

2006 NAR Medium Section of the Year

MASA

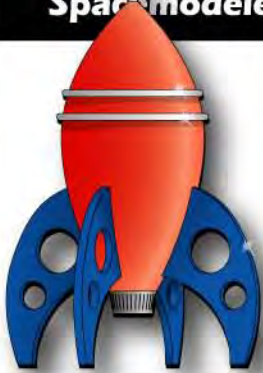
Minnesota Amateur
Space Modeler Association

2007 NAR Medium Section of the Year

Planet

Volume 11, Issue 5

September - October 2008



MASA

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NAR Section 576



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MASA Wins the LAC Trophy!!!

by Carol Marple



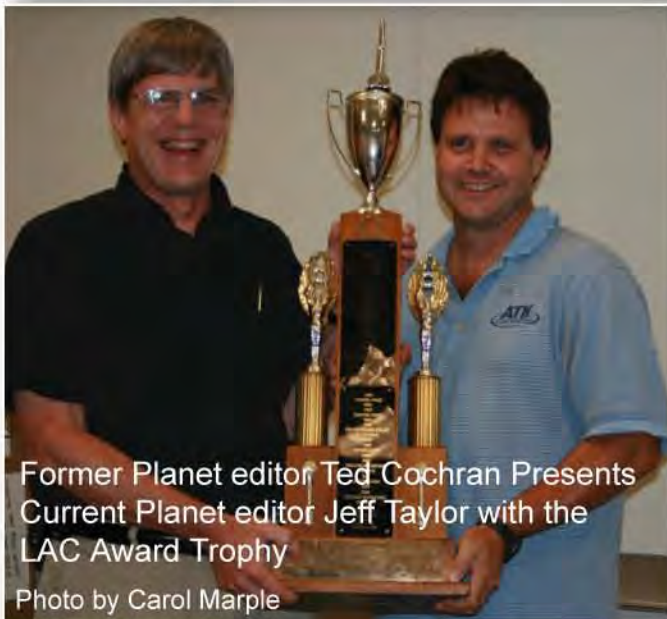
Each year since 1969, the National Association of Rocketry has awarded The North American Rockwell Trophy to the best NAR section newsletter at NARAM. The winner is chosen from the newsletters submitted to the judges over the course of the contest year. In the nearly 40 years since its inception, the trophy has only been awarded to 21 different club newsletters.

The judging criteria include newsletter frequency and regularity, club news, club member contribution to the newsletter, variety of content, originality, and appearance, among others.

While MASA has come close to winning the LAC Trophy, including at least one honorable mention, the trophy hasn't resided in Minnesota since 1979 (when Tom Beach was the editor of "View from Zenith"). Until now, that is. At the conclusion of NARAM 50, MASA was awarded the LAC Newsletter Trophy for the MASA Planet! The trophy was accepted by Ted Cochran (former MASA Planet Editor) on behalf of Jeff Taylor (current MASA Planet Editor) and the entire MASA membership.

The trophy and accompanying "annex box" were presented to Jeff Taylor at the August MASA meeting. MASA members in attendance were able to view the contents of the annex box (whose contents shall only be known by past and current trophy winners). Congratulations to Jeff!!

Back to School:
You might be an Engineering Major if you have no life, and can actually prove it mathematically.



Former Planet editor Ted Cochran Presents
Current Planet editor Jeff Taylor with the
LAC Award Trophy

Photo by Carol Marple



MASA Members Open the Annex

Photo by Carol Marple



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Building the Interceptor-E by Ted Cochran

The Interceptor-E is a new upscale of the classic Estes Interceptor. I bought it thinking it might make a good school demo rocket: Big, slow, but not so heavy as to require an FAA notification.

The kit is reasonably well-designed, with plastic wing tip pods and antennae, engine exhaust, and centering rings, and reasonably beefy construction. The materials were mostly first rate—good quality balsa, a nylon parachute, and three sheets of gorgeous decals. I might have preferred thicker wall body tubes (one of mine was dented in the package), but then the weight might have grown to over 1 pound.

