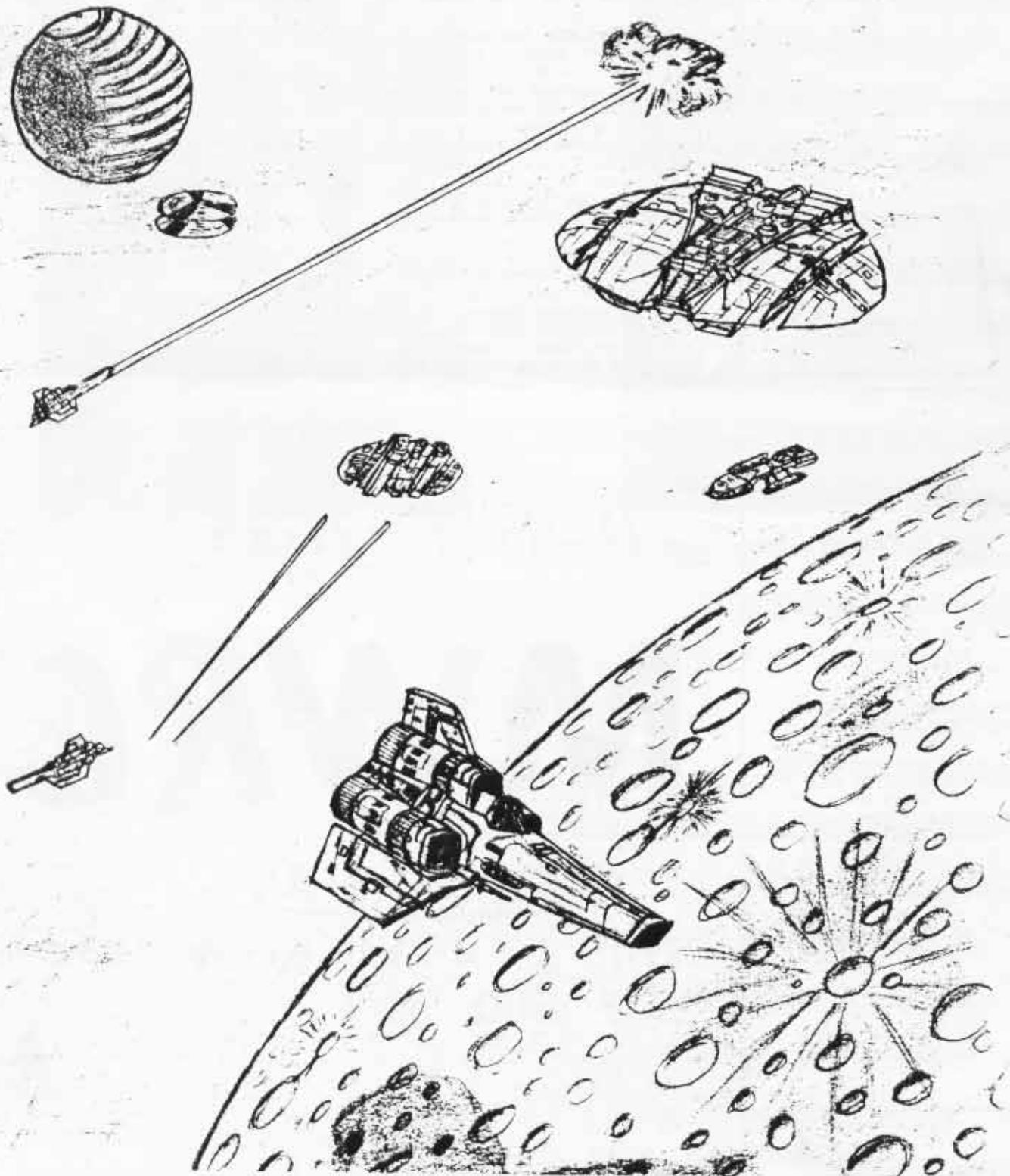


THE LEADING EDGE



VOL.6 NO.3 MAY-JUNE 83

T MINUS 1

MONTHLY NIRA LAUNCH May 22
Ackerman Park, Glen Ellyn 2 PM

Come on out and fly!!! Informal spot landing contest with kits for prizes!

MONTHLY NIRA MEETING June 3
Glen Ellyn Civic Center 7:38 PM

Review of MWRC; planning for ETR; planning for Labor Day Launch. **TURN IN FOR ESTES BUILD-UPS!**

MONTHLY NIRA LAUNCH June ??
Ackerman Park, Glen Ellyn 2 PM

More fun flying weather!!! Informal "Scramble" contest. How much flight time can you accumulate in 18 minutes? Bunny will again provide prizes!

ESTES BUILD-UP PROGRAM

NIRA members are reminded that the models given out at the June meeting for the Estes Build-Up Program are due at the July meeting. If you are to get your share of the merchandise certificates, you must get those models back by then. No models; no money! Also remember to use your best workmanship. These models go on display in hobby shops all across Chicagoland.

HELP WITH MWRC-83

NIRA members should mark a spot on their Memorial Day weekend calendar to help Bunny out with MWRC-83. Even if you aren't competing, Bunny needs you to help time, shuffle flight cards or man the phones during tracking. Remember, Bong Field is SEVEN SQUARE MILES big, a perfect chance to fly those twin staged D's you'd never try at Ackerman Park. Bring out a picnic lunch, your best and highest flying models and give the club a helping hand.

FROM THE TYPIST

The "Leading Edge" is proud to announce a new production breakthrough as of this issue. No longer will readers have to suffer through those spelling and grammar errors. Now with Bunny and Ric's new personal computers running word processing software, we hope to bring you even better "Leading Edge" coverage of all NIRA and model rocket activities.

