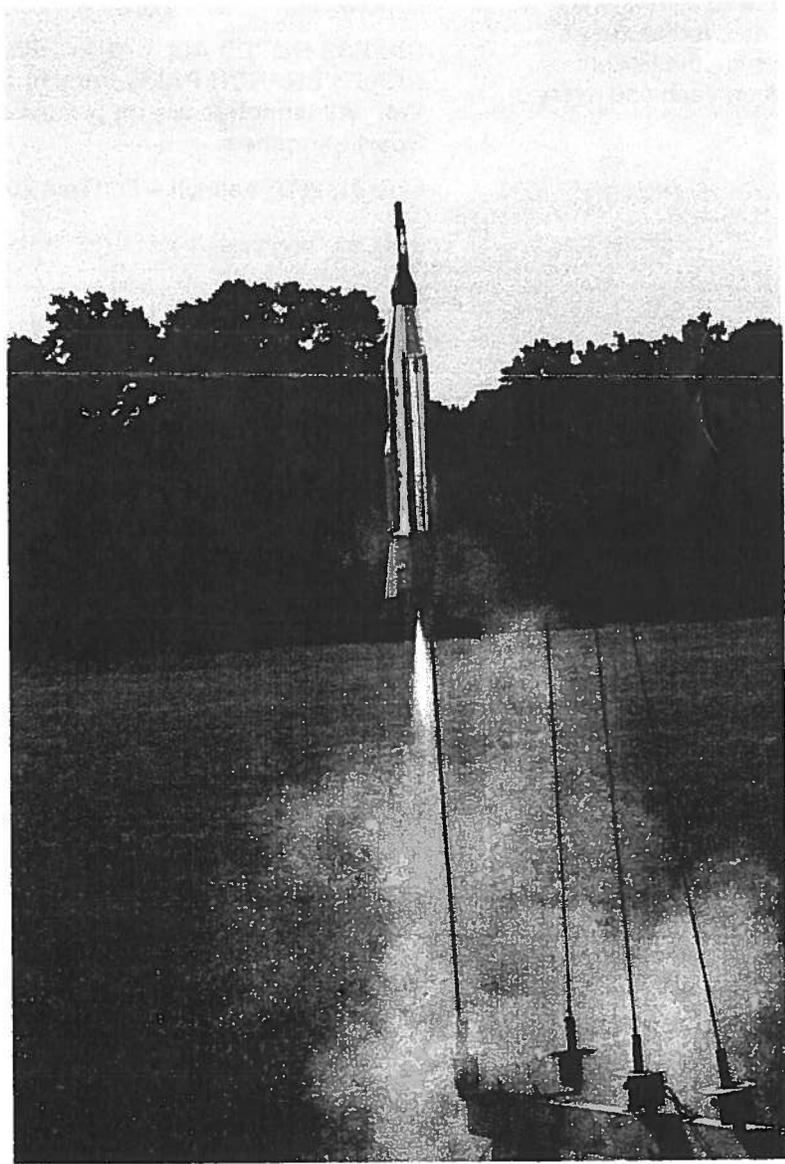
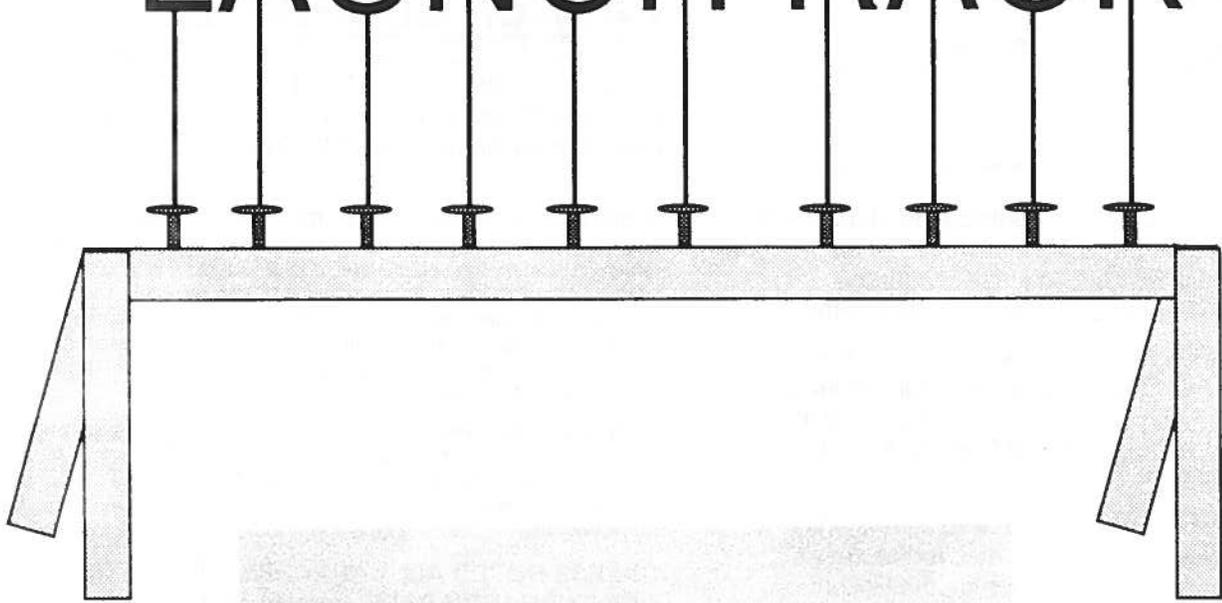


