle Special" did great, only to fall victim to the monster cornfield. Jedi Schmitt spit an engine on his first flight, nullifying a good second flight that missed the corn.

A BG saw the Wabbit redeem himself. His first flight was timed for 3 1/2 minutes, circling lazily in a thermal. Bunny chased for 18 minutes before going ODS straight up. A second flight did over 2 minutes for third place. Bullet Bob's neat fixed pod model, complete with graphite and boron reinforcement, had a smooth piston assisted boost, and a 5+ minute first flight for first place. When was the last time Bullet beat Bunny in BG???

Thursday night brought R&D presentations. Larry London took second in B with a report on parachute shroud line



It not only didn't place, it wasn't good enough for a prang award!



Larry Mika, here preparing to fly some silly event, did quite well for himself at this his first NARAM.

attachments and their relative strength. Larry Mika countered with a drag study on streamers for fourth. Bullet Bob's effort, another streamer report based on drop tests from Fermilab last year, took second in C. Bullet's results contradicted previous research and may have opened up the whole streamer controversy again. Ric Gaff took third with tests of engine firing and catos under extreme cold.

Friday saw the Scale and Plastic model flights. Bullet finished fifth with his long-lived Happy Meal after getting a grand total of three static points. A number of people were obviously ahead of him after static judging, but there was the usual high number of DQ's. Bunny started the trend early with a good flight on his Pilgrim, but spit the engine. Henry Veldenz's SABB Viggen did likewise. Larry London's immaculate F-16 in Israeli colors didn't have the best flight in the world, but qualified. He finished 2nd to Chip Robart's F105 by 40 points. The F105 had a much better flight. Mark Schmitt's veteran F-15 had only one engine ignite, and stuck on the rod (Thank God! - RG) for

a DQ. Tommy P's unusual Sea Demon fighter turned horizontal after leaving the rod, and crashed before ejecting the chute.

NIRA's luck fared better in scale with us taking 1-2-4 in B. First went to Jedi Schmitt with a super Nike-Tomahawk. The bolt detail was super, and the finish superlative. Larry Mika's Nike-Tomahawk done in a slightly larger scale (1/7) had the best flight of the scale birds, boosting straight, and ejecting at peak. Larry's Astrobee 1500 finished up the scoring. Henry's Saturn I-B, while out of the running due to static judging, also had a good flight. Ric Gaff's Astrobee 1500 arced over before completing an otherwise normal flight.

That did it for the official flying. Unofficially, Jedi Schmitt bested several other C Division folks in the E RC RG event. Flying twin E5's in an old ship, Mark turned in over 4 minutes on flight one, and backed it up with a 90 second effort in flight two. The new Aerotech E6 motors are definitely the RC flyer's dream in this event, assuming you can stand the price tag. Larry Mika wandered over to the NAR Convention range and shared a 2nd in B RG flying a model rebuilt from Thursday's efforts.

The awards banquet featured prime rib, and it was perfect. I never thought I'd see last year's effort topped, but it happened, folks. The awards were super, and 70, that's right, 70 door prizes, kept everyone's attention. Claude Greenlee, who arranged all that loot, attracted some boos when he won the first prize, a Badger internal mix airbrush.

Another NARAM over, the NIRA contingent partied briefly, then collapsed until the morning. After a hasty packing, we were off and running until Ohio. The turnpike featured a 6 1/2 mile backup that took a hour to get around, and then a super thunderstorm that slowed us down even more. It wasn't until early Sunday morning that everyone was back in the "friendly confines" of Chicagoland. If you're looking for a week's worth of total rocketry experience, don't miss a NARAM. See you in LA, Wallops Island or Houston?



Troy Stratton prepares to fly his helicopter model.



Ric Gaff, having just filmed a great prang, dances a little jig.



"Monster-Mark" with his very impressive Nike-Tomahawk.

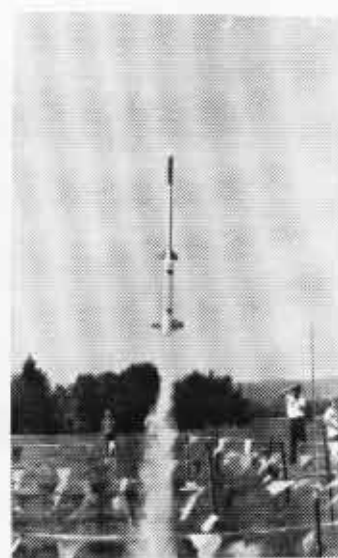


A grimly determined Bunny prepares to fly his best FD flights in over a year.