On top of this new innovation and our introduction of computerized mailing list over two years ago, we'll soon be going to a mini-network to allow file transfer across Chicagoland. What's that mean for you, our loyal readers? Under the old system, those late announcements or articles often didn't make it in. "The typing's already been sent to Bunny." Under our new system, all will be taken care of with a simple three minute phone call.

Remember, it's neat to talk about computer applications in model rocketry, but the "Leading Edge" staff is making it work for you rocketeteers TODAY!!! Read and enjoy the fruits of the modern computer age!

CONTEST CALENDAR

MWRC-83 May 28-29, 1983

Events: 1/2A HD, 1/2A RG, B RG, B BG (NO FLEXIE), B Alt., C SR Alt., Space Systems.

Contact: Mark B. Bundick
1925 N. Hudson
Chicago, IL 60614
(312) 642-9828

RETURN DE M&B June 18-19, 1983

Events: A HD, 1/2A IBG, B RG, A BG, B Pay., C EL Alt., Pred. Alt., Plastic Model.

Contact: Tom Hoelle

EIR-13 July 2-3, 1983
"The unlucky last one"

Events: 1/2A BG, 1/2A PD, A RG, F BG, A SD, C SR Alt., C EL Alt., Open SL, Plastic Model.

UNOFFICIAL EVENT: F IRG

Contact: Mark B. Bundick
1925 N. Hudson
Chicago, IL 60614
(312) 642-9828

DON'T MISS

MWRC

MAY 28-29

IT'LL BE A LOT BETTER THEN
THIS CHAD AD!

MODEL OF THE MONTH WINNERS



The Model of the Month Winner for March is Larry London and his Supersonic Rocket. Congratulations, Larry!



The Model of the Month Winner for April is Steve Sangerman and his Centuri Orion. Congratulations, Steve!



THE LEADING EDGE

is published bimonthly by and for members of the Northern Illinois Rocketry Association, NIRA, NAR Section 117, and is dedicated to the idea that Model Rocketry is FUN! Membership dues are \$3.00 per year and include a one year subscription to the *Leading Edge*. Non-member subscriptions are available for \$2.00 per year. All membership and subscription fees should be sent to Bob Kaplow, 1628 Waterford Lane, Palatine, IL 60067. Articles, plans, other newsletters and news items of interest should be sent to Ric Gaff, Editor, 331 Third Street, Northfield, IL 60093. Any material in the *Leading Edge* may be reprinted if proper credit is given.

Cover Photo: Battlestar Galactica continues to search for Earth despite the Cylons.
Artwork by Tony Lentini.

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TOM PASTRICK
RIC GAFF
TONY LENTINI
BOB KAPLOW



SCRAMBLER

2

KIT REVIEW



Estes Scramblers, then and now.

Estes' new kit, the Scrambler 2, is a D engine powered, 25" long payload model. The main body is BT-55 connected to a 5" BT-68 tube with a plastic coupler. The fins are made out of 1/8" die-cut balsa.

The original Estes Scrambler was discontinued a few years ago. The old Scrambler and the new Scrambler 2 have three major differences. First, the original Scrambler has better looking and more interesting decals. The new versions look pretty bland. Secondly, the Scrambler 2 uses a single D engine. The original Scrambler used a cluster of three standard engines. This makes the Scrambler 2 easier to fly and much more reliable. Finally, as you may have noticed already, the Scrambler 2 uses a BT-68 for its payload compartment. This contrasts with the original Scrambler's clear plastic BT-65. Because of the reduced size, the Scrambler 2 cannot hold a Grade A Large egg, the kind used in NAR egglofting events.

The only major construction problem for the Scrambler 2 is its recovery system. It is designed to break apart into two pieces at ejection. The payload section comes down with an 18" chute; the booster

comes down with a 12" chute. This break-apart recovery makes it harder to recover since you've got two pieces to recover. The model is also difficult to keep on the field. A Scrambler 2 will reach an altitude of a thousand feet. You're stuck chasing a payload section with an underweight egg in it with 18" fully deployed chute attached. Depending on wind conditions, you could be in for a long hike. You really need to fly a model built per the plans at Bong!

To ease the recovery problem, I recommend connecting the booster's shock cord to the payload section. Then use the 18" chute to recover everything. Keep the 12" chute for another model. These changes will give the rocket a slightly faster descent rate and make it easier to recover.

The Scrambler 2 is a good sport model. Its well fitting plastic parts and die cut fins make it easy to construct. It would be a good for a person's second or third payload model.

Larry London



Larry London demonstrates the fit of a standard chicken egg in the Scrambler II tube. So who needs a nose cone?

KIWANIS CLUB PRESENTATION

On March 16, I had a chance to address the Glen Ellyn Kiwanis Club meeting. NIRA member Paul Fleming invited me to speak there. I gave a 28 minute talk about the hobby of model rocketry and NIRA. I tried to stress our role in the community's affairs and, of course the safety of the hobby.

The club members asked a lot of questions about the performance of model rockets. "How high can they go?" "How big can you build one?" After another 28 minutes of discussion, the meeting broke up.

About three weeks later, I got a letter from Paul with a \$58 check for the club! The Kiwanis liked my presentation so much, they gave NIRA a contribution. I think we should get something that will last a long time for the club from this donation. Any ideas?

Thanks again, Kiwanis!