I built it mostly stock. I changed the parachute mount from the traditional Estes tadpole mount to a stainless steel fishing leader wrapped around the engine mount tube, and replaced the nice-but-small 24" parachute with a 30" chute for the body and a 12" chute for the nose cone (hoping to avoid catching and breaking one of the many protrusions). I also added a rectangular cardboard patch ("weapons bay doors") to fix the dented body tube.

There are a lot of balsa surfaces to fill and sand, but if you take your time, the kit will end up looking very nice. A word of advice about the decals: Go slow! Get some decal setting solution to help out. Some of the decals are huge, and you'll need to use care, and a small paint brush, to get them smooth and straight. The paper backing is thicker than usual, and the decals have a bit of a tendency to roll under when being slid off of the paper, so be ready for that. The good news is that there are so many decals that you can make a couple of mistakes, and get away with it.

I built this model in less than a month of off and on effort during evenings and weekends; it had a great first flight at NARAM-50.

Another review can be found at:
<http://www.apogeerockets.com/Interceptor-E.asp>

Skill Level 3: Average Skills Needed

Length 39 in. (99 cm)

Diameter 2 in. (51 mm)

Weight 13.5 oz. (363 g)

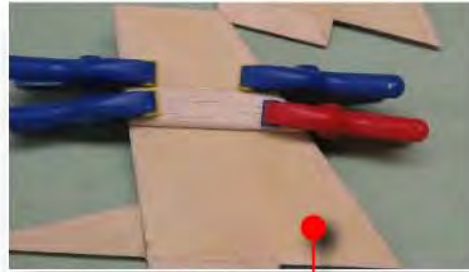
Wingspan: 11.25 in. 286 cm

Recovery: 24" nylon parachute

List price: About \$50



Lots of fins at lots of angles, but they're all perpendicular to the body tube. I did some painting of the contrast colored parts (nozzle, fin pods) ahead of assembly.



The large balsa surfaces all require reinforcement to keep them from fluttering while under boost. I did an initial fill and sand job before attaching the fins.

There are lots and lots of decals, and some of them are huge! Take your time.



First flight out on the NARAM-50 Sport Range on an E15-4W. Perfect motor for this rocket.



It's actually a pretty dull-looking model until the decals are applied. Note the Golden Scout for scale.



2008 Launch Windows

Subject to Change - Check MASA Website for updates

All MASA Launches are "Misfire Alley" (bring your own launch pad and controller)

MASA September Launch *

Saturday, September 27 - 9:00 am to 4:00 pm
Location: Nowthen
Themes: Scale Rockets

MASA October Launch *

Saturday, October 25 - 10:00 am to 4:00 pm
Location: Nowthen

MASA November Launch

Saturday, November 22 - 10:00 am to 2:00 pm
Location: Elk River VFW

* FAA waiver approved to 5500' MSL (about 4500' AGL)

MASA Directory

Minnesota Amateur Spacemodeler Association
NAR Section 576
Established January 1998
Founding President: Russ Durkee

Club Website

www.masa-rocketry.org

President and Webmaster

Alan Estenson - estenson@mn-rocketry.net

Vice President

Carol Marple - cjmarple@peoplepc.com

Secretary/Treasurer

Rick Vatsaas - rick@vatsaas.org

MASA Planet Newsletter Editor

Jeff Taylor - jeff.taylor@mn-rocketry.net

The MASA Planet is the official newsletter of the Minnesota Amateur Spacemodeler Association. It is published bimonthly as a service to its members. MASA authors and photographers retain rights to their submissions, which are used by permission. Send submissions to jeff.taylor@mn-rocketry.net. The Planet is available in color on MASA's web site: www.masa-rocketry.org

If your email address, U.S. Mail address, or phone number changes: Please send notice of your change to masa@mn-rocketry.net. Include your name and old and new addresses. We depend on email for communicating important information. When an email address starts "bouncing", we lose contact with you.



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2008 Meeting Schedule

Subject to Change - Check MASA Website for updates

Unless otherwise specified, all meetings shall be held at the Science Museum of Minnesota in St. Paul, Classrooms 11 & 12

MASA October Meeting

Thursday, October 2 - 7:00 pm to 9:00 pm
Topic: Composite Fins by Rick Vatsaas

MASA November Meeting

Thursday, November 6 - 7:00 pm to 9:00 pm
Topic: 2009 MASA Officer Nominations

MASA Holiday Party

Date, Time and Location: TBD

Remember to check out

www.masa-rocketry.org
for the latest Launch Dates, Meeting Dates and other Important News

Out and About...



