2006 NAR Medium Section of the Year
MASA Planet
2007 NAR Medium Section of the Year
Minnesota Amateur Spacemodeler Association
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Minnesota Rocketry Network
mn-rocketry.net

NAR

MASA
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Planet Table of Contents

2009 MASA Club Officers Announced

Following MASA tradition and precedent, the 2008 MASA officers (Alan, Carol, Rick), having indicated their willingness to serve in those positions for another year, were confirmed in their respective offices for 2009 by unanimous acclamation of all MASA members in attendance at the November 2008 Club Meeting. Congratulations to Alan, Carol and Rick, and thanks for serving MASA in your important leadership roles for another year.

IMPORTANT REMINDER

All 2008 MASA Club Memberships expire at the end of the year on December 31, 2008. Don't forget to renew your membership for 2009 before the end of the year!

History in the Making...

Four MASA Members Contribute to Apollo 7 40th Anniversary Celebration

by Jeff Taylor

A month after I entered kindergarten, the crew of Apollo 7 entered orbit for the first manned test flight of the brand new Apollo spacecraft. Although their 11 day mission was a flawless technical success (as was my 9 months in kindergarten, thank you), this historic "Shakedown Cruise" was largely forgotten by many. Due to some "alleged" personality conflicts between the three astronauts and some Mission Control crew members, astronauts Donn Eisele, Wally Schirra and Walt Cunningham never even received medals for their mission after returning to Earth.

Forty years later NASA finally gave the flight crew their much deserved recognition. Unfortunately for Donn Eisele (who passed away in 1987) and Wally Schirra (who passed away last year), this honor came too late and was awarded posthumously. But Walt Cunningham, the only surviving Apollo 7 crew member, was the guest of honor at the Apollo 7 40th Anniversary Celebration held on October 17th at the Frontiers of Flight Museum in Dallas, Texas.

Walt's wife Dot was instrumental in planning the celebration and kept it a secret from Walt until he arrived at the

Continued on the Next Page...

MASA Planet

Apollo 7 Continued

museum that day. The 300 guests included Apollo astronauts Neal Armstrong, Buzz Aldrin, Alan Bean, and Bill Anders, NASA Administrator Mike Griffin, Flight Controller Gene Kranz, and Shuttle astronauts Rick Hauck and Jim Reilly as well as video-taped greetings from President Bush (both father and son) and the crew of the ISS.

So, what does this have to do with a model rocket club located in Minnesota? Mark Mayfield and Deb Martin (LAUNCH Magazine) along with Carl, Sheryl and Bruce McLawhorn (Semroc) had a vision to have 33 Semroc 1/70th scale Saturn 1B models as centerpieces for the tables at the celebration. Carl had put out a call to modelers around the country and asked if they could each build a Saturn 1B model (or two) to be used in the celebration. Semroc provided the kit, an Apogee Capsule, a large box to ship the finished model, as well as paid for all shipping costs.

Mark Thell, Caleb Boe, Carol Marple and I each agreed to build one, and we received our kits somewhere around September 17th or 18th. Due to the celebration being kept secret from Walt and by request of Neal Armstrong, we were all asked to enter into a confidentiality agreement that we would keep the details of the event secret until the afternoon of October 17th. A special limited access thread was set up for the 26 builders on Ye Olde Rocket Forum where we could all collaborate and commiserate on how our projects were coming along. This is also where we started to learn about each other and who else was involved in this project.

As an incentive to build this complex rocket in a short period of time, we each received a 1 year subscription to LAUNCH Magazine and a $25 Semroc Gift Certificate. There would also be about $500 in Semroc Gift Certificates that were to be divided amongst some of the modelers as prizes. But I think that perhaps the two biggest incentives/prizes were (1) the three best models would be returned to the original builders complete with an autograph from Cunningham, and (2) the pride and honor of being part of such a special historic celebration.

As challenging as this rocket is to build, it really just takes time and planning. The biggest challenge for most of us was the masking/painting of the complex roll patterns around the lower shroud and fins. Mark Thell came up with the idea of making waterslide decals for our Service Modules to make them more realistic and true-to-life for the Apollo 7 mission. He loaned his Space in Miniature book to me and I used it for reference to create the decals using Adobe Illustrator. Thanks, Mark - your idea really spruced up the four models from MASA.