Bunny

NAR NEWS

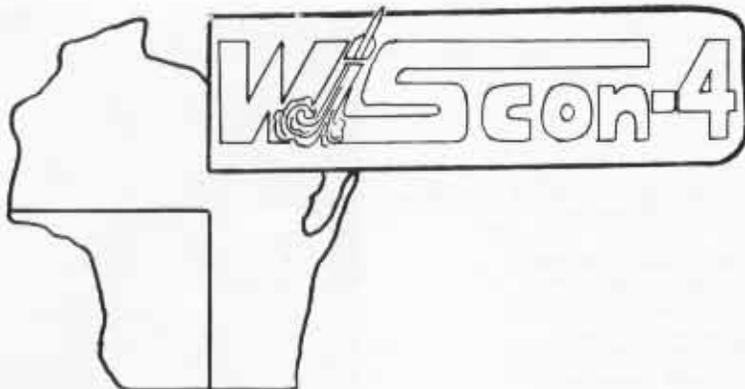
The Leading Edge has learned that NAR Trustee Tom Hoelle has submitted his resignation from the Board of Trustees. Tom reported that his job with Wang Labs was taking more time and that he planned to be married (!) soon. NAR President Pat Miller has named Claude Greenlee to replace Tom. A mail ballot is out among the Trustees, and Claude's confirmation is expected soon. Good luck to both guys!!!

A new 1983 U.S. Team Manager has been named due to some administrative problems. Jerry Gregorek, former Trustee and Vice-President takes over from Chris Flanigan. Current travel plans have the team flying to Germany, then taking rented buses into Poland for the contest. A practice session at Lakehurst as per the '88 team is also planned. Persons wishing to accompany the team as spectators should contact Howard Kuhn immediately.

CENTURI ENGINE SPECIAL

Centuri has announced a really good deal on engines. They offer a package of motors as follows: three B4-2, six B4-4, three B4-6 and three C5-3s for \$5.15!!! That's a 66% savings for you. All these motors are good for sport flying, and the B4-2 and C5-3s are used in competition, too. The special is available while supply lasts, so hurry and save today.

Larry London



WISCON-4, the Midwest's finest spacemodeling convention, was held on the weekend of March 26 at the University of Wisconsin in La Crosse. Modelers from all over Wisconsin and Illinois came to the UW campus to participate in the first WISCON held in several years.

Early Saturday morning, participants began to arrive at the dining hall that served the convention. When they checked in, they received packets crammed with manufacturer's catalogs, technical reports and convention information. After everyone got a chance to meet with old friends, the conventioners sat down to listen to Al Nienast give his keynote speech. Al welcomed everyone to the convention and told how pleased he was with the hobby today.

After Al's short speech, the workshops got underway. Mark Bundick started with his "General Competition" discussion. Bunny's talk was aimed at the novice competitor. He gave explanations of the models to fly, the workings of a meet, how to find out how good you really are, and how to improve. Next Bob Kaplow gave a workshop on "Computer Rocketry". He showed several of his rocketry programs, including stability calculations and altitude prediction. Bob's was the last workshop of the morning, and the convention broke for lunch. The cafeteria was across the hall, making meals very convenient.



Al Nienast shows the proper way to swing wing during his discussion group.



Bunny gives an exciting talk on Plastic Model Conversion. He brought numerous examples.

After refueling, things continued with Al Nienast's "Gliders". Al explained the workings of swingwings and showed the proper way to trim gliders. He also covered the use of florescent colors to give the best visibility. He passed out plans for his "King Bee" and "Pink Pelican" gliders. Bunny followed with "Plastic Model". He explained how to plan, build and finish winning plastic model conversions. He also stressed the importance of a "Wizmo" box full of small parts used to spruce up a model. To impress the judges, turn in your model with a display stand, "documentation" and notes on the conversion difficulties you had.

Dr. Chuck Hosler brought out his home-brewed engine thrust stand. It used a game controller attached to an Apple II computer and was featured in the *Model Rocketeer* recently. "Jedi" George Riebesehl closed out the day's discussions with his RC BG group. He showed construction techniques used to build RC BG's and brought examples of older models. He also showed how to install radio gear and how to fly the RC BG once you've built one. George now prefers the Tower Hobbies 500 radio system over his ACE RC/Cannon system. The Tower model has more features and is more reliable.



The Incredible Shrinking Bob K.!!! Every detail of Chuck Hoffman's miniature Bob Kaplow is included, right down to the "Dual Eggloft Forever" T-shirt.

After dinner, the participants took their seats for the famous WISCON auction. WJAR lead off by dumping most of their club "collection". It included some nice old engines, two Saturn V's and other "stuff". The exhausted and enriched WJAR stepped aside to let Ric Gaff take over. The bidding for his engine collection was slow and furious between Tom Pastrick and Chuck Hoffman. The final bid for the old and obsolete engines went to Chuck Hoffman at \$21!!! The last person up was Bob Kaplow, who tried to dump the NIRA Kits on consignment from Mr. Godron. Bob had little success. After the bidding was over, the group was treated to Ric's finest prang and Star Trek films.

Sunday sent lots of participants to Mrs. D's Donut Shop for breakfast. The launch site for original design flights was dusted with new snow, and it was cold and windy. Most of the flights were flawless. The egg in Al Nienast's eggloft duration model didn't break, and Chuck Hoffman's 3C cluster Kaplowlofter, compled with 1/32 scale Bob Kaplow in the nose had a perfect boost. High winds threatened to carry Chuck's model and Bob across town. But the day was saved when Bunny hopped into his Honda and successfully chased down the model. The only prang, out of five flights total, was Tom Pastrick's swept forward, canard BG. A looping flight carried the beautifully finished model to a downrange planting.

Everyone returned to the cafeteria for lunch and the Trustees Open Forum. Bunny discussed the recent Trustees meeting in Houston. Topics included a possible salary raise for Doris Mayer at NAR HQ to cover Social Security payments, Rocketeer sales in hobby shops, and NAR policy on G motor usage. Warren Miller followed Bunny with an explanation of the services of the newly formed ARA, American Rocketry Association. Warren explained the the ARA was interested in promoting high-powered rocketry, including G motors.

