



Volume 17, Issue 4

Dallas Area Rocket Society ("DARS")

Special Edition: NARAM-50—A Personal Journey

By James Gartrell



Member - National Association of Rocketry ("NAR").

Special points of interest:

- I hope you enjoy this newsletter. It is all about my visit to NARAM-50 with Blake. It was a costly, but very special week. Making a road trip up to Virginia from Texas when gas prices are about \$4 per gallon is probably not the best time for that kind of travel. I decided I really was only going to have one chance at that kind of special event. I almost backed out of the trip a couple of times due to the cost, but Gail, my wife, told me I shouldn't miss it. She was right.
- I suppose there were a lot of other folks who wanted to go but didn't because of the cost. Perhaps, this article will give you a sense of what it was like to attend this historic event. I sincerely hope you will enjoy the article and that it will convey a sense of actually being there. Your Editor, James.



From left to right: Bill Stine, Vern Estes and Lee Piester ready to launch, with Vern's historic 60's era Big Bertha front and center. Photo by James Gartrell.

Inside this Issue:

Saturday, July 26	2
Sunday, July 27	7
Monday-Tuesday, July 28-29	9
Wednesday, July 30	10
Thursday, July 31	11
Friday, August 1	12
Random Event Pictures	14

From the "old" to the "new," these photos contrast the range of folks attending the National Association of Rocketry's 50th Anniversary Annual Meet, [NARAM-50](#). Most folks will recognize the names of the three men in the top photo, as they and their families have for years contributed significantly to make our hobby what it is. I feel confident they would say, however, that our hobby isn't anything without the contributions and attendance of the youth in our hobby. They are our legacy and have the opportunity to continue to add to the history and accomplishments of these great folks. It was my honor to be able to attend this historic event and visit with them all.



From left to right: Tony Hawkins and Amanda Boadway, respective 4th Place B Division and A Division National Champions. Photo by James Gartrell

(Continued on page 2)

(Continued from page 1)

from my home in Cleburne, Texas, to the location of the event, Manassas, Virginia. Blake, my grandson, went with me, and we left early in the morning of July 24th and arrived late in the afternoon of July 25th after an overnight stay at a hotel. I didn't have time to stop to visit some of the great sights along the way, although Blake sure wanted to do that. As it was, we arrived at the hotel, the Sheraton Four Points, just in time to pick up our registration packet for the event.

Tired but excited we checked into our room, unloaded the SUV and headed over to registration. In addition to the typical registration packet, Quest provided a bag full of products for each attendee, plus my bag included a separately ordered Quest **Aerobee Hi** kit, a commemorative reproduction of the first kit produced by Model Missiles, Inc.—Rock-a-Chute motors and launch pad not included (shucks! I did get to see some original Rock-a-Chute motors at the **Bob Cannon** auction, though). Reviewing the schedule revealed a jam-packed week of fantastic non-stop events put together by the National Association of Rocketry's sponsoring clubs, the Northern Virginia Association of Rocketry, **NOVAAR**, and the National Association of Rocketry Headquarters Astro Modeling Section, **NARHAMS**. We had not planned on competing, instead

focusing on other activities. I was especially looking forward to the Commemorative Launch and Old Rocketeer's Reunion, both of which were scheduled for Saturday morning and Saturday evening, respectively. These were the events specifically established for the celebration of the NAR's 50th anniversary, and were a principal reason for my attending NARAM.

I had purchased the **Semroc** Golden Scout kits, #0150 and #0151, for Blake and me in anticipation of the event, planning to fly them at the Commemorative Launch. Mine was ready to fly and Blake finished his on the field Saturday morning. The Golden Scout concept was developed and promoted by Ken Montanye. Ken, the Semroc folks and the Estes family really went all out with the concept and it turned out to be one of the highlights for me. Vern, Gleda and Betty Estes (Betty built the 1st production model of the **K-1 Scout**) were stationed at a table next to Semroc's booth on the field on Saturday and were signing the built Golden Scouts for folks and presenting the Red Scout kits that were a special give-away to folks attending NARAM that had registered their Golden Scouts on the Sky of Gold promotion page on Semroc's website. The kits were replicas of the original kits that Estes shipped in motor tubes in their early days. These



Above Left—My Golden Scout, signed by Vern, Gleda and Betty Estes and then flown at the Commemorative Launch.

Above Right—Blake's Red Scout kit, signed by Vern, Gleda and Betty Estes. Photos by James Gartrell.

were in plastic tubes with a wrapper around them to simulate the original form of mailing the kits. The wrapper included the history of the Scout on the back side. While these kits were manufactured by Semroc, six kits were sold at the Bob Cannon auction that included tubes hand rolled by Vern and Gleda Estes, just like the originals. Needless to say, these went for a price that was way beyond my means.