Bob Kaplow keeps a sharp eye on someones model down range.

OOPS! Boilermakers Team has a cato in their Saturn V Plastic Conversion. Mary Roberts was later found hiding behind the CMR van.



Larry London's Astrobee 1500 scale model

Bunny's Pilgrim Observer, great flight but spit it's engine.

Larry Mika's impressive Nike-Tomahawk.



Dave Cook with a swing-wing R/G.



NIRA GETS SLIMED



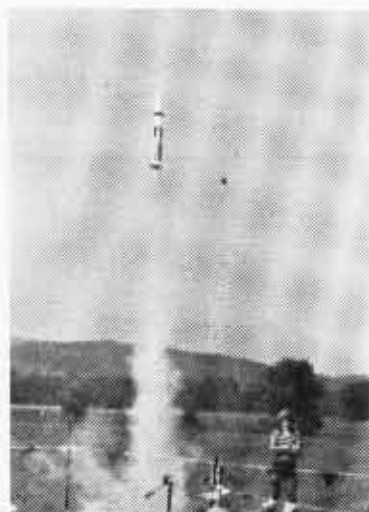
"Jedi-Larry" with his F-16 plastic model.



Larry "maybe a Jedi" Mika with his less-than-perfect plastic model.



Mary Roberts of Estes Inds. demonstrates the proper way to fly a rocket.



Henry Veldenz's Saturn-1b worked great, but unfortunately it finished out of the money.



Mary Roberts and Pat Miller discuss matters of great import...how to finish an Alpha.



Belker in a quiet, contemplative mood, as she decides which rocket (or PULSAR member) to bark at next.

NARAM Results

"Jedi" Bunny

A B/G 3rd, 329 sec.

Dual Egglofters

B SD 1st, 363 sec.

B Payload 4th, 288 meters

A B/G 1st ---

R&D 2nd ---

Ric Gaff

B SD 3rd, 241 sec.

B Payload 3rd, 286 meters

A Altitude 3rd ---

R&D 3rd ---

"Jedi" Larry London

B SD 3rd ---

B R/G 2nd ---

A B/G 3rd, 141 sec.

Plastic 2nd, 474 pts.

Scale 4th, 418 pts.

R&D 2nd ---

Tim Marcy

B Payload 1st, 221 meters

Larry Mika

1/2A HD 3rd, 71 sec.

B R/G 4th, 128 sec.

Plastic 4th, ---

Scale 2nd, 747 pts.

R&D 4th ---

Brad Morris

B SD 1st, 84 sec.

1/2A R/G 3rd ---

A B/G 4th, 45 sec.

"Jedi"-Mark Schmitt

B Payload 4th, 171 meters

A Altitude 3rd ---

Scale 1st, 787 pts.

E RC B/G 4th ---

1984 NATIONAL CHAMPIONS

A Div. National Champion

Harry Rose 4672 pts.

A Div. Reserve Champion

Robert Lisak 3345 pts.

B Div. National Champion

Larry London 3531 pts.

B Div. Reserve Champion

Chip Robart 2865 pts.

C Div. National Champion

Jeff Vincent 4288 pts.

C Div. Reserve Champion

Terry Lee 2214 pts.

Section National Champion

PULSAR

Reserve Section Champion

NIRA

QUOTABLES FROM NARAM-26

As is rapidly becoming a "Leading Edge" tradition, submit for your approval, quotations from Center Valley. These quotes, completely true, accurate and spontaneous, reflect the true flavor of the contest. You won't see this kind of reporting in "American Spacemodeling". (They do have certain standards to meet - RG).

Ric Gaff on a famous A division competitor: "That kid couldn't pour water out of a boot if the instructions were printed on the heel."

Charlie Sykos: "Wad recovery is not allowed."
Mark Schmitt: "Ah, shucks! And I had made all those wads."

Larry London on leftover NARAM-23 birch beer tickets: "You mean these tickets aren't good anymore?"