WISCON-4



Steve Sangerman and his combination Ugly Rocket and diving rod.



Ric Gaff with his Ugly Rocket entry, "No caffeine; never had it; never will."



Bob Allen and his Ugly Rocket. Gag me with a spoon!!!

Scott Zingler presented the convention awards. In A Division Ugly Rocket, Steve Sangerman won with his mixture of body tubes and model ship parts. The C Division title went to Ric Gaff's 7-Up bottles and balsa. Ric is unbeaten in Ugly Rocket contests!!! The Original Design competition was taken by Chuck Hoffman's Kaplowlofter. The model vaguely resembled the "Discovery" from the film "2001". Only two models were entered in Static Sport Scale. Jim Zingler's well done Mercury Redstone took first over Chuck Hoffman's scratch built Alpha Dreco. In the photo contest, Chuck's framed mirror with superimposed Star Destroyer conversion won out over Ric Gaff's spark spitting superroc. R&D saw Bunny's report on turbulators win since it was the only entry.

The final item on the convention schedule was a planetarium show held in UW's planetarium. A brief demonstration of the theater's star presentation capabilities was followed by a show on the Space Shuttle. NIRA then packed up and headed back to Chicago, dodging snow showers all the way.

The turnout for WISCON was depressing. Only 25 participants attended, and NIRA only sent six persons. WUAR suspects this is because WISCON has been dormant the past few years, and they didn't have time to get as much publicity as they hoped. They are certain things will improve next year. Those of us who attended WISCON-4 cannot wait for WISCON-5. Make sure you attend this great rocketry experience for the novice and experienced modeler alike.

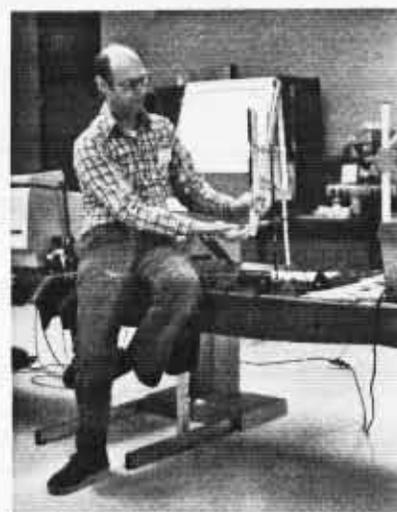
STEVE



Bunny and Bob enjoy a good laugh after the recovery of the Kaplowlofter.



Tom Pastrick and his forward swept-wing glider for Original Design. A very colorful entry.



Dr. Hosler demonstrates how his inexpensive thrust stand works.



Al Nienast and his original design entry, an Eggloft Duration model.

BASIC FINISHING

YOUR MODEL'S NOT DONE UNTIL ITS FINISHED

A lot of NIRA members come out to launches with unpainted rockets or with models given just a heavy coat of a single color. While it's always nice to get out and fly your new creation, taking a bit more time can result in a model guaranteed to turn head on NIRA's range or better yet, win you "Model of the Month" honors at our next meeting. It's not that difficult to get a good finish on your models. It takes a little patience and the few tricks of the trade we'll be outlining here.

To start with, take your time in the basic construction. If you drip glue all over your body tube, or don't cut out your fins straight, no amount of careful paint work will hide those mistakes. Use only the amount of glue necessary, and watch where it goes. If you do get some Titebond or Elmers where you shouldn't, don't despair. Get a damp paper towel and wipe it up before it sets. A damp towel won't harm your model and will clean things up nicely. If you're using epoxy, thinner will work the same trick.

Your model will look much better if you fill in the seams of the body tube. Two ways exists for doing this. The traditional way is to paint repeated coats of sanding sealer onto the seams until you get everything filled in. A faster way would be to use some putty to fill it in. Most scale model builders suggest you use Squadron Shop "Green Putty". You can buy it at Squadron Shop's store at North and B3, or in

other hobby stores around Chicagoland. Use only the amount you need to fill in the gap, and don't try to do the entire seam at once. Work a little bit at a time and don't hurry. "Green Putty" dries hard as a brick, and you'd rather be flying than sanding, wouldn't you?

When your assembly is finished, and you've filled in the seams (or chosen to ignore them), give the model a through going over. Any larger gaps or holes can be filled in with more putty or some spackle (!). Sand the entire model lightly with some 320 or 400 grit sandpaper. Carefully wipe the model down with a dry rag or tack cloth. Then get ready for the "patience" part.

Sanding sealer is a must to fill in balsa grain. You can buy commercial sanding sealer, or make your own. To make sealer, take some baby powder (just like that you powder your chutes with) and mix it with dope thinner. When you get a fairly large amount mixed in, mix in enough dope to thicken the mixture. Viola! Instant sanding sealer! Brush the sealer on in a fairly heavy coat and let it dry thoroughly. Sand nearly all of the first coat off. You aren't trying to build up a thick layer of goop all over your model. You're trying to fill in the low spots. Repeat the procedure with progressively thinner coats and lighter sandings. When you're satisfied, you can quit. Perfectionists have gone through as many as eight coats of this torture!

A potentially faster approach may be epoxy paint. I used this on the original "This Old Rocket", and found it to fill in grain faster than you could say "I'm out of sandpaper, Mom." It added a lot of weight, and the paint isn't cheap, but if you're in a hurry, it may be the ticket.

Another fast way to fill in those nasty fins is to simply rub in some baby powder into the fins, then paint on clear dope. I've use this method more than the home-brew sanding sealer, and like it a lot. Try both before you stick to any one method.