The list of Saturn 1B builders were:

- John Dyer - Dallas, TX
- James Gartrell - Cleburne, TX
- Jack Sprague - Hickory Creek, TX
- Suzy Sprague - Hickory Creek, TX
- J. Stuart Powley - Rowlett, TX
- Bill Gee - Dallas, TX
- Evan "Buzz" Nau - Manchester, MI
- Chas Russell - Fort Worth, TX
- Chan Stevens - Cincinnati, OH
- Craig McGraw - Mobile, AL
- Donald Fent - Bartlett, TN
- Mark Kulka - Tupper Lake, NY
- David Montgomery - Katy, TX
- Roy Green - Alpharetta, GA
- Mario Perdue - McCordsville, IN
- Gary Degler - Indianapolis, IN
- Aaron Head - Indianapolis, IN
- Rick Randol - Indianapolis, IN
- Jeff Taylor - Coon Rapids, MN
- Carol Marple - Champlin, MN
- Mark Thell - White Bear Lake, MN
- Caleb Boe - Cottage Grove, MN
- Jim Filler - Frederick, MD
- Jeff Graham - Battle Creek, MI
- Tim Lundie - Bumpass, VA
- Joseph Mosher - Kalamazoo, MI

Jeff Taylor's completed Saturn 1B ready to ship to Dallas

When the dust settled, the three "Best of the Best" models chosen were built by Craig McGraw, MASA's own Caleb Boe, and MASA's own Carol Marple! Congratulations Caleb and Carol! It is interesting to note that none of the three winners had ever built a Saturn before!

Walt and Dot Cunningham at the Apollo 7 40th Anniversary Celebration October 17th in Dallas

Building the Saturn 1B

by Caleb Boe

On September 15th, I received an email from Carl McLawhorn asking me to build a Saturn 1B for an upcoming celebration. There was not much information about the event in this first email, so I had no idea of the magnitude of the event, but I was honored that he asked me to build a rocket.

I received the kit on Thursday the 18th and I began construction on Friday the 19th. I spent every spare moment of my time working on the rocket. By the end of the first weekend, I had most of the major construction completed. I filled in the imperfections with wood filler and sanded them down. After several alternations of sanding and filling, I glued the fins on and proceeded to adding the details. I spent most of the next week working on the details. The most difficult details were the RCS thrusters. I made mine out of wood instead of the plastic provided by the Apogee Apollo Capsule.

Soon I was ready for primer and then gloss white. That part went well. What scared me most was the next step, the black roll patterns. This involved complicated masking and the details made masking even harder. Next time, I would paint the rocket first, then glue on the details. After the black was on, I had to touch up some spots. I discovered that just the tiniest piece of lint on the masking tape, allowed some paint to leak through. After going back and forth with white and black touch ups, I was satisfied. I applied the decals and the service module wrap (Thank you to Jeff Taylor for making an excellent SM wrap, it really added a lot of detail to the rocket). Then I clear coated the rocket and it was finished. After packaging it carefully, I mailed it on October 11th. It was a good feeling to be done, and to know that my rocket would be part of this historical event.

Mark Thell's Saturn 1B

FlisKits Rose-A-Roc Part 1 - Almost a Stock Model

Kit Review by Ken Jarosch

Brief excerpts from "Kit Review: FlisKits Rose-A-Roc #FK-HC001 Part 1 - Almost a Stock Model"

I liked the sleek looks of this obvious competition design. I have built several Roto-Rocs in the 1990's and promptly lost them to overly-successful flights. No question that I could lose this sleeker and lighter-weight model. Still, I wanted to have that fun again.

The kit's specs are: Length: 20.54", Diameter: 0.736", Fin Span: 4.39", Weight: 1.49 oz., and working blade length 11-3/8". Motors: 1/2A6-2, A8-3, B4-2, B6-4 and C6-5. Or, if you dare, D13's (my idea). Cost was $19.95.

The Kit Package
The first thing I noticed was the Errata Sheet showing an error in step #9. This involves bending the right leg of the hinge "U" shaped wire up to provide negative incidence in the rotor blades. However, Figure 11 still shows the original drawings and needs to be reversed for a correct view from the hub. No doubt that is how the hinge bend ended up wrong.