Terry Lee, on authorities' visiting suspected illegal amateur rocket manufacturers: "Explaining to the neighbors would be tough."

Lawrence Bercini, circumstances unknown: "Sad banana, Ric."

Ric Gaff on George Gassaway's appointment to the NARAM Contest Jury: "And he has had experience with judges before."

Larry Mika on beer: "I didn't develop a taste for it until I tried it."

Ric Gaff on his scale Astrobee 1500: "Needs work."

Troy Stratton: "Belker doesn't seem like a real dog. I think she's a scale dog."

Chris Tavares on high power rocket contests: "The space age equivalent of stock car racing."

Howard Kuhn, in a Trustees meeting: "OK, so I'm a turnip!"

Howard Kuhn, also in a Trustees meeting: "Turn off the tape recorder while I cuss."

Nettie Hunsicker: "Scott, you need to stop that!"

Harry Rose: "I just DQ'ed a little."

Judy Kaplow on an old NAR Team: "Justice delayed is justice denied."

Doris Mayer on NAR HQ: "I don't have time to cook. I work."

Terry Lee, the new Contest Board Chairman on NARAM-22: "Oh, Lord! At least I didn't pick that sucker!"

SPECIAL AWARDS

1984 Howard Galloway Award
"Old Ed" Pearson

President's Award to Chris Tavares for his work with the Model Rocketeer

Special Recognition Award to Richard Nelson for running the Pearl River Convention for many years.

LABOR DAY

It's a cool Monday afternoon. Crowds of people glance upwards, seeing a blanket of grey and white clouds trying to keep the sun's rays from the earth. The assemblage turns to face a man talking on the PA system, their jackets flapping in the breeze. A man cranes his neck while his wide eyed children push through the ocean of bodies to glimpse what's happening. "Safety is go, time is running, 5-4-3-2-1-launch!" A yellow and black object soars skyward, spits out a streamer, and gently falls back to the ground.

Tom Pastrick's Big Bertha opened and closed our twenty-first Labor Day Demonstration Launch, the second longest running model rocketry event. (Only NARAM is older. - RG) It was a day of questions, excitement, wonderment and, naturally, a few prangs and problems.

Our MC, Bunny, informed the masses about our hobby and club. Meanwhile, club members brought out their colorful, impressive and unusual rockets to our beloved safety officer, Tom "Stand in front of the table" Pastrick. Most of the flights went fine except for a cato, a few separations, Larry's first RG prang, some questionable delay time choices and a really hairy Mars Lander flight by Tim Marcy. Let's not leave out Jim "STP" Hogue, who gets the "Bad Luck of the Demo" award for his recovery problems in an Estes Titan II.

Most of the models were kits, but a few members came through with scratch built efforts and modifications to the Estes versions. Tommy P's ring tail models let people see you won't always need fins. Bullet's NARAM Happy Meal and Ric Gaff's Pyramid showed the wonderful world of oddrocs. Bryce Lord had a Maxi-Icarus complete with two little astronauts in the payload section. Jim Hogue flew a good flight with an ancient Centuri Little Joe II and got the crowd on its feet with an original design three D12 Sounding Rocket.

Tim Marcy had two successful, upright landings in his Mars Lander before it did loops on the third flight, nearly spearing Launch Officer Dale Toberman. Larry Mika showed the crowd what competition modeling was all about by flying his NARAM second place scale Nike-Tomahawk and his Golden Bozo RG. Finally, both Tom Pastrick and Bullet Bob Kaplow flew egglofters successfully and were rewarded with the cheers of the crowd.



Gary Glowienke and his modroc hobby store!

LAUNCH

BY LARRY MIKA

Another Labor Day Launch under our belts, let's offer some thanks to all the members who flew rockets or provided rockets for the display. Special thanks to Gary Glowienke for a super job of poster distribution and the Boy Scout approved tarps and tables, Dale Toberman for the launch and PA systems, Braxton Miller for efficient model loading and misfire recycling, the "Question and Answer Team" of Ric Gaff and "Monster" Mark Schmitt, and the Wabbit for expert color commentary. Let's hope our effort will increase our membership and edify the public. Just wait until next year!



A short interlude as "Monster Mark" draws the name of the lucky raffle winner.