After you're perfectly satisfied with your surface, try one last look at the bird. Hold it up to the light at different angles and you'll quickly see where the surface imperfections are. A base coat of paint will also help point out bad spots. Silver paint is particularly good for showing up flaws. Light gray, flat white or rust are also good base colors.

If you're spray painting, put paint on in light, even coats. Don't try to cover everything at once. When painting a multiple color paint job, start with the lightest color first. They're the easiest to cover up later. If your bird is going to be yellow, blue and black, paint it in that order.

When masking, be careful. Masking tape is pretty sticky stuff, particularly with enamel paints like Testors. Try reducing its stickiness by tearing off a piece of tape and sticking it to your pants leg a couple of times before you stick it to the rocket. I've also been told drafting tape, sold in artist supply shops, is good for masking purposes. In all cases your base coat should be thoroughly dry before you try to mask. Krylon paints are particularly fast drying. Testors will take at least a day to dry out, so beware!



Decals, if applied, should follow the kit instructions. I don't use any fancy "decal setting solutions". These chemicals are supposed to make decals go around curves and irregularities a lot better. Model rockets don't have that many sharp surfaces, so I'll save my money, thank you. Blot off any excess water after the decals' application. A coat of clear, either Clearcoat or Dullcoat, will help hold things in place.

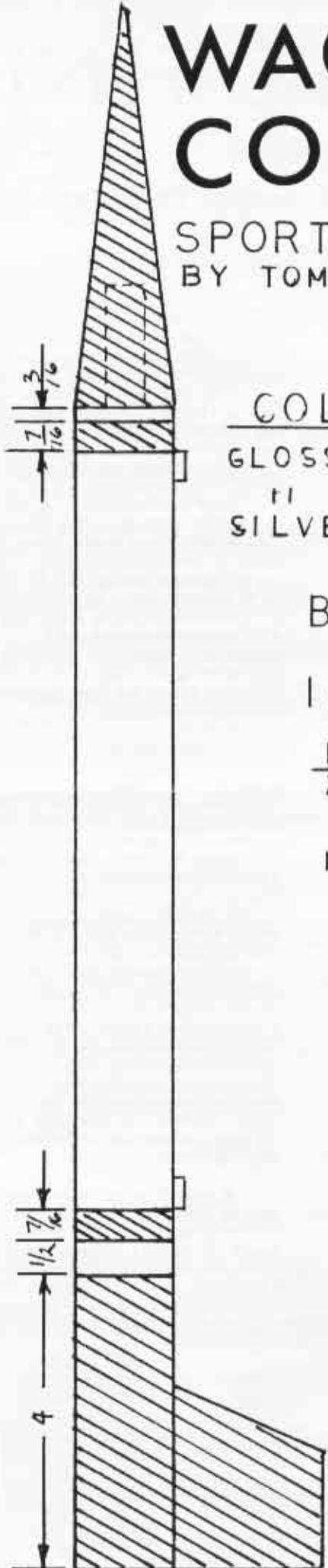
When taking the birdie out to the field, have some paper towels around to clean it off after the flight. The only really tough substance to clean up is "tracking powder", powered chalk used in tracking events. Jedi George conquered that with a heavy Windex spraying, something that shouldn't hurt if you put on that clear finishing coat. Otherwise, a little water and some elbow grease should fix up any stains from the field.

Hope this has provided you with some hints towards better looking rockets. Let's see your special creation flying at the NIRA range this summer, especially at Labor Day!



WAC CORPORAL

SPORT SCALE MODEL
BY TOM PASTRICK



COLORS

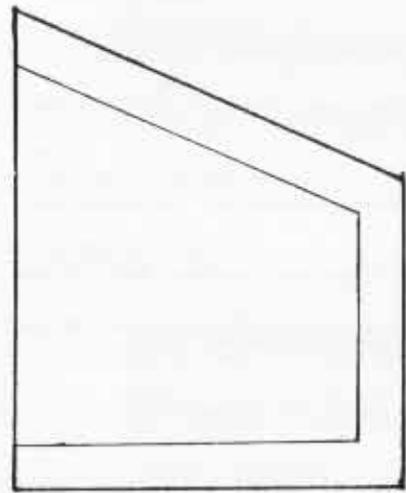
- GLOSS WHITE
- || BLACK-AS MARKED
- SILVER-ONE FIN