Building the Blades
The balsa sheet I got ran from dense material on the left to weaker in the middle and very dense on the right side of the sheet. This became an issue later. The very first thing you do is to iron on an 11-3/4" x 1" piece of MonoKote® to the bottom of the blade as a folding hinge. This went on great on the first try. The only issue was the necessary purchase of the iron.

Building the Actuators
I tried using several pointed objects that would not puncture the rubber, but I could not reach and hold to that 3/4" stretch, much less CA the spots. I finally gave in and used a straight T-pin. I stuck this through the rubber and right into the blade. I didn't always make or end up with the 3/4" stretch.

Here's where that varied density of the balsa material showed up as an issue. The two denser blades airfoiled better, but I noticed a decided curve in the blades lengthwise probably due to the MonoKote hinge contraction. The blade made from the weaker center material deformed the most. The real disappointment came after the actuator installation. To my dismay the weaker blade had been crushed along the joint line by the tension of the rubber actuators creating a "V" shaped airfoil at the top of the blade at the joint. I taped open the blade and ran a layer of white glue along the cut edges for added support. This seemed to help for now (Note: I since have had to do it again), but next time I'll replace any balsa not dense enough.

Building the Wire Hinges
The wire "U" shape hinges are formed from 0.025" steel wire using a plywood form. Getting these "U" wire hinges right is critical to a good fit in the Hub disk. I prefer to bend off a drawing and just use the form as a check. Some trial and error here but it pays off later. By the Errata step 9 the instructions have you bend the left leg up 1/16" at the end. This twists the "U" hinge to provide pre-built in negative incidence in the blades.

Building the Hinge Attachment
I cut three new 5/8"hinge supports from a very dense piece of 3/32" balsa. This gave me added strength and wood thickness. I channeled these pieces to accept the "U" hinge as bent. I cut a relief in the channel of the 1/16" bent up leg. This formed to the shape of the uncompressed twisted hinge. At that point I tacked the hinge in place with medium gap-filling CA. Then I epoxied this hinge/support unit to the blade mounting tab on the underside of the blade. I epoxied the kit's 5/8" pieces to the top side of the blade mounting tab for added strength.

IMPORTANT FUTURE CHANGE: An-after-the-finished-kit option occurred to me to build my Customized Hinge Support but do not bend the wire hinge left leg up 1/16". Simply make the "U" hinge as shown but leave them flat. The negative incidence can be achieved by making a shallow channel for the right leg. Then make the channel for the left leg an even 1/32" to 1/16" deeper. The hinge will rotate on the right leg to the depth of the left leg channel. You get the negative incidence without the distorted "U" hinge. That should make alignment more exact. Test this as you go along with the blade mounting tab. You could even rig up a jig to get the incidences equal. I think I will try this on the next Rose-A-Roc.

Building the Body Assembly
The body tube is a short 3.5" piece of BT-20 tube. A 1-1/8" piece of BT-19 tube is glued into the body tube so it's flush at the top. It's for support and strength of the ejection area, and doubles as the motor block. A piece of 3/16" wood dowel is cut to 14-11/16" as the body section. It has two plywood centering rings (CTR) attached to the lower end. One is flush with the bottom and the other is 1/2" further up the dowel. I coated the face of the bottom CTR with glue for ejection charge protection. This unit is then glued into the BT-20/BT-19 end of the body tube with the top CTR flush with the body. (Note: First check the 3/16" dowel for straightness.)

Continued on the Next Page...

Rose-A-Roc Continued...