I don't know who decided to put together the Old Rocketeer Reunion, but it was a fantastic idea and another great way to celebrate the NAR anniversary. Having previously connected up with **Doug Malewicki**, one of NAR's most prestigious old rocketeers, I immediately contacted



My Quest MMI Aerobee Hi, a reproduction kit produced specifically to celebrate the NAR 50th Anniversary. Photo by James Gartrell.

(Continued on page 3)

(Continued from page 2)

him to let him know about the event. He was very enthusiastic about making the event and we made plans to get together there. Additionally, we made tentative plans to go to the [Udvar-Hazy](#) museum together. Unfortunately, I was not able to make the museum tour with Doug; however, we did hook up on the field on Saturday morning and then again later at the Old Rocketeer Reunion.

Sport flying and commemorative flights, along with contest flying, were held at the Great Meadows field, NOVAAR's launch site and home of the [TARC](#) annual competition finals, and the Old Rocketeer's Reunion was held at the [Aurora Flight Sciences](#) building.

We arrived at the Great Meadows field early on Saturday morning to be sure to get our [EZ-Up](#) set up on the

front row. We were set up across from the Hawks Hobby vendor area and a couple of spaces away from fellow DARS members Jack and Suzy Sprague. It was a great place to be. After set up Blake started finishing his Golden Scout to fly later that morning. I wandered around the field during that time to take a few pictures and visit the vendor's tent area. DARS member John Dyer was there with his [Red River Rocketry](#) booth, alongside [Flis Kits](#) and Semroc. Everyone was just getting things set up when Vern, Gleda and Betty Estes arrived. Having met Vern and Gleda at NARAM-44, I already knew what gracious folks they are. Well, as you would expect, Betty comes from the same mold and is just as gracious.

While they were getting things set up at their signing table next to the Semroc booth I went to get Blake and some models to see if I could get them signed. Blake was going to get his built original [Estes Sentinel](#) and I was going to try and get Royce Frankum's [Cineroc](#) and [Omega](#) kits signed. Royce had asked me to take them along and get them signed. I was unsure whether I would be able to get

them both signed, as the NARAM-50 web page indicated that signings would be limited to one model per person. When I presented the Cineroc to Vern for his signature he was really impressed. "Wow!" he exclaimed, "I haven't seen one of these in quite a while." I mentioned that I also had the Omega if he would be willing to sign that as well, noting what I had read on the NARAM-50 web page about limiting the signing to one model per person. "Oh, don't worry about that," he warmly replied, "I will sign any models you have." While Blake was getting his Sentinel signed I ran back to the tent and hurried back with my [Hawks Hobby](#) Super Mars Snooper. Vern immediately recognized the paint scheme as the one on the cover of the [1966 Estes Product Catalog](#). He turned around to Gleda who was signing Red Scout kits and said, "Look, Gleda, this one's painted just like the one on the catalog." "It's a lot bigger than ours," Gleda noted. I explained that it was the Hawks Hobby upscale of their kit. "Oh, I haven't seen them today. They're supposed to be here, though," she

(Continued on page 4)



Above Left—Saturday morning on the field. Blake has his Golden Scout drying on the table.

Above Right—Left to right, Betty (Estes) Geer, Vern Estes, Bob Kaplow, Gleda Estes and Carl McLawhorn (Semroc proprietor).

Photos by James Gartrell.

(Continued from page 3)

replied. Having talked with Loretta earlier I told Gleda that they were running late but would arrive later in the afternoon. Vern, Gleda and Betty Estes also signed my built Golden Scout and Blake's Red Scout kit. We were ecstatic!

Later that morning we went over to the launch pads where the Commemorative Launch was being held so that we could launch our Golden Scouts. Somehow, our pad assignments were set with Vern and Gleda between Blake and me; I was on Vern's right and Blake was on Gleda's left. Betty's pad assignment put her a couple of pads to the right of me. I told her I would swap places with her so she could be with her mom and dad, but she insisted she was fine where she was. I think it was just more of her graciousness coming

Right—My Hawks Hobby Super Mars Snooper, signed on the field by Vern Estes. Loretta Hawkins arranged to have it signed later by Gleda Estes and then she and her husband, Mark Hawkins, also signed it. Awesome!

Below—Vern signs Royce Frankum's Cineroc kit, with Gleda and Betty behind him signing Red Scout kits.