LAUNCH RACK



The Launch Rack

The Official Publication of The

Garden State Spacemodeling Society

May - June 2003

The Launch Rack is the official publication of the Garden State Spacemodeling Society (Section 439 of the National Association of Rocketry) and is published for the enlightenment and entertainment of its membership.

Others interested in receiving this publication may do so for the annual subscription rate of \$7.50 for 6 issues. Overseas subscriptions are \$17.50. Please send this money in USD to **Arnold Klein, 2 Oneida Avenue, Rockaway, NJ 07866.**

The Editors invite and encourage all to submit articles, photos, plans letters to the editor, etc., for future publication. In addition to articles, etc., the Editors welcome and encourage feedback on each and every issue. Please send material to:

Stephen and Theresa Flynn

1 Ridgeway Ave.

Blairstown, NJ 07825

e-mail: teristeve@earthlink.net

Visit the GSSS web site at www.robnee.com/gsss/

As an added note, we especially welcome e-mail attachments in ASCII (.txt), MS Works, or Adobe format as well as digital graphics and digital photos. Photos that work well when converted to black and white would be the best.

Non-copyrighted material published in The Launch Rack may be used by other publications provided proper credit is given to the original author and this newsletter.

Your Club Officers

President Jack Sarhage

Vice President Bob Gill

Vice President Steve Pantuck

Treasurer/Secretary Arnold Klein

Section Advisor Bob Zabriskie

LAUNCH SCHEDULE

Anyone wishing to attend any GSSS activity should call the **GSSS Hotline 908-658-9417** the morning of the event to verify if the event is still on. If the event is canceled, the recording will be updated at 9:00 am.

A NOTE ON NORTH BRANCH PARK. Please keep in mind that the park and weather conditions dictate what we allow to fly. Just because a rocket is under the one pound limit, do not assume it is an automatic launch. If the RSO does not feel the model can be safely flown or recovered within the park's boundaries, it will not be flown regardless of the weight or impulse. If some other activity shows up and starts using adjoining fields, the RSO may reduce impulse for all flights. So bring some small stuff just in case.

REMEMBER, WE SHARE THE PARK. We do not pay a fee and most of us are not a resident of that county. Rocket flying fields in New Jersey are in short supply, and we are protective of the fields we have. If you're unhappy with this limitation, then we invite you to help us in gaining legal access of privately owned, large, open fields.

UNLESS NOTED ALL LAUNCHES WILL BE HELD AT NORTH BRANCH PARK from 10:00 AM to at least 3:00 PM. All launches are on Saturdays and are at least Sport Launches.

