



NEWSLETTER OF THE NORTHERN ILLINOIS ROCKETRY ASSOCIATION
N.A.R. 1984-85 NATIONAL SECTION CHAMPIONS

NIRA WINS!



SEPTEMBER/OCTOBER 1985

VOL. 8 NO. 5



JEDI SPEAKS: An Editorial

Greetings from your new editor. For those of you who don't know me, my name is George Riebeschl. I have been in this hobby for about ten years now, and have been involved with NIRA for about eight. I like to fly BG's and dabble in radio control. ("Dabble" in RC? Jedi? Who is this clown trying to kid? - Bunny) I picked up the nickname "Jedi" after winning a National Championship in 1980. Since then, NIRA has had many Jedi champions, but only a few newsletter editors.

Initially, I was reluctant to edit The Leading Edge. There were some tough acts to follow. Larry Mika has done a great job during the past year, and Ric's efforts in creating the newsletter and keeping it going for many years were super human.

There is much more to the newsletter than just editing. Bunny has done a fantastic job typesetting, Tom Pastrick prints our pictures month after month, and Bullet Bob maintains the mailing list for our many subscribers.

Creating this newsletter and keeping it running smoothly is clearly a group effort. The folks mentioned above are only half the story, though. The other half is you, the NIRA member. The newsletter counts on the club members to provide it with material. The newsletter is the club.

I hope you like the job we're doing for you. If you have any suggestions or comments, please let me know.

T MINUS 1

REGULAR CLUB LAUNCHES Ackerman Park, Glen Ellyn St. Charles and Swift Roads Sundays at 2:00 PM

Sept. 8	Sept. 22
Oct. 13	Oct. 25
Nov. 10	Nov. 24

Mark those dates on your calendar!!! Don't miss out on all the fall fun and great flights! Fly before the snow hits Chicago!

MONTHLY NIRA MEETING Oct. 4
G.E. Civic Center 7:30 PM
Start planning for the HIAA Trade Show in January, and NARAM-28 in August. Don't forget Model of the Month entries!

ETR-15 Oct. 5-6
Bong Field, WI
Events: F BG, Sp. Scale, C ISD, B ELA, 1/2A RG, B HD, 1/2 A ALT. No glider restrictions in any event. Contact Ric Gaff, 331 Third St. Northfield, IL 60093, 312-724-2975

MONTHLY NIRA MEETING Nov. 1
G.E. Civic Center 7:30 PM
Maybe an Estes build-up???
How about it, Mary?

NARAM PLANNING MEE.

Ok, NIRA members. We've kicked around the idea of running the NARAM long enough. It's time to put up or shut up. We're the prime section for hosting NARAM-28. And you can never plan too far ahead.

It looks like the proposed site, Chanute AFB in Rantoul, IL., will be made available to us without too much difficulty. A couple of 6,000' runways should serve us just fine. We're still looking for a hotel or U of I housing. Bunny and Gaff will be heading down sometime in the next couple of months to scout out the site.

The first planning meeting was held Sunday, September 29, at Bunny's house. The meeting started at 3 PM and last for about six hours with a few breaks for food. Some basic jobs were assigned, and (here's the big news) the events were selected: Open Spot Landing, 1/2A PD, 1/2A SD, F BG (unofficial and best single flight), D HD, B BG (no flexies), Design Efficiency, C EL Alt., D RG (no flexies), C EL Dur., Sport Scale for A Division, Scale for B and C Divisions, and R&D.

A lot of planning remains and we still have some basic jobs to be assigned. At this stage, any idea about the NARAM is a good idea, so start thinking about what you'd really like to see happen at "our" NARAM. Contact Bunny with your ideas. Another planning meeting will be held prior to Thanksgiving, so keep your eyes peeled for the exact date. Remember, it's you and your ideas that will make or break NARAM-28.

MODEL OF THE MONTH WINNERS !



The Model of the Month Winner for July is Don Linder and his sport scale Titan. Congratulations, Don!



The Model of the Month Winner for August is Bullet Bob Kaplow and his "Long John Silver" food container conversion. Congratulations, Bullet!