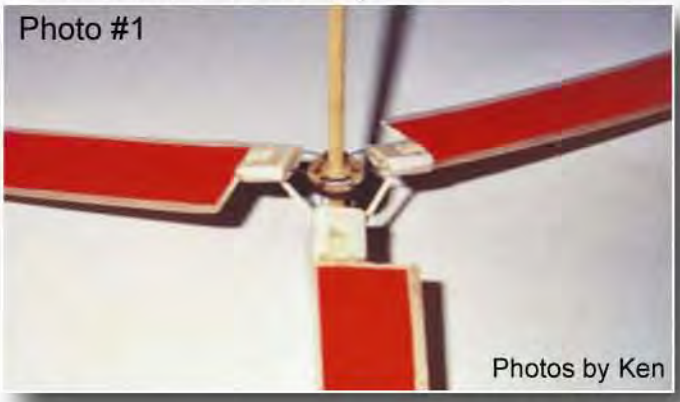
Building the Main Hub Assembly

The Main Hub Assembly consists of three plywood laser cut disks. They are the Hinge Disk, the Alignment Disk and the Cap Disk. The instructions give you two options regarding the Cap Disk attachment process and the problems with each. The procedure that I did is as follows: Do one blade at a time, hand twist wire down and just snug up with a needle nose pliers, cut to about 1/4" long, re-tighten with pliers, secure twisted wire set and access holes with medium CA on top side only. Repeat with other 5 sets of twisted pairs. Again cut the twisted pairs to a point just shorter than Cap Disk thickness. Glue on Cap Disk and fill holes in that disk and worry about repair later. The 22 AWG will only take enough torque to just tighten down once to prevent wobble, and then only if the twisted pairs are secured to the hinge disk with medium CA.

The Assembly of Hub/Blades on the Dowel Body

The Hub/Blade assembly is test fitted on the dowel body so that blade ends clear the BT-20 body tube by 1/16" for blade clearance during deployment. You also check to see if the flat area of the leading section falls between two fin marks on the body tube. Two of mine came close but one is off a fair amount due to some alignment problem, possibly because the twisted hinge or the end of the hinges are not square. I aligned my best side with the launch lug line and glued the Hub assembly to the dowel body. Next glue the nose cone on the dowel.

Photo #1 shows the bottom of the Hub/Blade/Dowel assembly. The 3/32" Customized Hinge Support is shown with the twisted 1/16" wire hinge.



Dihedral Adjustment and Incidence Check

You make a 2.9" dihedral by bending the hinge wires up so the tip of the blades match the top of the nose cone for maximum stability. Hint: use TWO pairs of needle nose pliers. A lower dihedral will get you more lift at the expense of stability. At this time you are again suppose to check for negative incidence. One blade was not even with the other two so I tried to adjust it when I heard a "crack". Jim Flis tells me the original plan was to have flat incidence until this adjustment phase, but he ended up with too many broken blades. That's why he introduced the negative incidence into the 1/16" twisted "U" hinge

before assembly. Good idea as I hate bending delicate parts at this stage.

Photo #2 shows the finished negative incidence in the blades from a tip view.

The formed thicker (3/32"+) hinge supports that I used as a beefed-up part now hit one another. Looking at it closely, I notice that the edges were the problem, so I chamfered all six edges at a 30 degree angle. Then it fit perfectly with the center of each support resting against the dowel body: A perfect equilateral triangle with middle section tangent to the dowel. (Photo #1 shows chamfered edges.)

Build the Fins, Launch Lug and Loop

The fin material was a soft balsa sheet. Next time around it would be replaced like the blade sheet. The launch lug is glued on the body 1" from the rear end, and the launch loop is glued to one rotor just above the lower rubber actuator. This was my best positioned rotor.

Building the Main Actuator Rubber

I now had a harder and thicker section at the hinge support. I drilled a 3/32" hole in the middle of the hinge support units and elongated the hole to about 3/16". This allowed the 1/8" rubber to be pushed through the hole to the other side, but it required me to cut a recess slot in the back of the hinge support to accommodate the 1/8" rubber. (Photo #1 shows this recessed slot.) I stretched the rubber out along this channel and CA'ed it when I was satisfied I had enough tension.

My customized hinge block allowed me to try various tensions. Pull the rubber through the hole so it stretches to about half its relaxed width, then push the rubber span in with your finger. If you get 1/16" deflection (without effort) at the middle of the rubber span this is about right for the extended position.