Photos by James Gartrell.



through. The commemorative launch started with Bill Stine launching one of the original MMI rockets that G. Harry Stine had built years ago, then Vern Estes' faithful Big Bertha that has flown at many NARAMs followed by [Lee Piester's](#) original [Centuri Screaming Eagle](#) (this was right after the front page photo). They continued around the range with historic rocket after historic rocket launching, then Betty's Scout was launched. I nervously awaited the launch of my Scout, which would launch just before Vern's model. Two more rockets to go. Mark Thell launched an original Cineroc (the Cineroc guts had been removed) that experienced a fiery cato right after liftoff. Surprisingly, there was little damage. Next, an original Centuri [Saturn 1B](#) took off and did some sky writing before popping the chute just before hitting the ground. I couldn't see it since it had landed on the other side of the range, so I'm not sure what kind of damage it may have sustained. My Golden Scout was next. I had taken great care to make sure it was built properly and that the motor was installed correctly, but sure hoped it would fly and recover as designed. They started the countdown—5,4,3,2,1,Launch! It zoomed from the pad straight as an arrow with the ejection firing just before apogee, immediately transcending into a beautiful tumble back to Earth. Whew! After my Scout launched I heard Vern comment that it flew and recovered perfectly and he hoped his flew as well. It did. As a matter of fact, out of all the Golden Scouts I saw launched Vern's flew and recovered the best. It was perfect! I managed to get a good picture of his taking off from the pad and showed it to him. He asked that I send it to him. That was certainly the least I could do for him. I told him I would send it to the email on the [Dear Mr. Estes](#) web

(Continued on page 5)



(Continued from page 4)

page that he set up to gather comments for his future book. He has since replied that he got it.



Above—Vern's Golden Scout under boost.
Photo by James Gartrell.

After that, Gleda's Golden Scout was launched and landed almost right at her feet. I think it was the shortest recovery effort of the day. Blake's rocket took off next and decided to do a little sky writing of its own; I think the last minute attachment of the fins on the field without the aid of an alignment guide led to its demise. Oh well, at least it recovered without any damage. Saturday was already glorious and more goodness was yet to come.

After retrieving our Scouts, Blake and I had returned to our tent to prep a couple of rockets to fly at the sport range. As I was prepping a rocket I saw Doug Malewicki and some other folks going into the vendor tent. I grabbed the original Centuri Sky Cycle Outfit I had brought in hopes of getting Doug to sign it, and Blake and I hurried over to meet him. Despite all of the other contributions Doug has

made to rocketry, he is probably best known as the designer of the original [Sky Cycle](#). He and I had exchanged several emails after he had posted his original Sky Cycle test models on eBay, an [appearance model](#) and a [flying test model](#) that flew on FSI F100s. We were both amazed at how much money they brought. I'm pretty sure Doug set the record for the most money paid for a flying model rocket, with the final bid for the flying test model selling for just under five grand. The appearance model did really well also, but sold for far less than the test model. By comparison, I think the closest price was for an original MMI kit that sold for even less than the \$2,700 paid for the Sky Cycle appearance model. The timing of Doug's sale probably contributed to the enormous prices, as he listed the models right after [Evel Knievel's](#) death. Regardless of the timing, I think it would have still far exceeded the price paid for the MMI kit and it will probably hold the record for

many, many more years to come. Anyway, arriving at the vendor tent Doug was talking to someone, so Blake and I stood off to the side and waited for him to break free. As soon as I could, I stepped in and introduced myself and Blake. Doug seemed pleased to meet me and Blake, but he couldn't have been more pleased than I was to finally meet him. He also introduced us to his wife, Karen, and Mike Poss with whom he was staying with during his NARAM visit. After our introductions I showed him the kit and asked if I could bother him to sign it. His reaction to the Sky Cycle was similar to Vern's reaction to Royce's Cineroc. He showed it to Mike Poss, also. They were both amazed that one of the old kits was still around with the shrink wrap still on it (well, most of the shrink wrap—there was a large tear about four or five inches in the front where it looked like the price tag had been pulled off. That's where Doug signed

(Continued on page 6)



Doug Malewicki on the right and me in the center. I can't remember the man's name on my left. He was a really nice guy, though. I think I remember Doug saying he had something to do with the production of the Sky Cycle Outfit, but I'm not certain. Mike Poss took this photo with Doug's camera. I lost all my photos of that afternoon due to a camera glitch! Besides being brilliant and just a really nice guy Doug is extremely fit, and you would never guess that he's ten years my senior. Wow!! Thanks, Doug, for sending the photos, too!

(Continued from page 5)

it). After signing the kit we visited Semroc's booth where he noticed Carl's reproduction of the [Point](#). Doug noted to Carl that he had designed the kit, and Carl indicated that future runs of the kit would indicate that. We then strolled around the field for about an hour as Doug reminisced with old rocketeers that he had not seen in a number of years and just took in the whole occasion. Karen was amazed at how folks reacted to Doug, as if he were some rock star. I told her he was about the same thing to us, although he seemed oblivious to it. I think rocketry greats like Doug are just doing what they love and are having fun. They don't really see the greatness of their contributions and the importance they have to us. It's really easy to appreciate them, too, when they are as gracious as Doug and the Estes family are. Not all the great people are blessed with that level of generosity and genuine care for those around them. I was sincerely pleased to meet both Doug and Karen. They are very nice people.