THE ASTRONAUT SCHOLARSHIP FOUNDATION PRESENTS:

The World's Largest Astronaut Autograph & Memorabilia Show

NOVEMBER 7 - 9, 2008 • KENNEDY SPACE CENTER, FLORIDA
In conjunction with KSC Space & Air Show, featuring the Navy's Blue Angels

Meet, spend time and obtain autographs from Astronauts and Space Icons
Acquire Astronaut memorabilia through a charity auction (online bidding available)
View special space exhibits brought in for just this weekend
Browse unique vendor booths in the merchant tent

And this is just the beginning!

Join ***Buzz Aldrin, Scott Carpenter, Gene Cernan, Jim Lovell** and many more legends at this once-in-a-lifetime experience!

SPACE IS LIMITED!
Reserve Your Ticket Packages Today:
321-455-7012 or
ASF@AstronautScholarship.org
www.AstronautScholarship.org

Cost of ticket packages, over fair market value, are tax deductible.

ASTRONAUT SCHOLARSHIP FOUNDATION
FOUNDED BY THE HISTORY CHANNEL

*Astronauts are subject to change. Astronaut autographs are not guaranteed.



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NAR NATIONAL EVENT

NSL2009

WOOSH Next Door

The National Sport Launch 2009 (NSL2009) will be hosted by WOOSH (Wisconsin Organization Of Spacemodeling Hobbyists) at the Richard Bong Recreation Area near Kansasville, WI. NSL2009 will be held over Memorial day weekend from May 23 to May 25, 2009. For more information, visit: www.nsl2009.org



MASA Welcomes the Following New Members:

- Mike Corbett
- Alexander Goodnough
- Connor Goodnough
- Lance Goodnough
- Vince Goodnough
- Brian Kilberg (Returnee)
- Don Kilberg (Returnee)
- Laura Kilberg (Returnee)
- Russ Lundstrom (Returnee)
- Karsten Lundstrom
- Grace Lundstrom
- Isabelle Lundstrom
- Gregory Oltmanns
- Anne Pederson
- Bjorn Pederson
- Eric Pederson
- Henrik Pederson



© Jeff Taylor



Rockets at the Fair

Outreach by Michael Erpelding

The weather, for the most part, cooperated on August 2nd for the 4H Rocket Launch at the 2008 Stearns County Fair. It was sunny with a 10 - 15 mph wind from the south-east, although a northwest wind is ideal for the layout of the grandstand in Sauk Centre.

I brought my Double Dozen launch controller and set up 5 pads. Most flights were limited to A or B motors, and I used up a large part of my A8-3 stockpile. A few heavier models were flown on C motors. One rocket was launched with a D motor (supplied by the flyer) which went up a couple of hundred feet and drifted away.

About 24 kids came to fly their rockets and made about 33 flights. The grandstand was fairly full in the center, with easily over 80 spectators, including my Dad. It was nice to have a couple of parents and an older youth helping the kids prep their rockets and help the kids connect the clip whips at the pads. A good time was had by all.

Michael Erpelding NAR # 79922



NAR REGIONAL EVENT

CHAOS-4

NIRA Event in the Chicago Area



Members of the Northern Illinois Rocketry Association (NIRA Section #117) are hosting a NAR sanctioned Regional Competition Event called "CHAOS-4" on Sunday, October 5th, 2008 at the East Branch Forest Preserve in Glendale Heights, IL. Prizes galore!

Events include: 1/4A Altitude, 1/2A Boost Glider Duration, Helicopter Duration (sponsored by FlisKits), Rocket Glider Duration (sponsored by Sirius Rocketry) and B SuperRoc Duration (sponsored by BMS).

For more information, check out the site below or contact Marc.