May 31, 2003 Launch – FunTest 2003 rescheduled

June 28, 2003 Launch

July 26, 2003 Launch

August 30, 2003 Launch

September 27, 2003 Launch

October 25, 2003 Launch

November 29, 2003 Launch

December 27, 2003 Launch

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ON THE COVER: A Mercury Atlas caught in flight by Steve Pantuck

The Launch Rack

Editorials:

We're not out of the woods yet

An article from the Star Ledger was forwarded to me by Steve Pantuck covering the situation at Zeppelin Hobbies. It turns out that Lou Ballini who owns the place is now out of High Power Rocketry motor reloads. Mention of this matter is not an attempt to advertise his hobby shop, there are many good hobby shops with model rockets. The matter is, that his shop was one of the few shops that made the extra effort to provide the hobby with HPR motors and accessories. Because his shop had the HPR motors, he also could provide his customers with electronics such as altimeters and other enhancements to HPR as well as Model Rocketry such as Kevlar shock cord, cloth parachutes and models that would qualify for the NAR's Giant Sport Scale competition. These items have assisted rocketeers who have "done it all" in dreaming up new and exciting projects. Here is a prime example of the damage that the Homeland Security Act is having on rocketry. Now he has to consider how he can stay in business without the HPR hobby until there is a change in the laws. Let's see if we can help Lou and other advanced hobby stores by purchasing mid-power rockets such as "G" and "F" motors to help him through this temporary down-turn in our civilization until the Federal Government comes around to adjust the act to restore all facets of the hobby.

Please refer to the NAR website, www.nar.org or the NAR's Model Rocketeer newsletter for more information on the latest effort on correcting the downturn in rocketry laws. In the meantime, keep those model rockets flying. Engines up to "G" power and below are still legal to fly without a permit.

On another note, my break from contest directing was delayed by rain. I rescheduled the FunTest Open 2003 for May. Please do not bring anything dealing with engines over "G" size to the launch. Until the unfair licensing situation ends, I am not taking responsibility for people possessing engines with over 62.5 grams of propellant. Please come and join the fun.

Stephen E. Flynn

Disclaimer

Your editors, Stephen and Theresa Flynn do not always setup the front page text nor the Prez Message part of this newsletter. Although, as editors, we would like editorial power over whole newsletter but we don't always have time for front page setup nor do we receive the Prez Message in advance. Any comments or misspellings on the cover of the Newsletter are added after we mail the bulletin and cover photo to the publisher, Jack Sarhage. Also, it has come to our attention that some of our members have not received the bulletin. The editors do not have the membership list nor do they control the actual mailing.

We Got Mail !

Your editors were quite struck by the response we got to the past 2 issues of our bulletin. Manuel Mejia Jr. has brought us quite a different view of his local southern TRA prefectures.

This article demands an immediate response from your TRA/NAR member and editor Steve. By chastising the actions of some HPR rocketeers, he casts aspersions on the HPR activities of the TRA and the NAR while still making some thoughtful points.

For one thing, Manuel's observations appear to be based on a subset of HPR enthusiasts, especially TRA prefecture (a.k.a. club) members. The assertions can easily be countered with observations on other clubs show differently. While this is not "social science", it is easy to find a TRA club that does not act like the club he observed. In another light, it appears that, while the actions of the members of his local club certainly indicate problems and accidents waiting to happen, no accident had happened. By drinking at the field the older members were not acting responsibly. By not getting their children involved they were not passing on their abilities nor assisting the hobby. But this is not the whole of HPR, neither NAR HPR nor TRA HPR.

I am not a Metra member but I have attended a few of their launches and I assure you, they are not the southern launches that Manuel has attended. Metra's members take extreme care in what they do to make sure their launches are successful and safe. Their safety check-in can almost break an HPR rocket by testing for the necessary HPR structural integrity. The launches tend to be family oriented. You will find father/son and father/daughter pairs working on high power projects. The only main difference between HPR and MR is that there is actually more parental supervision in HPR.

Like the HPR motors, launches are not cheap. While I wouldn't doubt that someone may profiteer off of some of the \$20 launch fees, there is a need to pay the farmers for the use of their field as well as keep up the large launchers and launch systems needed for HPR. Since farming tends to have marginal returns, I would say that HPR is quite a boon to farmers. What's wrong with aiding the people who feed you? They just have to rent out their fields to a safe and fascinating event and insure for the liability should any accident happen. \$20 for an HPR launch fee for one or 2 days of HPR launches on large farm fields where you can actually "shoot the moon" and get your rocket back is quite worth it. I agree with Manuel that a \$5 surcharge on top of the \$20 is excessive but what I find really lacking is when a NAR club, like SOJARS, charges a fee close to an HPR fee. They don't launch HPR and they launch on a farm that pales in comparison to Metra's. You can lose your money and your rocket.