**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 \$5.00 per six issues (normally one year). NIRA exchanges the Leading Edge at no charge with all model rocket clubs publishing regular newsletters. All membership and subscription fees should be sent to Bob Kaplow, 1628 Waterford Lane, Palatine, IL 60074. Articles, plans, other newsletters and news items of interest should be sent to Jedi George Riebesehl, Editor, 513 Brockton Lane, Schaumburg, IL 60193. Any material published in the Leading Edge may be reprinted by non-profit groups if proper credit is given.

COVER PHOTO: NIRA's troops celebrate winning the National Section Championship at NARAM-28.

EDITOR - George Riebesehl
PUBLISHER - Ric Gaff
HALFTONES - Tom Pastrick
TYPIST - Bunny

- CONTRIBUTORS -

Bullet Bob Kaplow
Bunny Bundick
Jedi George Riebesehl
Sting
and
Bozo the Clown

NARAM 27

a NIRA victory

by Bunny

NARAM-27 will be long remembered by NIRA members. It's the NARAM where the club won its first National Section Championship. It also saw two more NIRA members join the ranks of Jedi. Brad Morris easily captured the A Division Championship, outdistancing Troy Statton of the Vikings. Mark Schmitt won his second championship, this time in B Division. Runner up was fellow NIRAite Tim Marcy. The newsletter also squeaked out an Honorable Mention (sort of) in the LAC Newsletter Award.

The meet opened with good weather, a condition missing in previous Houston NARAM's. The weather stuck all week, and even the fire ants stayed away for the most part. The meet started with B SD. NIRA members did well in this event. Brad Morris took second with two consistent 52 sec. flights. In B, Mark Schmitt had a crummy 53 sec. first flight, then re-worked Bunny's Micafilm streamer for over three minutes. Bullet Bob won C Division SD for the second year in a row, beating Tom Beach by 30 seconds. They were ahead of other C division foes by almost 100 seconds! Towers were out in force for this event. Otherwise, it was lightweight models, minimum fins and folded streamers.

Brad kept his winning ways in A RG. Bunny helped pick a thermal for his second flight, and the 171 second total was

91 seconds ahead of second place. He flew a sliding pod model with about 35 square inches of wing area. Tim Marcy took second in B with two good flights. One of the few innovations of the contest took first in C division. Tom Beach's flexwing RG had only one qualified flight, but it was almost 100 seconds ahead of the nearest competitor. Tom's model had the flexie mounted on a spar, attached to a moving piston. The flexie folded up around the spar, then was tied off with thread to hold the glider shut. When the thread burned, the flexie opened and the birdie glided like mad. Bunny finished 6th overall, and Gaffer 7th.



Jedi Morris with his ASP.

A International PD opened Tuesday morning. Unfortunately, the wind blew right towards the NASA JSC buildings. After an hour of flying, the JSC security folks shut down the range. Negotiations with JSC cleared up the difficulties later, and the split in flying didn't seem to hurt anyone.



Tim Marcy sneaks up on his scale Sandhawk.

Brad took second to Harry Rose's three excellent flights. Brad fell a little short in the third round. Schmitt and Marcy finished 2-3 in B. A surprise winner in C was Don L. Linder. After his first place finish, he noted "I earned it." While the weather was good, it wasn't cool, and Don had to do a fair amount of running to win.

When JSC shut down the PD flying, CD Scott Hunsicker switched to B HD, an event destined to drift less than PD. Brad again took second to Harry, and Schmitt and Marcy again finished 2-3. The Dual Egglofters took first by a narrow 9 seconds over George Gassaway. Bullet has experimented with his modified Rotarocs until they worked like he wanted them to. They feature smaller fins and torque rods to deploy the rotors. His first flight thermaled away on to be followed by a consistent backup flight. Bunny's thermal selection skills put him fourth, flying a 4 year old standard Rotaroc.

racking kicked off Wednesday, and the trackers had a rough going of it. The range opened an hour and a half late while tracking got rolling. Things didn't improve as D Eggloft brought out a lot of composite engines. Bunny complained that you just couldn't see them even at liftoff. The track lasts probably set a NARAM record, but don't blame the trackers.



Two more people fall victim to Brad's cruel Hot Stuff joke.