<http://www.rocketryforum.com/showthread.php?t=47408>

Marc Mitchell NAR #86400

NIRA CHAOS-4 Competition Committee

(630) 533-5262 email: marcm@eisolution.com



Contributors to this issue:

- Ted Cochran
- Glen Overby
- Michael Erpelding
- Todd Schweim
- Ken Jarosch
- Alyssa Taylor
- Ray King
- Jeff Taylor
- Carol Marple
- Mark Thell
- Marc Mitchell

Thank You
Thank You
Thank You
Thank You
Thank You

NARAM 50

by Mark Thell

NARAM was a great experience for me. I haven't flown anywhere for at least 20+ years. The only thing I'll say about it is that it was "interesting".

After landing at Dulles, I was planning to go to the Udvar-Hazy museum to kill a few hours. They have a good transit system out there, and I could have gone to the NASM on the bus if I had the time. In retrospect, maybe I should have. The Udvar Museum was wonderful with lots of neat aircraft on display. I was really interested in seeing the old T-33 jet trainer. I worked on the ejection systems on that aircraft while in the USAF. The plane is a lot larger than I remember it to be.

I knew Buzz McDermott was planning on being out there on business, and we had planned to hook up later at the hotel. I was going to get a cab when he called and said he had a rental car and he'd pick me up when he was done. Thanks Buzz.

After getting settled in the hotel, we convened at the pub for a beerloft event. Lots of folks from the past couple NARCONs were there, and it was great catching up with them. Mike Hellmund showed up with a couple boxes of items; one of which contained some photos. As I was looking at them they reminded me of the old Estes catalog photos. Which they WERE!!!!!! These photos were taken for use in the 1971 Estes Catalog. These did not make the final cut. There were negatives of models where you could actually see the wires that the rockets were hung on for the shots. The other box had a bunch of BEAUTIFUL models; turns out these WERE the catalog models in the photographs!!!!!! THEY WERE GOING TO THROW ALL THIS STUFF AWAY!!!!!! Fortunately, Mike was able to get them and share them with us.

On to the field. Photos do not do Great Meadow any justice. It's an extremely large field. Pads were set up in a semicircle with the LCO in a tent with the controller. The RSO was in the center of the semicircle pointing out which pad was going next. It was a very efficient setup. I took a turn as RSO after Jennifer Ash-Poole, and it was a lot of fun. My first NARAM flight was my Stomp Rocket on a C6-3 (I think). I managed to cheese off the RSO when my casing hit him upside the head (OOPS). Needless to say, the Stomp didn't fly again. The commemorative launch was around 11:00 AM. Lots of old rockets, old guys... a real blast. There may even be one or two photos of my unfortunate CATO of my Omega/Cineroc around online. Hmmmmm.

Getting along to the people..... The first thing Vern and Gleda Estes said when I saw them was.... "Where's Carol?????????" She really made an impression on them. Which gave me an idea for later.... They were so gracious with everyone. They had a table set up in the Vendor's

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Tent and talked and autographed till they ran out of voices and ink pens. I took this opportunity to get Lee and Betty Piester to autograph my Evel Knievel Sky Cycle Starter kit box. Apollo 7 Astronaut Walt Cunningham and his wife were there also. He autographed my Apollo 7 DVD set and I got my picture taken with him. Thanks to all of them.

On to the ORR..... REALLY BIG airplane hangar..... Lots of humidity..... LOTS of folks... LOTS of talking..... REALLY warm in there. I learned to sit just outside the back door where there was a real nice breeze. I called Alan earlier in the day (at the "We're not at NARAM" launch) and got Carol's phone number. Before things got started, I put Carol on the phone with Vern and Gleda !!!! I really don't know who was more thrilled, Vern and Gleda, or Carol!!! Carl, Sheryl, Bruce McLawhorn and Lisa were wonderful as always. We shot the breeze most of the night along with John Dyer (Red River Rocketry) and his trusty sidekick, Chas Russell. Food and drink were excellent. Mark Bundick wasn't kidding at NARCON when he said this was gonna be a hell of a party. They had a photo area set up where you could have a group photo taken. I decided that the Minnesota group should have a picture taken. Tom Beach, Ed LaCroix, Manning Butterworth (one of the first NAR presidents), myself, Buzz and another guy whose name escapes me were in the picture. I took a shot and asked Vern, Gleda, Lee, Betty if they'd like to be in the picture, they were more than happy to. I even asked Walt Cunningham to be in the picture. He hesitated a little, I offered to buy him a drink and he said OK. One short thing about Walt, I asked him sometime during the evening if we were a geeky bunch. His response was.... "Have you been to a Star Trek convention? THOSE guys are geeks!!!" I feel much better now.