In another way, Manuel's letter has pushed me over the edge to make some unpleasant observations of my own

The Launch Rack

about our club. Compared to the local TRA club, Metra and compared to SOJARS, GSSS does not have a sizable turnout. What is more pitiful is that, when we fly at the larger field in Andover, we hardly have any turnout at all. Flyers in most clubs that I know of tend to welcome flying at a larger field like the one in Andover, but our group does not appear to want to make the effort to travel a little farther to fly in a larger field for FREE! I sure hope that some of our long-time members make a resolution to show up more often and to actually come out and try a larger field.

By the way, G. Harry Stine was credited in one obituary article as having started the TRA. Evidently, the TRA had to be formed to champion those interested in expanding their hobby into larger rockets because Harry and other NAR members would not let these members stay in the NAR because of their use of motors larger than an F engine. Now the NAR embraces HPR. What a turnabout! Along with this schism came that matter that people under 18 are not allowed to work with HPR motors. While HPR is a great adult sport, the overbearing rules of the NAR and the TRA do not favor youth. No one has brought in to the NAR nor the TRA an official means for allowing young people to participate in HPR. An official mentoring rule could be established by one organization to let young people build the airframes and have the adults handle the electronics and motors but this does not officially exist. Young people have no official rights to get credit for their advanced work. You can't "Pay It Forward" if your rules don't allow youth HPR participation in either the TRA or the NAR.

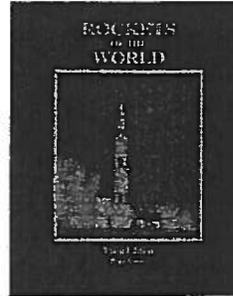
One thing that I do agree with Manuel on is that TRA and Amateur Rocket Association people tend to be snobs when it comes to rocketry. This is so bad that they tend to leave out small HPR and all of MR out of their discussions of rocketry. It is VERY frustrating to communicate with some people in Metra when talking general rocketry. An example of this is when they designate their MR facility the "Estes Pads" and when they say that the BATF will destroy rocketry when they actually mean *their* HPR level 2 and above (sometimes their definitions of rocket motors don't even appear to include H and I (Level 1) reloads).

So, cheer up Manuel, not all the TRA prefectures nor NAR are that loose. Lets not be so hasty to tare apart a popular spin-off of our hobby. Especially one that, as a whole, brings in more people in our area to support both the TRA and NAR.

As far as the Jack's Prez' Mess is concerned, his logic against self-regulation of our hobby could just as well have prevented model rocketry from existing in the first place. If someone like him had said that Model Rocketry should be regulated with the same proposed national finger printing and licensing because people could do evil with it, fewer people would have bothered to develop it into the popular hobby it is today.

Advertisement

The Sport Scale data in the prior issue was brought to you by Peter Alway and the Saturn Press. As you may have guessed, the Mercury Redstone plans were brought to you in exchange for 3 issues of advertising.



Rockets of the World, Third Edition

A book about space boosters and sounding rockets compiled with the modeler in mind.

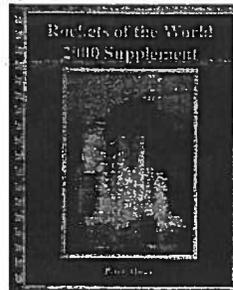
- The definitive reference for scale rocket h
- 200 versions of 139 rockets from 14 count
- Dimensioned and color-keyed drawings.
- Over 180 B&W photos.
- 384 page hardcover. \$35



Rockets of the World 1999 supplement

The first supplement to *Rockets of the World* overlap with *Rockets of the World* or the oth supplements.

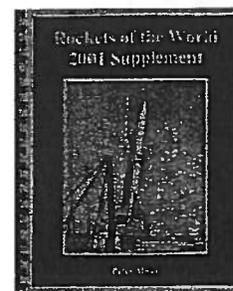
- 14 rockets from 7 countries.
- Dimensioned and color-keyed drawings.
- 10 photos.
- 32 page photocopied booklet. \$15



Rockets of the World 2000 supplement

The second supplement to *Rockets of the World*. No overlap with *Rockets of the World* or the oth supplements.

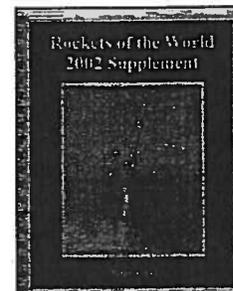
- 14 rockets from 6 countries and the Europ Agency.
- Dimensioned and color-keyed drawings.
- 16 photos.
- 32 page photocopied booklet. \$15



Rockets of the World 2001 supplement

The third supplement to *Rockets of the World* overlap with *Rockets of the World* or the oth supplements.