DRILL-OPERATED WOOD-TURNING ATTACHMENT (A CHAD LATHE)

Drill-operated Wood-turning Attachment converts your electric drill into a woodworking lathe

PRODUCT REVIEW BY BEN ROBERTO



A fairly useful tool for a modeler is a lathe. On it you can make nose cones, shrouds, tail cones, adapters and even use it as a finishing machine for body tubes. What keeps a modeler from getting one is usually the cost, generally two to three hundred dollars.

Now Sears has a real nifty, very CHAD (CHeap And Dirty) lathe that is powered by an ordinary 1/4" or 3/8" electric drill for only \$24.99. Is that a bargain or what? The lathe (or wood turning attachment as Sears calls it) comes complete with all the necessary hardware and a mounting board. Assembly was done according to the instruction manual and no problems were encountered. The two clamps at each end of the mounting board should only be loosely fastened to the lathe bed tubing. This makes it easier to mount the whole assembly to the board.

The manual is fairly thorough. It even gives a few tips and techniques on wood turning. The first test I did was a nose cone with a diameter slightly larger than 2 inches. The lathe can handle up to 4.5" diameter stock. The nose cone was made out of balsa. The nose cone was fairly long (a Genie B-1 nose cone), so I also used the

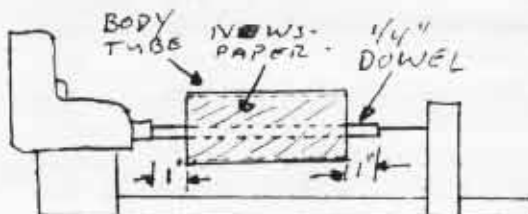
tailstock to hold the other end. This puts a small hole at the tip of the cone, but it can be easily filled. A pointed nose cone is made by doing as much shaping as possible on the lathe then finishing by hand. It still beats doing it all by hand! The nose cone was resined and spun to a smooth finish. A tail cone for the Genie was made using the same methods with satisfactory results.

Lastly, I tried finishing a body tube. This is a little tricky since you can't support either end of the tube, or can you? The following method has worked well for me and can be used with any body tube that will fit on the lathe, e.g. up to 4.5" diameter and 16" long. Start with a 1/4" dowel rod two inches longer than the body tube. Leave 1" free at each end. Wrap the center portion of the rod with newspaper. Keep building up the layers of newspaper till it reaches the inner diameter of the body tube. Slip the body tube over the dowel rod and place it on the lathe (see diagram). Now you can finish the body tube to your heart's content or until the tube is smooth which ever comes first.

In conclusion, Sears has come up with an inexpensive



alternative to the lathe. With a little bit of imagination, the uses of the device are almost limitless. The Wood Turning Attachment would be a great addition to anyone's workshop.



(1) Drill-operated Wood-turning Attachment. Use with most 1/4" or 3/8" electric drills. Can turn wood up to 4 1/2" long, 2 to 4 1/2" diameter (performance may vary according to power of drill, not included). Drill held securely to headstock with stainless steel mounting clamp. Leveling adjustment screw on headstock allows drill to be leveled. Tailstock slides along tubular rail to length of workpiece, locks securely. Tailstock has leveling feature that allows workpiece to be in perfect alignment with drill. Helps eliminate undue wear on drill. Step toolrest is adjustable horizontally, up and down and front to back to accurately position the workpiece.

CONSTRUCTION: Headstock, tailstock and other mounted parts are extruded aluminum. Universal mounting bracket holds drill in headstock. Pedals for smooth adjustment of tail piece and tool rest. 6x30x1/4" thick fiberboard base can be clamped or fastened to work surface (clamps not included).

ORDER INFO: Hardware included. 9 HT 6655C—Shop, wt. Bldg. ...\$24.99

OF JEDI I HAVE KNOWN by Bunny

While each NARAM has its own flavor, and every one is fun, we shouldn't forget the primary reason we have NARAM's. It's to anoint new Jedi Knights. And while each NARAM anoints new Jedi, and all are worthy holders of that title, a few particular Jedi stand out in my mind.