In all, a wonderful event and fantastic people. I cannot wait to go again. When you get a chance to go: DO IT!!!!!! You won't be sorry.



Photo by Todd Schweim

Mark with some Estes Models used in original Estes catalogs



Rose-A-Roc

Free Spinning Rotor

by Ray King

This tip outlines an alternative method to make a free spinning rotor for the Rose-A-Roc. First step - find the disk called the "cap disk" (see figure 19 in the instructions) and make a duplicate of this disk. Next, cut a 7/8" piece of 1/8" launch lug. In step 27 slide small nylon washer on prior to the rotor assembly. Mark the washer's location in order to achieve the 1/16" clearance, remove the rotor and glue the washer in place. Next, slide the rotor assembly back in place and slide the 7/8" launch lug on to the rotor shaft and glue the lug to the top of the rotor, making sure not to glue either the rotor or the launch lug to the shaft. Next, slide the disk you cut on the shaft and glue it to the opposite of the launch lug from rotor assembly. Again, make sure you do not glue either the disk or the launch lug to the shaft. Now slide another small plastic washer on to the shaft and glue in place roughly 1/16" from the disk you just glued in place. The rotor should now spin freely from the shaft. Now move on to step 29. Replace Steps 36 & 37 with this - attach the rubber band by gluing to the underside of the disk just below the nose cone. The rotor should spin freely. This tip should improve your flight times.



Baffles Continued

Final installment - Continued from last issue

by Ken Jarosch

The final assembly of the baffle begins by applying a generous amount of epoxy around inside of the coupler/Stiffy recessed edge and about 2" inside the Stiffy itself. I also double coated the previously traced face of the bulkhead and it's circular edge. The bulkhead/middle chamber was then placed into the coupler with ease.



With the upper chambers finished, sanded and test fitted, I was ready to epoxy it in the fin can. It's interesting to note that at this time the baffle upper chambers unit weighs over 20 oz. The 10" of extended 38mm motor tube and the upper (3rd) CTR adds another 4

oz. for a total weight of the Baffle/Bulkhead of over 24 oz.: a dramatic increase over the 2.56" and 4" models. Of course "Stiffy" weighs in at 8 oz. by itself and the area of the parts goes up geometrically. Still, that's a lot of weight, but I did say I wanted a large heavy model. I mixed a large batch of 30 minute epoxy and filleted the inside fin can and upper CTR. Working fast I brushed on the remainder of the epoxy all around the inside of the body tube. I saved just a little for the recessed area of the Stiffy/coupler bottom. With the 30 minute epoxy starting to stiffen I pushed the baffle into the fin can down to the CTR. The baffle was seated to the half way mark that I had previous marked. I knew it was home against the CTR baffle base. None too soon as it was immovable at that point.



Before attaching the fins I measured between the fin slots and marked a spot half way between each fin pair to have a reference for alignment of the adjacent fin. I test fitted each fin and marked it's outline on the body. I mixed a very small amount of 5 minute epoxy for each fin and coated the bottom of the fin root and side of the tabs. I also placed a small amount on the body in the fin outline. Working the fin down into the slot I aligned the fin with the mark across from two opposite fin splits. Before the epoxy set I wiped the joint to remove any fillet material. The fin tabs now protruded into the body by only 1/16" or so.

Another upgrade was to reinforce the fins. After all 3 fins were set in place I cut six 3/16" dowels for fairings at the fin/body joint. These were cut and shaped to match the fin length. I placed a very large epoxy fillet along each fin joint and pushed a dowel into that epoxy to form a double joint. This really stiffened up

Continued on the Next Page...



Baffles Continued

those fins. Later I will go back and re-fillet those double joints and laminate the exposed sides of the dowels.