- 26 versions of 12 rockets from 3 countries
- Dimensioned and color-keyed drawings.
- 15 photos.
- 32 page photocopied booklet. \$15



Rockets of the World 2002 supplement

Latest supplement to *Rockets of the World*. Does not overlap with *Rockets of the World* or the oth supplements.

- 14 versions of 12 rockets from 6 countries
- Dimensioned and color-keyed drawings.
- 15 photos.
- 32 page photocopied booklet. \$15

Prez' Mess

You have seen, I'm sure, all the copy relating to and regarding the proposed rule changes of the BATFE.

You have seen, I'm sure, that if these rules are put into effect model rocketry will be a thing of the past.

You have seen, I'm sure, the many negative attitudes displayed as a result of these proposals. The most negative being that of NAR President Mark Bundick (See, "A Multi-Front War," *The Model Rocketeer*, April 2003).

That, prompted a letter from me post-haste which reads:

*"I'm wondering, after reading **The Model Rocketeer** (April 2003) that arrived today, whether the use of phrases like, "...your Association is now at war...under direct attack...we must fight...unite against a common enemy..." might produce more negative than positive responses from members to ATFE. Something, I'm sure, is not wanted.*

"I'm wondering what others, outside the hobby including ATFE, might think after reading the editorial, "A Multi-Front War." The "others" referred to might also included NAR members employed at ATFE that do not see themselves as "an enemy to the hobby," their hobby as well.

"I'm wondering if the ATFE is just wanting to protect us from militant groups/persons capable of turning a rocket, model or high-powered, into a missile. We know that is possible. We know also that we are not a militant group, but some of the terms used might cause some of those "others" to start wondering.

"I'm still wondering."

You have seen, I'm sure, the editorial in our own newsletter, *The Launch Rack*. In it Steve

Flynn says it "should be the same self-regulated hobby that it has always been."

Self-regulation works only if people wish to abide by the regulations. Example: the speed limit on the New Jersey Turnpike is 65 miles per hour. Yet, people ignore the regulations and go 75-80 miles per hour, or more. Why? For the same reason Adam and Eve chose to ignore the only regulation they were to abide by. It's called "free-will." While it allows us to do good, it also makes it possible to do evil.

Past member and long time friend of GSSS, Manuel Mejia, Jr. wrote to Steve after reading his editorial and sent a copy to me. It reads:

"I have read both yours and Jack Sarhage's views on model rocketry vs HPR. I would like to add my own thoughts to the discussion. To start out, allow me to use yet another of the late G. Harry Stine's quotes: "Pay Forward." I use this quote to point out a common and bad flaw that seems to exist among many of the HPR rocketeers that I encounter.

"Most of the HPR people that I encounter here in Florida and from other parts of the American South are referred to by my club president as "AP junkies." All they fly is HPR. Model rocketry is too beneath them to be worth even a minute of their time.

"These HPR rocketeers have no memory of their roots. When they find a flying field, never an easy task in model rocketry and even more difficult for HPR flyers, they have allowed the following abuses to occur"

- 1. They charge \$20.00 entry fees plus occasional \$5.00 per rocket surcharges on some rockets regardless of whether they were model or HPR rocket powered. This is a bad practice given the low incomes of many rocketeers. Justifications for these fees usually entail payment of rent. That cannot be always verified, unless you see some fancy new cars being driven by the Prefecture leadership.*
- 2. The presence of youth under the age of 14 is prohibited by some HPR flying fields because the site owner worries about*

liability issues. As a result, children are often banished to the local baseball field with only a single parent as mentor.

3. Refusal by HPR rocketeers to do hobby shop sponsored demos after being asked by the shop owner. Often times, the HPR club is the only one operating in the region. No cooperation, no demo.
4. Acts of gross negligence like allowing HPR rocketeers to fly while drunk without as much as a safety check-in.

"I have seen these and other bad habits among HPR rocketeers.