Continued in the Next Issue

MASA Plane

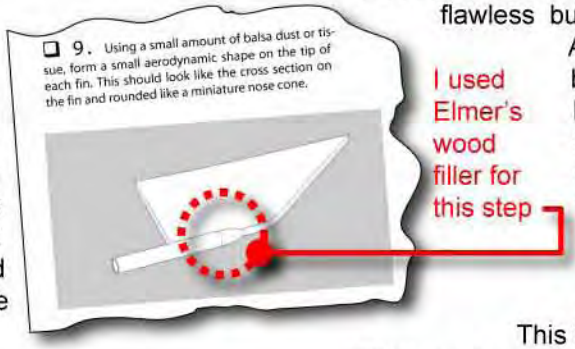
Semroc VF-261

Kit Review by Jeff Taylor

Why I wanted to build a VF-261 (Semroc Kit #KA-10) I was going to the 10th Anniversary October Sky Festival (held in Coalwood, West Virginia on October 4, 2008), and I wanted to build a rocket that I could use not only to collect autographs from Homer Hickam and the Rocket Boys, but I also wanted one small enough to actually be able to launch at Cape Coalwood with a good chance of successful recovery. For last year's Festival, I took along a FlisKits Deuces Wild for autographs, but it's size kept me from attempting to launch at since Cape Coalwood is relatively small and overgrown with vegetation. This year's rocket had to be small (which also helped when it came time for shipping) but I also wanted a more appealing look than just three fins and a nose cone. The Semroc VF-261, with it's unique retro look, fit the bill perfectly.

The Kit

The kit was top quality. Balsa parts include Fins, Tailcone and hollowed Nosecone. The details on the Fin tips are pieces of launch lug material. The kit comes with clay Nose Weight, a plywood Disc to cover the clay and an Eye Screw. Kevlar and elastic Shock Cords and a 12" plastic Parachute complete the recovery system.



The Build

The build is as straight forward as you would expect from a Semroc kit, with clear and easy to follow instructions. The Fins tips have tabs cut out to attach the pieces of launch lug material. Step 9 has you use balsa dust or tissue to form a small aerodynamic shape in front of the Fin tip details. For this step, I used Elmer's Fill-n-Finish wood filler. Wood filler was also used on all fillets and the Tailcone/Body Tube joint to get a smooth look. I also wanted to add a Canopy, which I made from folded cardstock with a layer of white glue on the inside for added strength. I also used wood filler to blend the Canopy seams and joints where it was glued to the Nosecone.

The Finishing

After lightly sanding the entire rocket, I sprayed a few coats of white sandable primer, followed by final sanding with 400 grit. I wanted this rocket to match the 2008 October Sky commemorative t-shirts that were being sold at the festival (which I designed), so I used the artwork from the shirt design to make custom decals for the VF-261. Inspired by the retro-style works of Rick Vatsaas, I also added some side windows and doors to the artwork. I used Adobe Illustrator to design the decals and pirnted them out on 8 1/2 x 11 clear waterslide decal paper that I had purchased from beldecal.com Before the decals went on, I painted the rocket using Rustoleum Painter's Choice gloss white spraypaint.

The Flight

During the October Sky Festival I was able to get the following autographs on my VF-261: "Rocket Boys" author Homer Hickam, Linda Hickam (Homer's wife), Rocket Boys Roy Lee Cooke, Jimmy "O'Dell" Carroll and Billy Rose, Grace Corrigan (mother of Challenger astronaut Christa McAuliffe) and Red Carroll (the only surviving Rocket Boy father). Since Cape Coalwood is a small field and I wanted to make sure I got this autographed model back, I launched the VF-261 on an A8-3. RockSim calculated an apogee at just over 180 feet, which was fine for me – I wasn't out to get an altitude record – I just wanted a successful recovered flight. The flight was flawless but the model landed in a small tree. After climbing through some thorn bushes, three of us were able to get it back with only minor cuts and scrapes to our arms and legs. So now I am the proud owner of an autographed October Sky VF-261 that actually flew at Cape Coalwood!

Conclusion

This is a great little rocket built from a great kit from a top notch supplier. I hope to build another one soon that I can use as an every day flyer, as this one is going on a shelf for posterity. Pro's: The VF-261 has a unique classic retro look that sets it apart from the standard 3fnc rocket. It has quality parts and instructions, and is a great little flyer. Con's: It's price tag (retail $18.50) seems a bit steep for a small (11.1" tall) rocket, but in this case it was worth it to get the unique look that I wanted for this project.

The VF-261 has a neat history behind the design and the name. Check out semroc.com for the details!

"2008 October Sky Festival" Semroc VF-261 with custom homemade decals and canopy before autographs .

Photo by Jeff

September Launch

by Alan Estenson

On Saturday, September 27th, MASA held its tenth launch of the year. This was the fifth launch of the year at the sod fields near Nowthen.

Thanks to all the RSO/LCO volunteers (Ken Jarosch, Ted Cochran, Neal Higgins, and Alan Estenson), and to everyone who helped clean up at the end of the day.