One of the reasons for the 3 CTR system is to be able to epoxy and support the fin tabs etc. behind the rear CTR. However, with the MINIE-MAGG fins, they only go through the body 1/16". So to upgrade that I made 3 fin tab bases out of 1/8" basswood. These bases are the full length of the fin tabs (4-5/8" long). They are epoxied to the two rear CTRs and the body wall. I wanted these bases to rest on the fin tabs and the wall of the body as a chord of that arc. I used a tooth pick to get the approximate width I would need. The chord across the fin tab would be about 1-1/4" wide. I cut the wood planks at 1-5/16" wide and just walked each piece in by light sanding of two long edges against the body area. Before I epoxied the bases in I marked the center length of each base. When I test fitted each base I also marked the body tube and middle CTR to see the position. Again with a batch of 30 minute epoxy I double sided the the fin base plank and the fin tab area including the CTR.



Again, to upgrade the nose cone I epoxied a large eye bolt in the end molding. The 1/4-2.0 eye bolts that came with the Payload kits were great in the 2.56" and 4" nose cones but they were lost in the large opening of the end molding in the PNC-5.38. So I tried the extra 5/16-3.25 eye bolt that was to be used on the payload section. Still not tight enough. Back to the hardware store for something larger. I got a 3/8-4.0 eye bolt with several regular washers, large fender washers and extra nuts. I put on a nut on the 3/8" eye bolt and tightened it up to the end of threads followed by the regular washer. This would be the outside support while the larger fender washer and another nut would be the inside support. Staying away from the nose cone base and rounded part of the shoulder, I cut out a section of the side of the neck. This allowed me to place the washer and nut on the bolt. I tightened down enough to see the base molding piece just start to compress. I followed this with 3 coats of 30 minute epoxy on the inside of the cone.



With the fins on I could stand the fin can upright. I filled the 1/16" recessed area in with 30 minute epoxy to strengthen and protect the outer face of the wood bulkhead.

The 20" recovery section only needs 6 holes to screw attach the nose cone. This is the MEDI-MAGG of 57". The 20" payload section has it's bulkhead in place with another 5/16-3.25 stainless steel eye bolt. This also needs the matching 6 holes in

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the coupler for the screws when used as a MAXI-MAGG. MAXI is 77" long.

Work left to do yet? First re-fillet the fin/dowel/body joint, put motor retaining hardware on rear CTR, epoxy all joints in the rear cage, epoxy rear CTR in place and build the 3 rail button system on the fin can and the 4th button on the payload section. And of course paint the MEDI-MAXI-MAGG. I haven't decided on a color scheme yet.



The recovery system will use 25' of 9/16" tubular nylon, two 1/4" quick links, a 9.0 HPR swivel at the 1/3L from the fin can and a TOP Flight Chute probably 45", 50" or 58" nylon. (Note steel 1/4" links have a S.W.L. of 880# whereas the stainless steel are rated at a S.W.L. of 1760# or just double the rating.)

Before launching I will have to do a pressure check on the Baffle ejection system. While the 2.56" and 4" systems are working great with very little pressure this larger volume rocket may need extra gas from more BP. An increase of 50-100% over what you get from a 29mm motor probably will be needed.

Along these lines the final rocket in this series was to be the WARLOCK outfitted with the baffle/bulkhead and the 30" recovery section for a total length of 82". Almost all the design would be the same as the above MAGG combo. It probably would need a 6 grain motor, maybe the I600R or a "J" motor for Level 2.

Ken Jarosch
NAR 56442 Sr & TRA 10290



Making the Planet a Better Place for All of Us

The MASA Planet Newsletter belongs to every MASA member and should reflect that diverse ownership. If you don't read it, it is a useless publication. I ask each MASA member to ask him or herself this question, "If I were the editor, what would I do differently?" What would you do to make the Planet more enjoyable to read? What makes it useful to you? What makes it a waste of time for you? What does it need to make it more interesting? It's your newsletter, so your contributions and comments are valuable. Send comments to: jeff.taylor@mn-rocketry.net