"I have seen these and other bad habits among HPR rocketeers. These habits set a bad example of the hobby as a whole. Back in 1982, I first encountered organized rocketry with Jack Sarhage at a park a few miles east of Fort Lee, NJ. If my father had seen some of the practices I see in many of today's HPR rocketeers, he would have told me not to associate with such human trash. Fortunately for me, Jack came up to me with a smile, a handshake, a copy of the newsletter, and authorization to use the launch gear for free along with advice such as "use rocket wadding, not cotton balls!!!" This encounter marks a major milestone in my life that pays dividends to this day.

"The bad habits of some HPR rocketeers also have paid dividends. The biggest of them was probably whoever at BATFE saw the rogue conditions of the typical HPR flying field and decided to take action to curb this behavior.

"Model rocketry's greatest strength is its ease of access by low income flyers. HPR has never been like that. This is why the number of model rocket motor sales outstrip the number of sales of even the relatively inexpensive Econojets by several orders of magnitude.

"Paying Forward" means mentoring the next generation of young rocketeers. This is a natural activity for model rocketeers. We have been doing it for more than 40 years.

"Paying forward is not something I see in the HPR field. Many of those rocketeers from the wealthy, snobbish, and irresponsible end of the economic spectrum. Many also have the aforementioned habits. They are the ones who bring the federal regulators because they pose more of a menace to the public welfare than an educational benefit to the young.

"HPR has had 20 years to correct these and the other problems that troubleth thy own house (Unreliable motor delays seem to be one). Since they have not, other crude means are being used to deal with these indiscretions. HPR, unlike model rocketry, planted the seeds of its own demise. They cannot complain if they reap the whirlwind. If it were not for the fact that the HPR crowd is pulling in model rocketry into the whirlwind as a by-product of their actions, I would have applauded their inheritance of the wind

-Manuel Mejia, Jr.

ELECTION OF CLUB OFFICERS

Just a reminder that because this is an odd numbered year (2003) we will be hold an election later in the year for President, two vice-presidents, and Secretary/Treasurer, according to our club's by-laws.

Nominations, seconded, should be sent to the Secretary/ Treasurer no later than October 31 to appear on the ballot in the November/December issue of *The Launch Rack*. Ballots are to be returned to the Secretary/ Treasurer no later than December 15.

Nominations are to be made for any by members in good standing. Before you nominate a person, please be sure that person is willing to run for that office and accept its responsibilities.

All GSSS members, REGARDLESS OF AGE, can nominate and vote for club officers. We are one of the few clubs that allow its leader and junior members to be part of the election process.

If you would like a copy of the club constitution and by-laws let me know. Write me; Jack Sarhage, 24 Canterbury Court, Piscataway, NJ 08854 or, e-mail me at jacknmel@optonline.net...and I'll send you a copy.

Before I close let me leave you with this; "There are an average of 178 sesame seeds on a McDonald's Big Mac bun." *Keep 'em flying...*-Jack Sarhage

The Launch Rack

Contest Update 2003:

FunTest Open 2003 Moved to May.

May 31 – FunTest Open 2003

NAR Open Meet and Fun contest for everyone

Events:	WF
Peanut Sport Scale (like NARAM)	20
Sport Scale	20
Predicted Duration	8
Streamer Spot Landing	4
Parachute Spot Landing	4

Entry feed \$1.00 to go toward a trophy for the top funtest scorer flyer and a ribbon for second place in the contest.

Upcoming Regional Meet:

NOVAAR regional June 21-22 in Virginia

Proposal – June Launch – How Low Can You Go 2003

This proposed contest is a resurrection of a GSSS contest of old. Perhaps you could have funtest prizes and/or trophies? Since your CD will not be running this meet, a volunteer would be needed to sanction and run the meet.

Proposed Events	WF
1/4A Boost Glider	18 (Preparation for NARAM?)
C Eggloft Duration	16 (B Eggloft is just too low)
1/4A Super Roc Duration	13
1/2A Streamer Duration	8 (In case we run out of 1/4A's)
Spot Landing	4
(The spot should be relatively close to the launcher to go with the theme)	
Total	59

Spring Challenge 3 Results Revised

The GSSS/Sojars Spring Challenge 3 meet was held on March 16 at the Sojars sod farm field in Swedesboro, NJ. There was an error in the B Rocket Glider event the results were not averaged correctly— Edward Blair scored first and Hyperspace Team scored second. This changed the point totals to:

Edward Blair	812
Hyperspace	420
Independents	1540
GSSS	460

Top 10 Things To Do Instead of Flying High Power Rockets

In count-down order, of course.