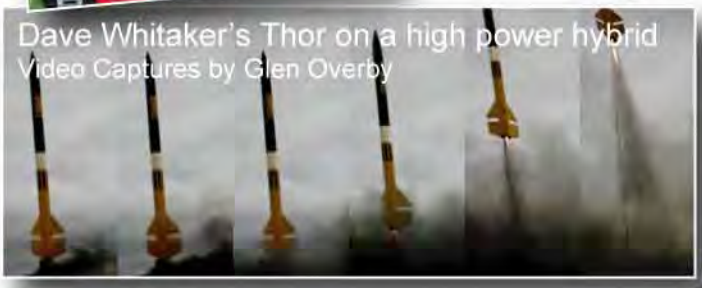
The breeze was annoying, but seemed to diminish a bit in the afternoon. Since it was out of the north, we had the length of the field for recovery. I only recall one rocket that made it down to the corn. The ceiling started pretty low - maybe around 1500 feet, but later seemed to be above 2000.

The theme for this launch was "scale rockets." I flew my Estes Sidewinder on a D12-5, and my old scratchbuilt Blossom (stretched V2) also on a D12-5. I also launched my TLP PAC-3 on an E30-4. Those three all flew nicely.

Having lost my previous Fat Boy, I put in a first flight of a new Fat Boy on a C6-3. (I miss C5-3's!) Of course, it decided to splashdown in the middle of a drainage ditch. Thanks to Glen for fishing it out with his extendible pole. The rocket was fine after I cleaned off the green goo and let it dry out.

I also had a "Max" day. Der Goony Max flew on a B6-4. Then, I put in a first flight of my new Der Big Red Max clone. Since I built it with a 24mm motor mount, it flew on a C11-5. Lastly, the Der Grosser Vati (Big Daddy) flew for the first time. I should have gone with a D12-3 for the first flight, but instead put in an E9-6. Given the breeze, that proved to have too low a thrust and too long a delay. Although ejection and chute deployment was last-second, the rocket came through without any damage. Hmmm, I still have some F21's left... <grin>

Alan's Max Family
Photo by Alan



Dave Whitaker's Thor on a high power hybrid
Video Captures by Glen Overby

MASA Planet

October Launch

by Alan Estenson

On Saturday, October 25th, MASA held its 11th launch of the year. This was the sixth launch of the year at the sod fields near Nowthen.

Huge thanks to the RSO/LCO volunteers: Ted Cochran, Jason Colt, David Whitaker, Todd Schweim, and Alan Estenson. Extra thanks to all who stayed to help clean up the range and pack up the equipment!

The theme for this launch was "goonies, odd-rocs, and Halloween rockets". I arrived at the field a little after 8am and started setting up. After awhile, a few other people arrived, and we were ready to start launching a bit after 9am.

The day started out cool, breezy, and cloudy. When we started launching, the breeze was about 8mph out of the SW. By 1pm, it was about 13mph with gusts to 16. In the face of gusts to 20mph, we ended the launch at 1:30pm.

Despite the wind, there was a great turnout of people - probably one of the largest of the year. The wind (and shortened launch hours) did keep down the overall number of flights.

I flew some odd-rocs first: Sputnik, Pump-nik, Birdie, and the ingeniously named "2008 Halloween rocket". I then decided to fly my Rocketman Explorer 7 for the first time. I bought the kit something like 8 years ago. Construction went in spurts over the years and I finally finished it up and painted it back in August. First flight was on an I211. With the wind, it landed amongst the orchard to the NE. The bottom half of the airframe did a splashdown right in the middle of a ditch while the top half and chute were up on the sod. No harm done once I wiped off the pond scum and let it dry out.

My only other launch of the day was another first flight. This time, it was my scratchbuilt goony - the Solar Goon - on a B6-4.

Glen's Apache on a G79
Video Captures by Glen Overby

MASA Planet

MASA Welcomes the Following New Members:

- Alex Lape
- Alicia Lape
- Bill Lape
- Stacey Lape
- Jim Wagner

Got Talent? Design MASA's 2009 Badges

As some of the older MASA members know, the club used to have a "Design the MASA Badge Contest". Well, it's back this year and once again will be administered by Rick Vatsaas. Rick will collect all of the entries and the club will vote on the design they like the best.

The rules:

1. Anyone can enter.
2. Entry must consist of a badge front and badge back.
3. There are no restrictions on design but it must include the main elements of the MASA Logo below (contact Jeff at jeff.taylor@atk.com for an electronic copy).
4. The design must fit on the 2" x 3.5" format and allow the required text to be readable.