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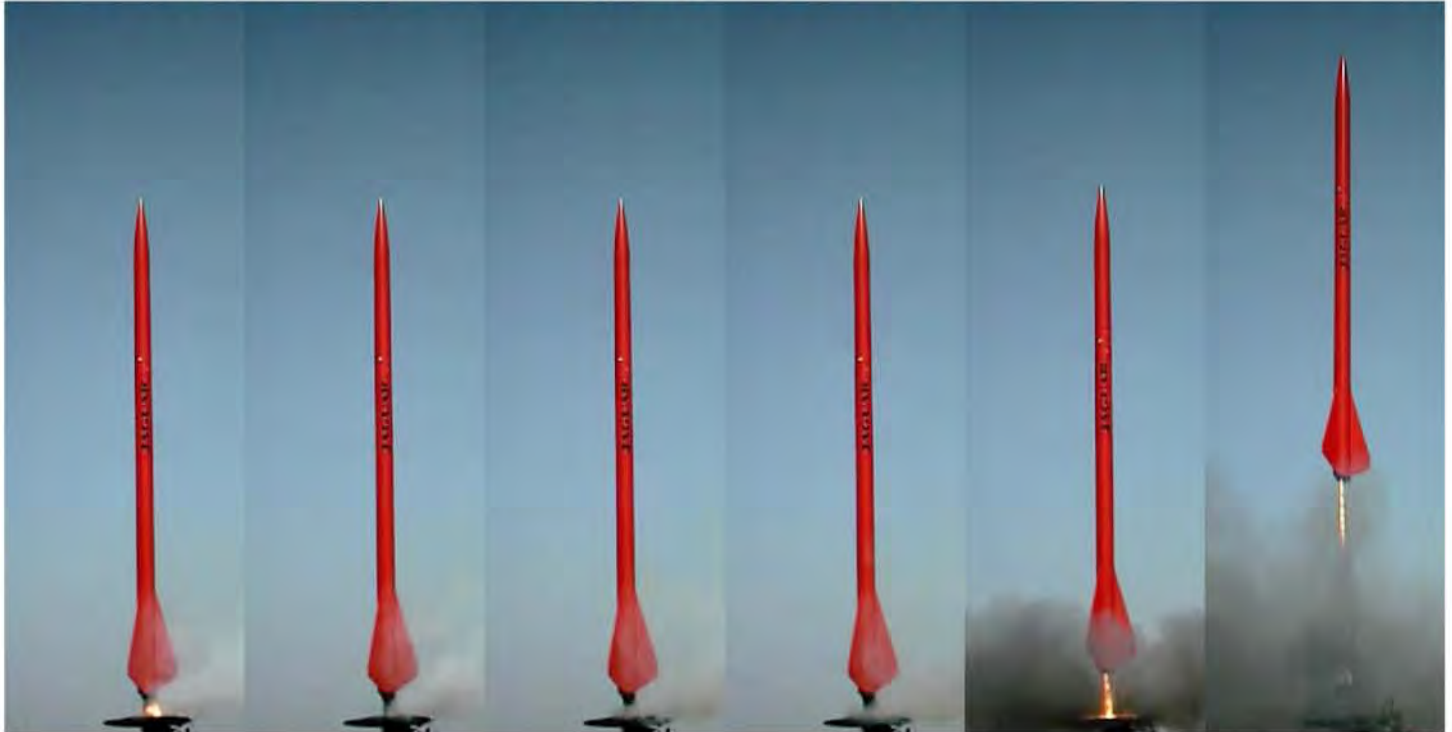
Glen Catches Hybrid Launches on Video

Video Capture by Glen Overby

These images were captured by Glen Overby's video camera that was mounted on a tripod near the launch pad at the MASA Launch on July 26th.



Dave Whitaker's Jaguar on a Sky Ripper H124 Hybrid



Glen Overby's ISOQY Tomahawk on a Sky Ripper I117 Hybrid



Sky of Gold

MASA Participates in Historic Event

Semroc announced the Golden Scout "Sky of Gold" program in March at NARCON 2008, so it was only fitting that Minnesota had a huge turnout of Golden Scouts listed in the Sky of Gold registry.

In order to qualify as an official "Sky of Gold" flight, your serialized Golden Scout needed to be registered on Semroc's Sky of Gold web site and must have been flown during the month of July. Participants received an official Sky of Gold certificate signed by Vern and Gleda Estes, complete with a special post mark from the Penrose, Colorado Post Office.



MASA Golden Scouts launched at the July 19th picnic included: Alan Estenson (#0462), Andy Heron (#0014), Jim Meyers (#0108) and Rick Vatsaas (#0497).