10. Burn \$20 bills slower than an H Engine.
9. Build and attempt to fly a G80 powered rocket glider.
8. Hug a rocket-eating tree instead of plotting to chop it down.
7. Grow old and show your grand-kids what life was like before the "dark ages".
6. Stalk you Congressman wearing a NAR T-shirt.
5. Come out of your workshop to visit with your family. Remember them?
4. Stop training your pet mouse for space flight.
3. Cluster 8 G Engines to Certify Level 2.
2. Cluster 1000 1/4A's as a political statement.
1. Run for office to put those <expletive deleted> bureaucrats out of business.

Idea In G

Since some short-sighted people in our government appear to want to set our hobby back 25 years, let's take advantage of the situation and fire up a design used by the professionals of the 1970's. The name of this design escapes me but it was popular enough that someone attempted to make a scale model of it (Of course this idea was disqualified because it was like building a scale model of a model rocket).

If memory serves correctly, either Centuri/Enerjet or a company called Composite Dynamics was making itself known by showing off the sounding rocket at the NARAM launch field.

Building this rocket means putting much reinforcement on the fins and motor tubes. Fiber-glassing the fins to the tubes and perhaps the motor tubes would probably be correct. Note that the back of the main body tube must be

The Launch Rack

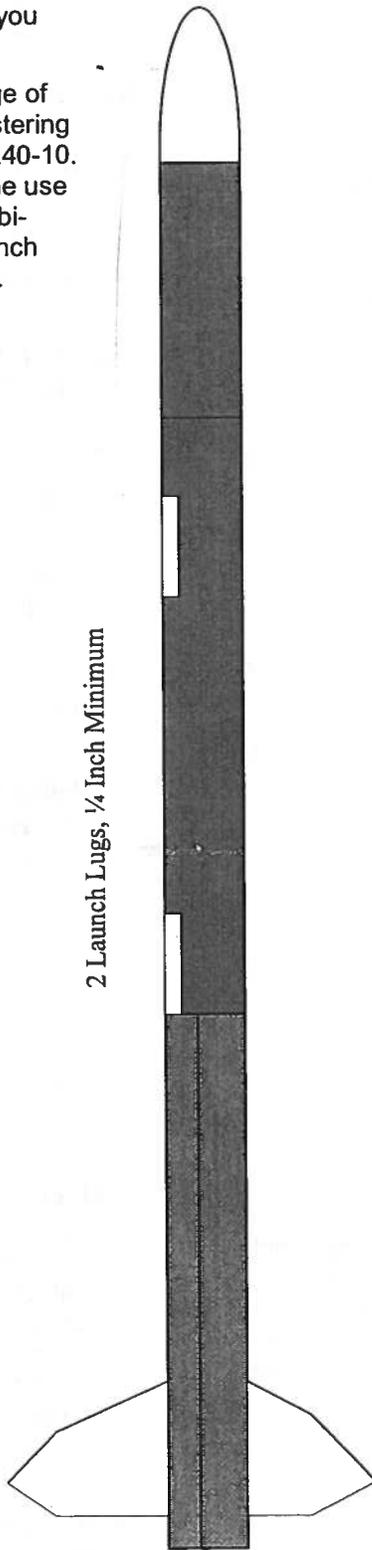
filled in to keep the exhaust from escaping. The drawing is not to scale. You would have to do your own work to assure that dimensions and balancing is correct for you variation of the basic design.

The basic premise of the design is to take advantage of the maximum size engines that are available by clustering them. 3 G80-10's would make a medium impulse I240-10. Having 3 engines igniting simultaneously requires the use of Aerotech or other electric matches instead of the bi-metal igniters you get with the motor. A 6 foot, 3/8 inch rod or rail may be a preferable means to launch this.

3 G Motor Sounding Rocket

Drawing not to scale. Proportions only give a rough idea of the length and fin size.

2 Launch Lugs, 1/4 Inch Minimum



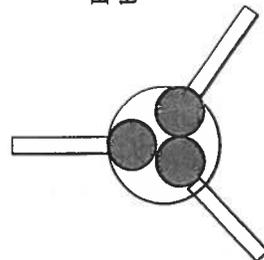
Body tube size to fit 3 28 mm tubes

3 Fins of Plywood or G10

Fins of approximate proportion and shape.