Troy Statton's D12 model did manage to beat Brad's D7. Brad arced; Troy didn't. Mark Schmitt posted the second highest altitude of the meet, again with a D7. His 539 meters was only 10 short of Chas Russell's in C division. Tom Pastrick finished 4th and Don Linder was 5th. A NARAM sad story was Tom Beach who had two catos and a badly arcing flight for no score. Bullet flew two D7 flights straight up but out of sight of the trackers. The computer model said he probably went 600+ meters, but we'll never know.

There were NIRA places, however. Brad salvaged the club's competitive reputation by winning in A. He flew a maximum length rocket with the second highest altitude. Schmitt placed 3rd with a track lost, since all other B folks DQ'ed in one form or another. In C, Bullet's 6th was the best effort. It was pretty windy during Superroc. If your model didn't start looping, it might weathercock so badly that your altitude suffered greatly. I hate this event.

C Stupidroc Altitude was an average event. Bunny looped, and Gaffer had a remarkable prang. Only 2" long pieces of the model were left after a neat intersection with the parking lot.

1/2A International BG - saw flexies again crush the balsa butchers. It's obvious the two models require considerably different skills to build and have widely different performance capabilities. Let's hope more CD's kick out one or the other to keep BG events on an even keel. Mixing doesn't work.

Since most NIRA folks don't fly flexies, this event was not our high point of the week. Brad managed a 3rd, and Schmitt and Marcy continued their 2-3 dance. In C, Don Linder who was 6th, was our best place. &#x\$ flexwings!!!

R&D saw places for all NIRA folks who dared enter. Both finished second. Tim Marcy did a study on altitude performance between staged and single staged vehicles. Bullet Bob and Alan Jones did a theoretical study of the Malewicki altitude prediction equations, trying to find "holes" in the analysis.

Scale Altitude closed out the Nationals, C sized for A and B, D's for C division. Brad took third with an ASP. Mark Schmitt won with a D Region, mainly because everyone else in B DQ'ed. Matt Steele never worried about being buried in static points; he sent a 9" version of the Patriot surface-to-air missile to over 1100 meters with a D7. Gary Price, another Utah product, took second. Tom Beach resurrected his two staged Aerobee 350, complete with a delayed staging mechanism. Neat idea, but bad execution. The model pranged, ending its notable, but undistinguished competitive career.

That left only the awards banquet. Brad Morris was crowned Jedi in A Division ahead of Troy Statton of the Richmond Vikings. Mark Schmitt claimed his second National Championship, this time in B. It wasn't Monster's NARAM of two years ago, but many a competitor would have taken his performances for their own. Tim Marcy's consistent flying in a less-than-total WF year rewarded him with a Reserve Championship. While the C Divisioner didn't claim any nationally ranked hardware, those crafty Dual Egglofters finished 3rd in the team standings. And the club itself finally grabbed the little red banner, to be proudly flown (on a flag pole, you crazies!) at our contests and launches.

All in all, a pretty good NARAM, a bit more relaxed than some of our more recent nationals. It felt good to stay dry in Houston this time, but it felt better to win. See you in Rantoul in August, folks.



"Rub-a-dub-dub. Three B Divisioners in a tub."

THOUGHTS ON WINNING

by Bunny

After five years of trying, the Northern Illinois Rocketry Association finally did it. National Section Champions of the NAR. A club record 22,713 points. Two Jedis; one new, one a Jedi Master. A record 11,000+ point NARAM. While it was exhausting, I really felt a sense of quiet satisfaction when we were through. On returning to Chicago, I spent a few evenings trying to review our club's recent history and put it into some perspective.

While our competitive accomplishments are nice, the things I really remembered were our members and their efforts for the broader interest of the club. I remember folks supplying consistent help setting up tracking. A member providing "taxi service" for "without-wheels" modelers. A steady and persistent upkeep of the mailing list. Everyone with model building, preping and flying tips. NIRA members helping find other members' modelers, trying to up the club's total points, even when it meant a place lost.

This is team spirit at its best. It took a long time to build the trust, teamwork and understanding that allow different people, with different levels of modeling skill and background, to work together effectively. Team spirit's hard to come by, but essential to the club's success.