MASA Golden Scouts flown at the July 26th launch included: Caroline Andrews (#0552), Jason Colt (#0580), Mike Crotteau (#0583), Ben Ericksen (#0389), Carol Marple (#0388), Alyssa Taylor (#0550), Jeff Taylor (#0549) and McKenna Taylor (#0551).

Other MASA Golden Scout flights in July (some even at NARAM 50) included: Mark Thell (#0137), Dwayne Schmel (#0501), Todd Carpenter (#0484), Ted Cochran (#0489) and Caleb Boe (#0499).



August Meeting Minutes

The August 2008 MASA meeting was held on the 7th at the Science Museum. A total of 16 people attended the meeting.

Art Gibbens announced that he will host a Spot Landing Contest at the August Launch. Art said he will be donating up to 18 old MRC B4-4 motors for use by participants in the contest. Info on the performance of these motors will be submitted to the NAR's expired motor testing program.

Todd Schweim volunteered to have an FAI session at his house on Saturday, September 6, which would also double as the September meeting. Todd said that he will

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show attendees how to make tubes, nose cones, fins, and much more. Todd is also interested in organizing either a NAR sanctioned contest meet, probably in June of 2009.

Jeff Taylor talked about the possibility of making some sil-screened MASA t-shirts to be available to sell to club members. Most of those present at the meeting were interested. Roughly 36 t-shirts would need to be pre-sold in order to make this practical.

At the conclusion of NARAM 50, the prestigious LAC Newsletter Award was presented to the MASA Planet for best NAR section newsletter! As recipient, MASA is entrusted with the history-laden North American Rockwell Trophy and the "annex" that accompanies it for the next year. Ted Cochran (Planet editor from 2002-2006) accepted the trophy at NARAM and brought it back to Minnesota with him. At the meeting, we unboxed the trophy. In use since 1969, the trophy is a little battered and worn around the edges. In fact, this was the 40th time that the trophy had been awarded. Todd Schweim told us that this was the trophy's first return to Minnesota since it was won by the former Zenith section for their "View From Zenith" newsletter back in 1979! (and sat in Tom Beach's house for a year). Accompanying the trophy is a locked wooden "annex" box. This box contains items placed in it over the years by all the different sections that have won the trophy. Only members of the section winning the trophy get to view the contents of the box, and they are never to be divulged to anyone else. When the moment came, we closed the door, put away the cameras, and opened the box. There's a lot of neat stuff in that box, like... (as if we would print that). The trophy and annex went home with Jeff for the next year until we have to deliver it to NARAM 51.

A number of MASA members made the trip to The Plains, Virginia for NARAM 50 and especially for the Old Rocketeers Reunion. Making his first NARAM trip was Caleb Boe accompanied by his mother, Linda (who graciously baked a wonderful chocolate zucchini cake for meeting attendees - Thanks Linda!). Caleb competed in B division, and brought home some serious hardware! He

won: 3rd in helicopter duration, 2nd in payload altitude, 1st in R&D, and 4th overall in B-division. Congratulations, Caleb!!! Caleb brought along his medals and trophy, and he also showed us some of the competition rockets that he used.



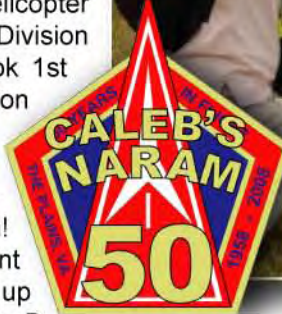
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Caleb Cleans Up at NARAM 50



Congratulations to Caleb Boe (seen here with his mom Linda in these Todd Schweim photos at NARAM 50). Caleb competed in his first NARAM this summer and brought home a nice trophy and several medals, along with some prize money! Caleb finished 3rd Place in B Division Helicopter Duration, 2nd Place in B Division Payload Altitude, and took 1st Place in the B Division Research and Development Competition with his Compressed Air Ejection System presentation! With those excellent finishes Caleb ended up taking 4th Place overall in B Division in the NARAM 50 Meet Standings which put him in 7th Place in B Division for the 2007-2008 National Champion Standings! Congratulations Caleb! Chutes by Boe (the Boe family's custom parachute business) was also a registered vendor at NARAM 50.

Photos by Todd Schweim



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c/o Jeff Taylor
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