Stay tuned for more details.

MASA Minnesota Amateur Spacemodeler Association

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

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 Holiday Party
Date, Time and Location: TBD

COMING SOON
2009 LAUNCH AND MEETING SCHEDULE

REMEMBER TO CHECK OUT
WWW.MASA-ROCKETRY.ORG
FOR THE LATEST LAUNCH DATES, MEETING DATES AND OTHER IMPORTANT NEWS

MASA Directory

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

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www.masa-rocketry.org

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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

MASA to Support NARAM 51

by Carol Marple

The NARAM 51 organizers are planning a "Fly-it/Take-it" event similar to the one held at NARAM 50. This event is for kids (13 and younger) and first-time flyers of any age to have an opportunity to fly an already-built rocket.

Fly-it/Take-it participants will be allowed to select a rocket, and they will be provided with a motor, wadding, and assistance with prepping the rocket. They can then go to the sport range and fly their rocket. The rocket will be theirs to keep.

Like last year, the organizers are requesting that NAR sections build and donate rockets to support the Fly-it/Take-it event. Sections are encouraged to personalize or customize the rockets they build and donate. The only restrictions are that the rocket must fly on a single 18mm black powder motor, it must contain an appropriate recovery device, and complex rockets are not recommended.

MASA will support the NARAM 51 Fi/Ti event by donating as many rockets as possible. Last year, MASA members generously donated 10 rockets to support the NARAM 50 Fly-it/Take-it event. I heard through the grapevine that the rockets we donated were some of the nicest they received. I even received thank you notes from the two kids who selected the rockets I donated (see letters to the right).

I will collect donated rockets at the April 2009 launch (yes, you really have 6 months!). I'd be happy to take donations before then, too, but the absolute latest date to turn in your donation is the April 2009 launch. Please let me know if you're interested in participating. You can email me directly at carol.marple@atk.com.

Thank you in advance for your support!

MASA Planet

Actual emails received by Carol...

Thankyou miss carol for the hard work you put into the rocket you built for Naram 50. It looked so nice, also I but a a8-3 in it. I think I going to but a half A, in it. The flight was good, and the rocket went far.at naram 50 I had fun. they were lunching a J moter rocket there. it was fun and a good experience for me.

Patrick s.
8 years old
New Market MD

Carol,

While attending NARAM-50 my 5 year old daughter Katie was invited to participate in the kids flying program they were running. She latched on to and fell in love with the purple rocket you had built. The club running the event helped her load a B6-4 in it and assisted her in launching it. The flight was perfect and she is very proud of her rocket she picked out from the many rockets she had to choose from. I had recently attended a few events with the local rocket club because she had shown some interest, after seeing some of the rockets I had laying around from when I was younger. I had built her a small payload rocket which we put candy in (Smarties to be exact). She can name all the parts of a rocket and even give you some engine sizes she remembers. I wanted to write and thank you for your effort, and she will be flying it proudly when we are able to attend the local clubs events.

As I mentioned I have built a few rocket kits before. But I never saw a rocket with the smooth finish that your rocket had. I looked inside and seen it was a basically standard tube inside. What method of finishing do you use to take away the tube lines as nice as you did on that rocket? It seemed like you must put allot of effort into finishing it so nice.

Thanks,
Brian

MASA Outreach Report

Boy Scout Troop 477 Show and Tell

On Tuesday October 14, MASA's VP Carol Marple and Newsletter Guy Jeff Taylor were special guests at Boy Scout Troop 477's monthly meeting in Plymouth. The troop had completed some rocket launches over the summer and the leaders wanted to show them what else they can do in rocketry. Carol put together a slideshow geared towards their age group. With an audience of about 75-80 scouts and parents, Jeff and Carol discussed rocketry and showed off about 2 dozen different rockets, including everyone's favorite: Carol's nearly 6 foot tall PML Endeavor. Afterwards, the sprited boy scouts asked several questions, many of which seemed to be focused around the fact that they were not allowed to launch hamsters and frogs.

Reminder: 2009 Planet Mailing Costs

If you select the option of having a printed MASA Planet mailed to your house in 2009, there will be a $6.00 additional fee added to your annual MASA dues. This cost is to cover printing and postage. As always - the on-line verson is free!

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MASA Planet

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