Other competitors could debate a NIRA-NOVAAR-PULSAR section race, and speculate on what might have been had PULSAR competed strongly last year. The historical record will show only who flew and who won. And while



Brad wins, but has to steal his trophy.

I admit that ours may not be the best competition section in the NAR, there's no doubt in my mind which NAR section is the best overall section.

Why NIRA? Because we didn't let our competition efforts totally dominate the club's activities. We've continued to run our Labor Day Demonstrations, second in age only to NARAM. We've put out two Rockwell Trophy winning newsletters. We've run classes at the Park District. We've had members serve on the Contest Board, NAR committees and the Board. We given discussion groups at conventions. These things certainly sapped efforts from our competition flying, but they gave us a lot of exposure, helped us retain members we might have lost and earned us the respect and admiration of fellow NAR members across the country.

This is a level of pride that competitive results alone cannot provide. And it's one that all NIRA members, even the non-NAR ones, can identify with. It's a level of accomplishment that our sponsors, Mr. Godron and the Park District, can take equal pride in.

Winning a national championship is a feeling unlike any other I've experienced in my life. And it's a feeling that never leaves you, and can never be taken away. Someday, you, the NIRA member of 1984-85, will be somewhere, and someone will ask "Did you ever play for a championship team?" You can smile and reply, "Yeah. I played for a national champion."



Mark Schmitt with yet even more hardware.



A miffed modeler displays his disappointment to the new "Dune" starter kit.

MAR-85 REPORT

by Jedi George

Picture this. A bright sunny summer day. Winds are light and variable. Parking lots kick up some of the biggest thermals you have ever seen. A contestant thermals away one of his A BG models . . . on a hand launch! These were the conditions present for the Mad Anthony Regional in Fort Wayne, IN on June 29-30, 1985.

NIRA was hoping to do well at its last regional of the contest year, and they did. When all the points were added up, NIRA walked away with 3,546 points. This was after A and B Divisions had to be combined.

There weren't many memorable flights. (Sorry, but this contest was a while ago. - Jedi) Jedi George and Monster Mark boosted up a styrofoam glider with everything from clustered A10's to E5's. The small glider, dubbed the **Royale Brogham**, boosted suprisingly well, but failed to glide. Its very thin styrofoam stab fluttered out of trim during boost.

Results are listed on the next page for the 19 contestants who made the journey to beautiful Fort Wayne. A special thanks has to be given to Tom Hoelle for running a fantastic meet. Thanks also to Tom for his hospitality, as the "Hoelle Hilton" was filled for the night. As usual, a great time was had by all. NIRA is looking forward to MAR 1986.



M A D A N T H O N Y R E G I O N A L ' 8 5

Sponsored by the Summit City Aerospace Modelers and Officially Sanctioned by the National Association of Rocketry
Flown at Indiana University - Purdue University in Fort Wayne on June 29 - 30, 1985
Official Flight Summary Sheet Listing All Recorded Flights per Contestants

Contestant Name	NAR#	Section#	A International P/G				B R/G			A International SD				1/2A PD			C Helicopter			C Egg Alt		Sport Scale
			1	2	3	Total	1	2	Total	1	2	3	Total	1	2	Total	1	2	total	1	2	
Combined A & B Division Contestants																						
Don Linder	35892	117	6	99	14	119				19	12	17	48	20	17	37	49	NOR	49	TNC		725
Brad Morris	35762	117	22	US		22	34	31	65	23	89	ARW	112	SEP	58	58	ARW	28	28	159		870
Tim Rohyans	37682	282								31	65	50	136	10	14	24						
Mark Schmitt	32216	117	38	120		158	39	13	52	RDX	SEP	41	41	EE	NR	DQ	73		73	NR	NR	930
C Division Contestants																						
Ed Brown	29941		71	SEP	ARW	71				SEP	61	6	67	76	25	101	97		97	TNC	150	940
Kris Bullock	32290						39	38	77	EE	EE	21	21	79	60	139				NR		900
Dual Eggloft Team	T-2	117	120	88	84	292				EE	SEP	87	87	US	55	55	SH	NOR	DQ	171	233	950
Pick Gaff	22906		25			25				SEP				DQ	47	19	66					
Rob Hart	31763	282					49	55	104								NR		DQ			825
Tom Hoelle	19103	282								68			68									
Don Linder	35893	117	62	120	54	236				56	50	57	163	46		46	NOR	84	84	103	78	940
Penguin Lust Team	T-69	117	SHR	61	64	125	82	92	174	50	53	65	168	99	216	315	72	15	87	81	EGG	925
Tom McCann	31967		21	ARW	120	141	33	29	62	32	32	65	129	44	55	99	46	45	91	92	139	880
Mark O'Brien	35486		46			46				70	69	67	206	134	23	157				EGG	NR	
Tom Pastrick	2276	117	97	39	15	151	48	31	79	70	SEP	58	128	14	114	128	57	ARW	57	EGG	156	945
George Riebesehl	28139	117	103	32	120	255	SHR	18	18	ARW	86	67	153	84	81	165	22	28	50			
Ben Roberto	30426	117	62	ARW	RB	67	44	69	113					36	72	108	ARW	163	163			800
Tim Vaccaro	25507	369	120	120	SEP	240	SHR			DQ	48	31	SEP	79	34	28	62			98	131	880
Todd Vogts	NON-NAR									4	SH		4									