Fiberglass fins to tube for strength.

Rear view. Tubes should be in a triangle. Area behind main tube should be blocked with wood or other filler. Fins are not to scale.



Garden State Spacemodeling Society of New Jersey
National Association of Rocketry Section 439

2003 FLYING SCHEDULE

DIRECTIONS TO NORTH BRANCH PARK LAUNCH SITE

North Branch Park is very near the traffic circle junction of NJ Routes 22, 28, 202, and 206, near Somerville. Follow 202 South from the circle for 2 miles, past Ortho Pharmaceutical under railroad trestle marked "4H is Tops", to right turn onto Milltown Road. Make first left after firehouse and 4H Center on right; follow path to open field. Monthly launches from 10-3.

FROM NORTH
NJ Turnpike South to Exit 10, 287 North to Exit 14B,
202/206 South to Circle

FROM SOUTH
202 North to Milltown Rd.; or 206 North to Circle

FROM EAST
287 North to Exit 14B, 202/206 South to Circle

FROM WEST
Rt. 78 or Rt. 80 East to 287 South to Exit 14,
202/206 South to Circle

Call to confirm all dates and locations. NAR/AMA/TRA insurance is highly recommended at all launches and is required for all rockets over "D" power.



Come join us for a full year of sport flying.
For all launch information and club information contact the GSSS
Hotline : 908-658-9417
Call only 9am to 9pm
or send mail to
Bob Zabriskie
RD#2
3 Peachtree Rd Basking
Ridge NJ 07920
E-mail
<openwheelman@verison.net>

Visit our WEB site at:
<http://www.robnee.com/gsss>

MONTHLY SPORT LAUNCH Launch Times 10:00-3:00

Sat 25Jan	Northbranch Park
Sat 22Feb	Northbranch Park
Sat 22Mar	Northbranch Park
Sat 26April	Northbranch Park
Sat 31May	Northbranch Park
Sat 28June	Northbranch Park
Sat 26July	Northbranch Park
Sat 30Aug	Northbranch Park
Sat 27Sept	Northbranch Park
Sat 25Oct	Northbranch Park
Sat 29Nov	Northbranch Park
Sat 27Dec	Northbranch Park

Max liftoff weight will be determined
by park conditions
Maximum Engine Impulse
80 Newton seconds

2 Onelda ave Rockaway N.J. 07866
to: Arnold Klein,

Send this application along with check for dues payable

Signed _____ Date _____

I pledge to abide by the NAR/HIA Safety Code and
GSSS Constitution and Bylaws in all my
non-professional rocketry activities.

- () Junior (Under 16) \$5.00
- () Leader (16 through 20) \$7.00
- () Senior (21 or over) \$10.00
- () Family Plan (Deduct \$2.00 for each additional
family member, only one Launch Rack will be
sent.)

Name _____

Address _____

City _____ State _____

Zip _____ Birthdate _____

Phone Number _____

NAR number _____ GSSS number _____

GSSS MEMBERSHIP APPLICATION

Rt. 78 or Rt. 80 East to 287 South to Exit 13,
202/206 South to Circle

FROM WEST

287 North to Exit 13, 202/206 South to Circle

FROM EAST

202 North to Milltown Rd.; or 206 North to Circle

FROM SOUTH

202/206 South to Circle

NJ Turnpike South to Exit 10, 287 North to Exit 13,

FROM NORTH

path to open field. Monthly launches from 10-4.

North Branch Park is very near the traffic circle
junction of NJ Routes 22, 28, 202, and 206, near
Smerville. Follow 202 South from the circle for
2 miles, past Ortho Pharmaceutical and Harris Corp.
under railroad trestle marked "4H is Tops", to right
turn onto Milltown Road. Make first left after
firehouse and 4H Center on right; follow
path to open field. Monthly launches from 10-4.

**DIRECTIONS TO NORTH BRANCH
PARK LAUNCH SITE**

**GARDEN STATE SPACEMODELING
SOCIETY -- NAR SECTION #439**

Robert Zabriskie
3 Peachtree Road
Basking Ridge, NJ 07920



TO:

Robert Nee
222 Willow Avenue - #2A
Hoboken NJ 07030

THE LAUNCH RACK
NEWSLETTER OF NEW JERSEY'S SPACEMODELING SOCIETY

07030+3655