BNC-55AC

16" BT-55

1/2 OZ NOSE
WEIGHT

12" CHUTE



FULL SIZE
PATTERN

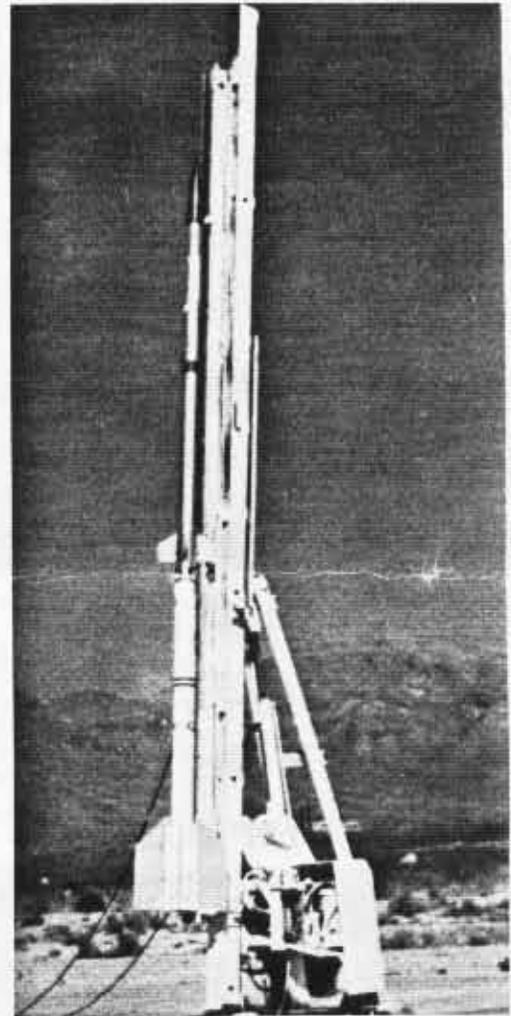
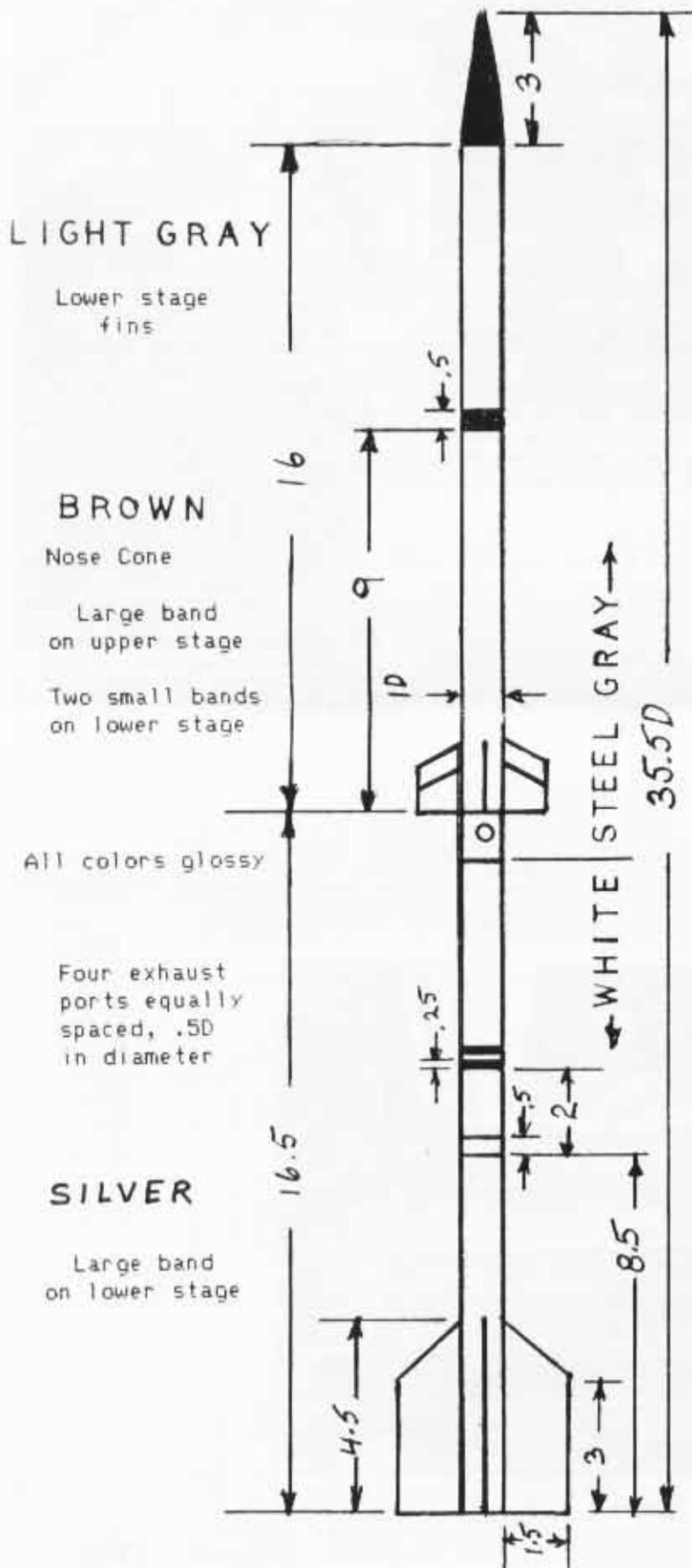
1/8" Balsa