SECTION TOTALS --- NIRA - 3546, SCAM - 371, NWAR - 103

The above times in seconds, altitudes & points represent the "official" results of the Mad Anthony Regional '85. All pertinent information per flight is listed along with totals, where appropriate. The following is a list of abbreviations used above:

US -- Unstable Flight SEP -- Separation ARW -- Arrow Flight SH -- Shread RB -- Red Baron
RDX -- Recovery Didn't Open EE -- Engine Ejected DQ -- Disqualified NR -- Not Returned NOR -- No Rotation
TNC -- Track Not Closed EGG -- Broken Egg

In addition to this flight summary sheet, we have enclosed the official NAR Point Award Sheet sent to the NAR Contest Board.

For those of you following Sport Scale entries, we had the following models entered: V-2, Space Shuttle, Nike-Tomahawk, Titan II, D-Region Tomahawk, Sea Dart, Mercury Redstone, Bomarc, Saturn IB, and the Sandhawk. We would like to thank you for attending this historic event! This is our 12th Mad Anthony Regional, according to missing historical records. We enjoyed your participation & interaction. Even the weather cooperated! Saturday was the calmest it has been in years!

We apologize for sending the results so soon, but the NAR Contest Board needs the results for those of you eagerly eyeing NARAM. Hope you enjoyed your stay in beautiful Fort Wayne. I'm sure those of you that stayed at the Hoelle Hilton had a good time, even those that still have a screen print on their nose. When can we do this again? Look for the announcement this Fall in an American Space Modeler near you.

NIRA photo page



The **Jedi Gyroc** with his Jedi hand Hot Stuffed to his Jedi forehead.



McBob and his **Happy Meal** conversion.



Don Linder with his nicely built rig.



"I'm sorry, but the tracker you are trying to reach has been disconnected."



Randall Redd and his **Flying Frog** before it croaked.



Two Jedis attempt to launch a lump of styrofoam.



Holy Cow! It really flies!

VORTEX 24 & 25



by Bob Kaplow N11286C
Dual Egglofters Team T2

Vortex 24 - First NARAM-27 91 & 228 sec.
Vortex 25 - First NARAM-26 149 & 217 sec.

10g Empty Mass with wadding
5g Streamer mass for Record
20g Motor Mass (B4-6)

35g Liftoff mass

Parts List:

23cm RB74 (Vortex 24)
30cm RB74 (Vortex 25)
NC74P
EB74 (optional - not used
on record setting model)
3 .08x2x5 plywood fins
100cm shock line attached to fin root
2x4cm Alum. Mylar taped to CG
12x120 Tissue Streamer for Vortex 24
15x150 Tissue Streamer for Vortex 25
Hot Stuff and 24hr Epoxy
Red and Blue Dope
B4-6 or C6-7

Fly from tower

super plan Page!!