My Jedi Master, from whom I learned the craft of competition flying was Terry Lee, and his first National Championship came in 1974 at Manassas. Terry's models were never the prettiest on the field. Many a competitor will tell you how sorry he was when he dismissed the General on appearances. Terry never lost models, either. My old teammate, Rob Justis, claimed Terry could fly. He would walk into the woods, wait until no one was looking, then fly over the trees, arms flapping I assumed, until he found and retrieved the model. "Ah hate to lose models, Bunny Rabbit."

At NARAM-16, Steve Berhends won the A Division Championship, then won three B Division titles in a row before retiring to the University of Rochester. I couldn't believe the hippie in the grubby T-shirt could be the master modeler I'd heard so much about. A few more years of active flying convinced me I'd nearly run into another "appearance" trap. Say what you will about the man's hygiene or his NAR politics, but there was no denying he could fly rockets with control over the Force.

Trip Barber, Chris Flanigan, Guppy and Bob Parks formed the Barber Team, and proceeded to make a permanent mark in model rocket technology. Trip studied model rocket motor technology and coordinated the team's

efforts. Chris Flanigan flew most of the duration events. Guppy flew BG's and became the Guru of RC BG. Bob Parks flew both RC stuff and craftsmanship events. The interesting thing about the "MIT Boys", as they were known, was their nonchalance about sharing ideas and technology. They taught me about BG stability, trimming, tissue, and countless other technical innovations. I'll never forget that quality, a set of Jedi lending others a helping hand.

Let's move forward to NARAM-20. There Phil Barnes captured the C division title with a NARAM performance few would even dream about. He placed in 10 events and won about 8 of those. It didn't matter who was contending in an event, or how good the performance was. Phil simply bested them in a quiet, but deadly, fashion. Two years later he would become a World Champion in SD, and in five years, a World Champion in RC RG.

"Uncle Al" Neinast came from the quiet countryside of Wisconsin. This former fly-rod and furniture maker applied those carefully honed craftsmanship skill to model rockets. The result was a set of models at the forefront of lightness, and reliability. Al would not only lead his club to a Section title, but would repeat his individual championship on the same field four years later. Al personifies sportsmanship. He's always smiling at the end of a meet, win or lose, and never has a cross word for opponents or judges. Rumor has Al constructing his own workshop in Tomah, so we haven't heard the last of this quiet Jedi yet.

George Riebesehl, Jr., your standard Estes modeler, got hooked on competition and finished second by about 20

points in his first competition season. He then proceeded to dominate B division for two years. His modeling skills were exceptional, and his flying efforts the equal of General Lee. I knew my competition skills were shot when he build an RG, his second attempt at the event, that was lighter than my NARAM model. I think it's quite fitting he is the first modeler called "Jedi".

NARAM-24 again brought a youngster to the fore because of his superior modeling talents. Kevin Kucek came into Orlando in fifth place. When he flew a Midwest regional meet that year, his Saturn V plastic model drifted toward a parking lot, but landed on an island of grass about 1'x3'. I knew then he controlled the Force. He left NARAM a Jedi Knight, conquering both the Florida swamps and his A Division competition.

Last year, it was another spectacular show for NIRA members. At the club meeting before leaving for Houston, Mark Schmitt came up to me and said "I'm going to be a Jedi." I didn't believe him, but I didn't want to discourage him either. I told him to work hard and get ready. When he won R&D over three B division competitors, I knew his control over the Force had arrived. A 3,500 point NARAM resulted, a Jedi he became, and a tale for competition modroc historians was written.

Watch for those guys who always seem to catch a thermal, get a track to close when no one else can, and who never fail to return those flights that have to come back. Before you pass it off to luck, listen carefully for the voice of Obi-Wan. And may the Force be with you.

Thus, with the possibility of national championship within grasp, quick action was clearly in order. Action which NAR history would call "The Great Cook County PULSAR Massacre."

It would be a NARAM to remember....



Boldly the mighty PULSAR slaughterers set forth...



Boldly the mighty PULSAR slaughterers set forth...

DON'T RUSH US.



No ... Go away, Oh, but Jedi ... Oh gad, this one's We've got got everything, to stop. Ric. Cliches, No more double entendres, bad puns, obscure references.



Obscure references?

... and a tremendous prang sequence for the cover photo.



... p.p.prang sequence??? ... crashing into Bunny's car.



RUN THAT BABY!!



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