1/2 SIZE

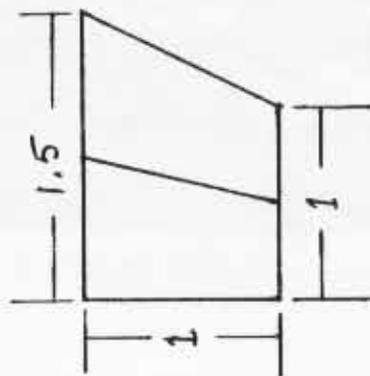
SPORT SCALE DATA
PREPARED BY R.GAFF

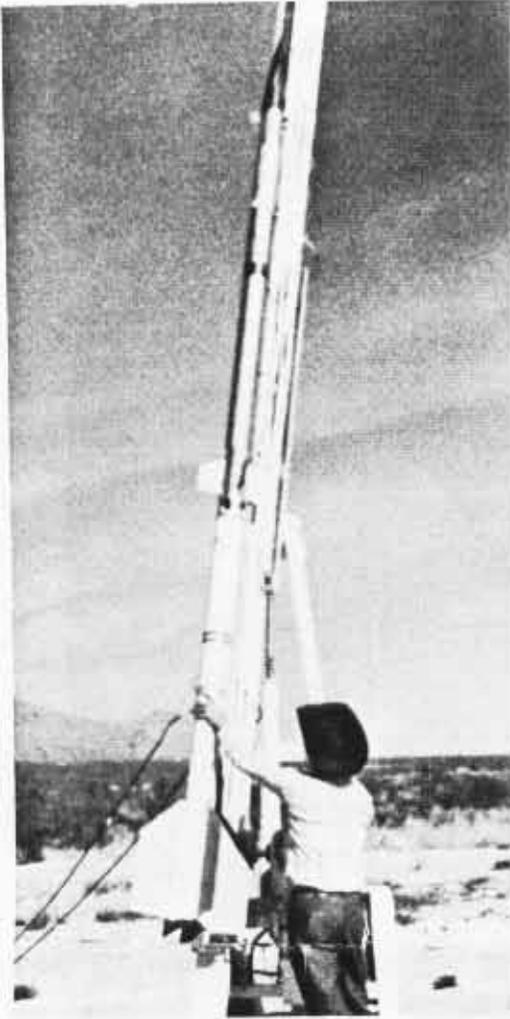
BOOSTED ARCAS

All dimensions relative to
body diameter



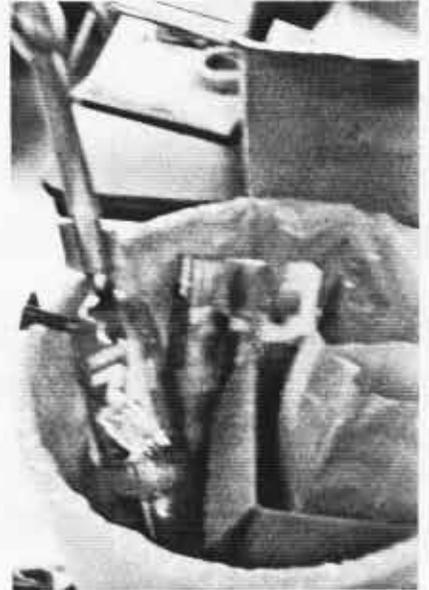
Upper stage fins (4)



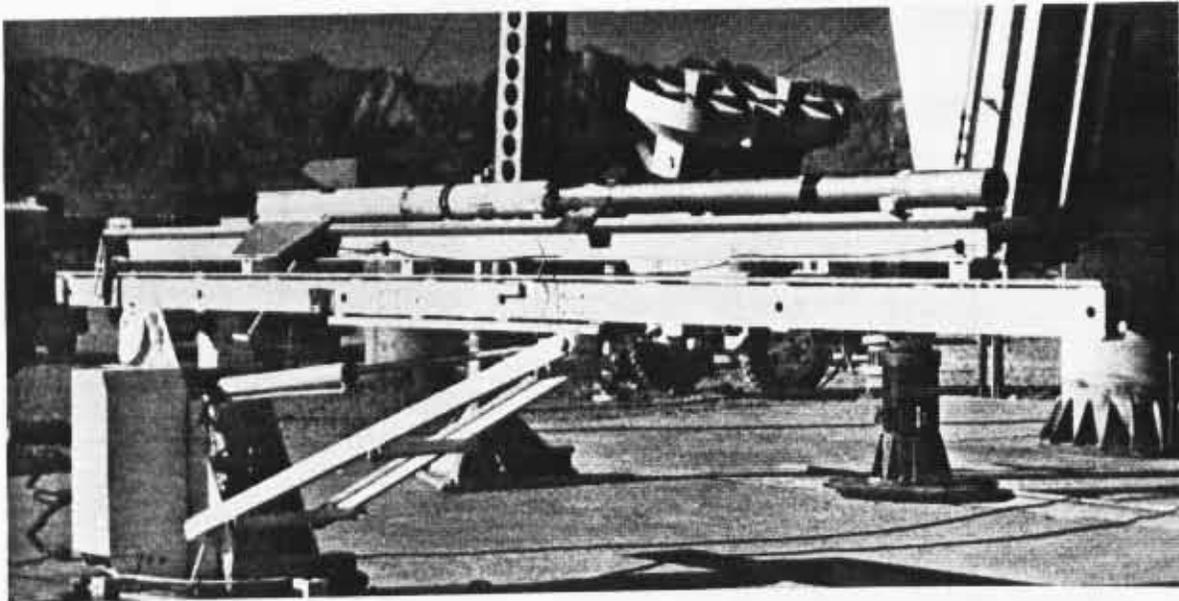


Chuck Hoffman and his very amusing Original Design entry, the "Kaplowlifter", complete with a miniature Kaplow.

WISCQN
PHOTO'S



The origin of most or all Ugly Rocket entries, the trash can.