©1985 R G KAPLOW
N11286 T2

0.000

as told by Terry Lee
to Bunny

The 1985 U. S. World Championships Spacemodeling Team had a successful outing behind the Iron Curtain. Phil Barnes claimed a gold medal in E RC RG, and Art Rose did likewise in C Scale Altitude. The team also claimed bronzes in B Altitude by Trip Barber, and in E RC RG, by Jim Wilkerson. Team Medals included a silver in E RC RG, and bronzes in B Altitude, C Scale Altitude and A Streamer Duration.

The team spent time touring Yugoslavia prior to heading to Yambol. Scale folks Jeff Vincent and Chris Pocock continued the American tradition of building up until the contest started. They didn't do much touring and Pocock was unable to finish his model. That left the US with one scale entry, a 1/65 Saturn I-B. The rest of the team flew lots of practice flights prior to the start of the contest.

E RC RG kicked things off. Phil Barnes maxed all three flights, the only contestant to do so. Jim Wilkerson had problems during practice, wrecked some models and flew with an older, tested bird. He finished third in the fairly windy conditions. Mike Micci, a late substitution for Chris Morgan, looped on boost and crashed. Model wise, everyone flew two channel, save for one Czech with a pulse model. It did ok, except for its inability to penetrate upwind.

A PD saw the Americans improve over the '83 contest. Ken Mizzoi maxed out, his third flight landing two miles downrange in a pig farm.

Terry reported it (the farm) "stunk". Ken's luck and skill held out until Round 6, and he finished 4th. The team finished an overall 4th as well. Amazingly, all PD models were returned, a credit to the coordination and skill of the US teams' recovery techniques.

In C BG, all three US competitors, Art Rose, Charlie Sykos and Matt Steele, missed at least one max. Rose and Sykos flew canard style flexies, while Steele flew a Gassaway "Windrift". New rules were supposed to make things tougher, but 16 competitors made the flyoffs. Now there is talk of banning flexies in favor of the more traditional BG. (That'll keep flyoffs down to a manageable size. - Bunny) Overall, the US was again 4th.

In B Altitude, Trip Barber flew a boosted dart vehicle to 705 meters, an amazing altitude for anything, dart or rocket, powered only by five newton-seconds. (A boosted dart is an unpowered upper stage, that separates at burnout and coasts to peak altitude.) Trip finished 3rd to two Russians, who also used boosted darts. The darts were protested by other competitors, but the Jury said no dice. Trip also had a standard two stage vehicle hit 680 meters in later rounds.

Two strategies were used to comply with new rules requiring an 18mm. diameter for 50% of the vehicle's length. One, used by the US, tapers the model with a long boattail. Another surrounds the model with an 18 MM tube, the actual vehicle being about 7 MM in diameter. It's

nice to know the Commies have their Pink Book lawyers, too. I've labeled the two strategies "slopies" and "tubies". Terry reported the "tubies" worked well in SD, but not so well in altitude.

In Scale Altitude, the US relied on composite mini-C's for help, and it paid off. Art Rose flew a D-Region. It was about 40 static points behind the Russians but roared to 1180 meters! That did the trick. The Russians flew a two-stage vehicle they'd tried at the '83 WC. This time their flights were much better. Jeff Vincent used an Astrobee D. Matt Steele's Patriot surface-to-air missile went to a track lost and a 750 meter arcing flight.

Tracking wise, everyone seems to be distrustful of the Bulgarian tracking methods. Terry reported that they used a three station geodesic equation on 500 meter baselines. Terry had lots of trouble finding the scale altitude models. The Russians sent one team member out to check the altitudes reported with an elevation only tracker. Weird.

Overall, the team standings went USSR, Bulgarians, Czechs, US, Poles, Roumanian, Yugoslavs, Spanish and Swiss. The US improved its efforts from '83, and retained its technical edge in RG and altitude events. Things look OK for '87 and Yugoslavia or Czechoslovakia. Congrats to the US winners, the entire team and Team Manager Gerry Gregorek for a job well done.

Never mind what happened to ETR-14, we're calling this ETR-15 anyway!

Events chosen for Ric's prang seeking movie camera:

F (Condor!) BG
1/2A (Hornet) RG
C International BD
Sport Scale

B (Hummingbird) Eggloft Altitude
1/2A Altitude
B HD
Absolutely NO *** STUPIDROC

For all glider events: NO *** FLEXIES! Data Reduction: Geodesic TI-59

Date: October 5-6, 1985 Regional Meet

Location: Bong field - between Kenosha and Burlington on route 142.
See the traditional map

Sponsor: Northern Illinois Rocketry Assn. (NIRA) NAR section #117.

Fees: All divisions \$5.00 in advance, or \$7.50 at the contest.
You must have insurance to fly. License and insurance checked before flight cards issued. One day insurance is \$2.00/day.
There is also a \$5.00/car/day fee to enter the park.

Schedule: Duration 9-5 Saturday only. Tracking 9-1 Sunday only.
Scale turnin 5pm Saturday. Scale flights Sunday 1-3 only.

Motels, Meals, etc.: Can be found in nearby Burlington, Kenosha, or at the intersection of I94 and 142. Camping is now allowed; check in at the gate.

Rainbow Motel 733 Milwaukee Av Burlington (414) 763-2491 (\$25-36)
Budgetel Inn I94 & on Rt. 50 Kenosha (414) 857-7911 (\$18-29)
Howard Johnsons I94 & Rt. 50 Kenosha (414) 857-2311 (\$30-48)
Motel 94 Rt. 142 & I94 Kenosha (414) 859-2221 (\$20-35)
Easterday Motel Rt. 142 & I94 Kenosha (414) 859-3020 (\$??)
Bong Motel Rt. 142 & 45 Has all of 10 rooms!

Record Attempts: Will be allowed as time permits. Sport flights too!