NIRA MEMBERSHIP LIST

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Beach, Tom	315 E Common St	MN	56096	N	507/362-8211	/	-	8309	/
Bundick, Mark	1925 N Hudson Av	IL	60614	NP	312/642-9028	312/732-9718	-	8403	06/02/54
Carnay, Scott N.	3780 Winston Dr.	IL	60195	N	312/359-8637	312/576-2440	-	8309	08/03/55
Clyde, Robert J.	575 Thornhill Apt 301	IL	60187	N	312/690-6478	312/543-9191	-	8308	06/11/61
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Elwart, Jim	8600 N Ozanam	IL	60648	N	312/470-1093	/	-	8309	07/21/71
Fountain, Robert B	23540 N Cedar Ln	IL	60047	N	312/438-7555	312/945-5440	-	8310	06/17/38
Gaff, Richard	331 Third St	IL	60093	PN	312/724-2975	312/391-7378	-	9999	02/27/53
Godron, F. Scott	476 Main St	IL	60037	NP	312/469-2653	312/469-9596	-	9999	/
Mogue, James M.	20 S. Iowa St.	IL	60101	N	312/834-5619	/	-	8404	07/09/51
Howard, Loni	28 W 322 Hillview	IL	60185	N	312/231-7319	/	-	8308	/
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Kerns, Jim & Mike	624 Clinton Av	IL	60304	N	312/524-1165	312/942-2193	-	8312	01/31/44
Killin, Jim	300 Larch	IL	60126	N	312/833-7011	/	-	8304	10/30/66
Laronga, Robert J. Jr.	725 Rifford Road	IL	60137	N	312/858-7358	/	-	8404	03/10/71
Lentini, Tony	609 N Roberta	IL	60164	N	312/455-7756	/	-	8311	03/28/66
Linder, Don	600 W. Helen Rd.	IL	60067	N	312/359-4341	312/576-2379	-	8309	08/17/43
London, Larry	1811 Lawrence	IL	60035	NP	312/831-5370	/	-	8307	12/10/65
Madden, C. J.	26 Indian Knoll Rd	IL	60185	M	312/231-4195	/	-	8402	/
Marcy, Tim	4714 N Stoddard	IL	60187	N	312/668-7156	/	-	8308	02/08/68
Miller, Braxton	P O Box 551	IL	60053	NP	312/296-0250	312/649-2086	-	8401	02/20/57
Orne, David	1316 E Forest Av.	IL	60187	N	312/668-9431	/	-	8401	01/10/68
Pastrick, Thomas E.	7769 N Nordica	IL	60648	NP	312/470-1390	/	-	8401	/
Peterson, Pat	RR1 1840 S Poselle Rd	IL	60172	PN	312/529-3037	/	-	8311	/
Pucillo, Robert J.	7914 Sunset Dr	IL	60635	M	/	-	-	8312	/
Puda, William	17 Forest Hill Dr	IL	60137	N	312/469-3632	/	-	8404	05/09/39
Ribesehl, George A Sr	513 Brockton Lane	IL	60193	NP	312/894-4739	/	-	8401	07/10/30
Ribesehl, George #1409	1125 W Loyola Av	IL	60626	NP	312/894-4739	312/764-4491	-	8401	07/13/63
Roberto, Ben	17 Carla Ln	IN	47170	N	812/752-3711	317/495-3003	-	8401	/
Sangerman, Steve	3910 Crestwood	IL	60062	N	312/498-5693	/	-	8312	11/11/67
Schalk, Walter W Jr	141 Caroline	IL	60126	N	312/279-7196	/	-	8309	/
Schalk, Wayne A	141 Caroline	IL	60126	N	312/279-7196	/	-	8309	08/03/68
Schmitt, Mark	21W716 Buckingham Rd	IL	60137	NP	312/469-9076	/	-	8310	/
Sherwood, Robert E.	537 Fifth Ave	IL	60016	N	312/635-8738	312/692-4960	-	8309	01/01/46
Stout, Brian	21W705 Buckingham Rd	IL	60137	N	312/858-1103	/	-	8303	/
Toberman, Dale	1017 Southport	IL	60532	PN	312/963-7277	/	-	8306	09/26/47
Toussaint, Girard	3914 W Grand	IL	60050	M	815/385-4607	/	-	8309	12/04/40
Tuleja, Bill	117 Julie Rd	IL	60439	N	312/739-9180	/	-	8308	11/13/60
Valdenz, Henry	810 N Cuyler	IL	60302	N	312/386-6238	/	-	8307	26267
Wakley, Mark	1440 S Oakland Av	IL	60181	N	312/834-3398	/	-	8308	10/22/51
Wickencamp, Jeff	387 Montclair	IL	60137	N	312/858-6268	/	-	8310	05/12/70

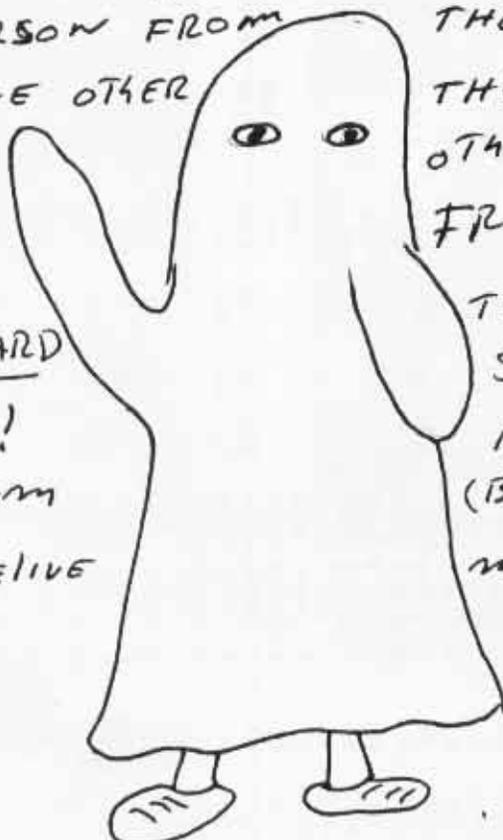
ARTHUR LOOK AT THE GREAT TROPHY I JUST GOT!

WOW! IT'S A BEAUTY! WHAT DID YOU GET IT FOR?

THREE DOLLARS.

MISS BEACH

Hi DO YOU KNOW ME? OF COURSE NOT! NO ONE KNOWS WHO I AM, EVEN THOUGH I'M THE MOST TALKED ABOUT PERSON FROM THE "EMPIRE STRIKES BACK". FOR I'M NONE OTHER THEN THE OTHER! THATS OTHER AND I'M HERE TO REVEAL my TRUE IDENTITY, BUT BEFORE I DO I MUST TELL YOU ABOUT THE GLEN SHOP, 476 MAIN ST. NOW FOR MY TRUE IDENTITY, I ~~AM~~ MARK SCHMITT! YOU DON'T BELIVE IT'S COSMIC! ME? JUST WAIT YOU'LL SEE.



DARN SILLY PLACE FOR A COCKPIT WHO DESIGNED THIS THING?

ROWWW!! SO GET OUT AND WALK!

RIC GAFF
331 THIRD ST.
NORTHFIELD IL
60093