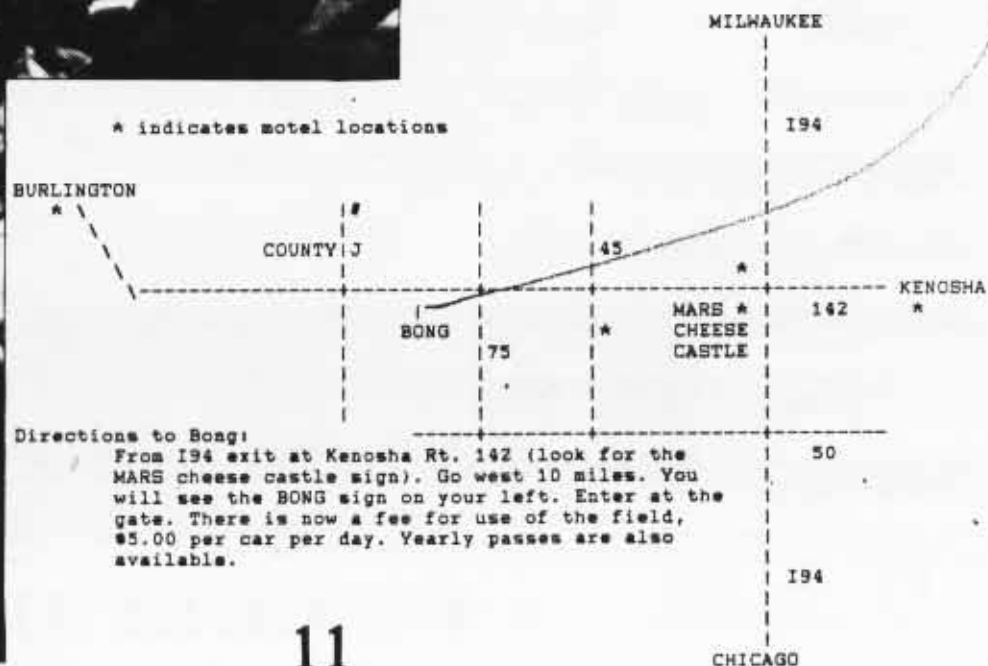
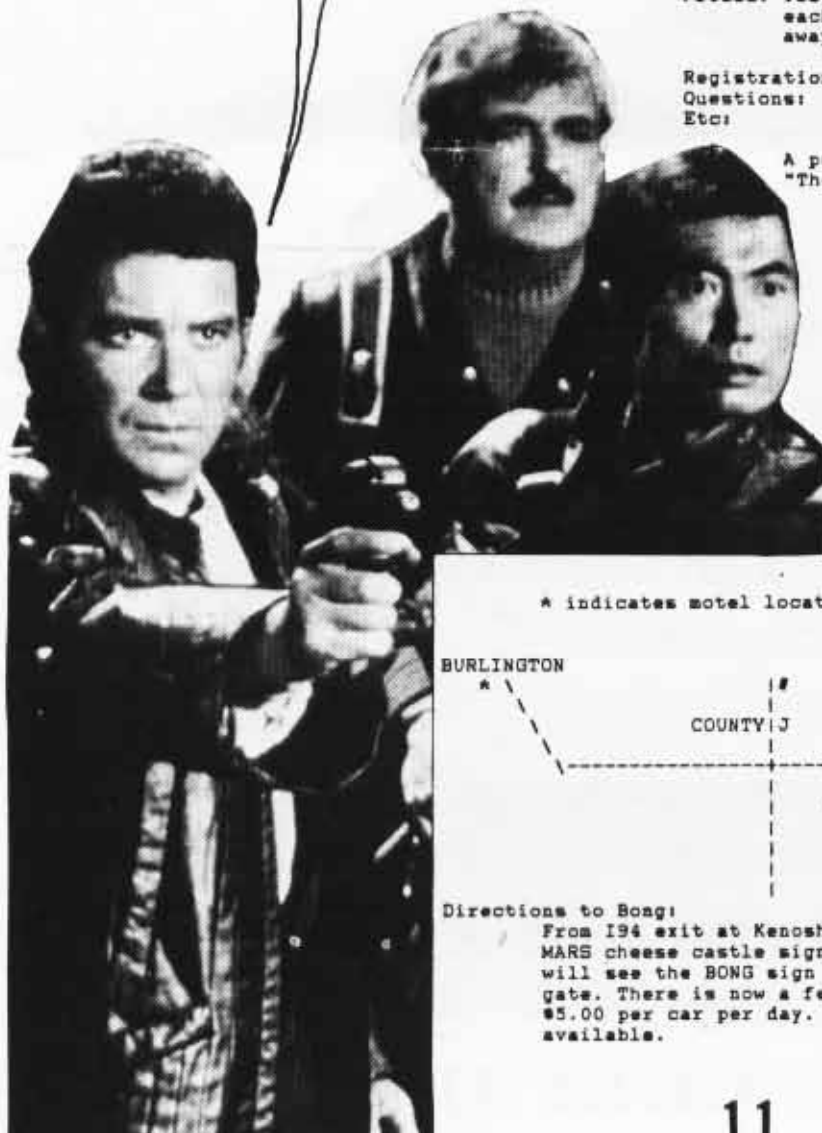
Launch system: Misfire Alley! You will be expected to supply your own launch systems and STOPWATCHES. Eggs will be provided.

Prizes: Yes, Virginia, there will be prizes. Trophys to first place in each age division, and more. Come and see the loot to be given away to the best modelers in the midwest.

Registrations: Ric Gaff or phone: (312) 724-2975
Questions: 331 Third St. and ask for "Mr. ETR"
Etc: Northfield, IL 60093

A public service message from NIRA and KGB AREOSPACE
"These guys don't even need a basement" Productions

PHASORS ON KILL!
CONDOR BIG'S HAVE ALWAYS
REPRESENTED A THREAT
TO THE SAFETY
OF THE FEDERATION.





DON'T FORGET, RALPH,
IT'S YOUR MOTHER'S BIRTHDAY.
YOU BETTER GET HER A CARD
OR WE'LL NEVER HEAR THE
END OF IT. OH YEA, WE NEED
SOME DIX'S AND RECOVERY
WAPPING.

YOU KNOW THE ONLY PLACE
I CAN GET THAT STUFF AT A
REASONABLE PRICE IS AT

THE GLEN ELLYN TOY &
CARD SHOP AT 476 MAIN
IN GLEN ELLYN! AND WE DON'T
EVEN LIVE IN ILLINOIS! ONE OF THESE
DAYS ALICE, POW, RIGHT TO THE
MOON! JUST LIKE MY F-ALITUDE MODEL!

JEDI GEORGE RIEBESEHL
513 Brockton Lane
Schaumburg, IL 60193