Above—Doug and Karen Malewicki in DC. Photo courtesy of Doug Malewicki.

After Doug left, Blake and I went back to finish prepping our rockets. Saturday was Blake's 18th birthday and I had already used up a good

portion of his special day. We stopped by John Dyer's booth on the way to the launch pads and Jack and Suzy were there helping him out. John presented Blake with a [P-Chuter Xtreme](#) for his birthday (speaking of great guys!), and he and Jack suggested that it would be a good way to celebrate his birthday if he could get his Level 1 certification. John noted that his [Merlin](#) kit that we had brought should be able to handle a small H motor. Well, that certainly sounded like a great idea to Blake! We needed to simulate the flight, though. The field had a 4500' waiver and Jack thought the Merlin would probably exceed that. He suggested adding some weight to the payload bay to keep the model within the waiver. It sounded like it would work, so I decided to run the simulations back at the hotel. Before flying our rockets, we went by [Jay Calvert's](#) booth to see if he had end closures for a 29-180 casing I had luckily brought along and a motor we could fly. He had both. We left to fly our rockets and stopped by John's booth again on the way back to let him know that the motor was available. Jack had already run the simulations on John's computer and determined the weight we would need to add to keep the rocket under the waiver. Everything was coming together for Blake to certify. Well, except Blake's NAR membership had lapsed and we would have to renew it and wait for the confirming email. It was getting late anyway, and we needed to get ready for the Old Rocketeer's Reunion ("ORR") that evening, so we decided to hold off until the next day.

After getting back to the hotel, Blake decided he would rather stay at the hotel and play his X-Box that he had brought along rather than go to the ORR. Obviously, the opportunity to meet all of the Old Rocketeer's didn't hold quite the mystique for Blake that it did for me, so off I went on my



Above—from left to right, Doug Malewicki, Dr Gerald Gregorek, and Mike Poss at the Old Rocketeer's Reunion. Photo by James Gartrell.

own. It was a fantastic event. I got to visit with several Old Rocketeers and even visited briefly with Larry Rice. He and I email one another from time to time and share stories sometimes on the [Old Rockets Yahoo Group](#), so I especially enjoyed meeting up with him again. While strolling around looking at all the old historic pictures and artifacts folks have accumulated over the past 50 years I happened to meet up with Dr. Gregorek about the same time that I spotted Doug Malewicki across the room. Doug had noted earlier on the field that he was really looking forward to visiting with him. So, I introduced myself to Dr. Gregorek and after chatting briefly (he's another really nice guy) I told him there was an Old Rocketeer that really wanted to meet up with him and I would take him over to introduce him if he had the time. "Sure," he said. You should have seen their faces when they saw one another. It was great! You would have thought that they were high school buddies who hadn't seen each other for 30 years. Come to think of it, that was probably not far from the truth! It seemed Doug was having a great time visiting with all of his old friends, so I left to join the table with Jack and Suzy and John and catch up with what

(Continued on page 7)

(Continued from page 6)

was going on with them. John pointed out a couple there who were really special to him as a teenager, Ron and Kay Goforth, and we marveled at all the folks that had made it to the reunion. It was a really special event. To make it even more special, Vern Estes read a draft of some of the first chapter from his planned book. That was very cool. Awards were given to the folks who spent hours upon hours to set up the ORR and the NAR President's Award was presented to [James Duffy](#) for the extensive efforts he put forth to develop the DVD he created specifically for the event from the various films, pictures and tapes that folks had accumulated over the years. It is a very cool video and captures some of the happenings in



James Duffy with his award. Photo by James Gartrell.

our hobby over the years that might otherwise be lost. Mark Bundick's remarks at the ORR stressed how important all of the Old Rocketeers were to our hobby by noting how the contributions of each rocketeer as individuals have, on the whole, set the foundation for a great organization, our hobby, and how current and future members now have that same potential to continue to grow and develop the hobby. Those remarks were very special, too.

After getting back to the hotel I stopped by John's room and renewed Blake's membership and printed off the confirming email. John had also printed off the [RockSim](#) file in case we needed to prove that the rocket wouldn't overfly the waiver. I know he was tired as it was around midnight before we got back from the ORR, plus he needed to get up early to put up his rocket displays in the booth the next morning. Nevertheless, he made sure Blake was ready to go for Level 1 in the morning. That was very special, too.

After a few hours sleep it was time to head out again Sunday morning. Saturday had seemed to last a week already. Before leaving, though, we stuffed a T-shirt into the payload of the Merlin. That was Jack's suggestion for keeping the Merlin under the waiver. It fit perfectly and was just the weight we needed. We were ready to go. We met Jack at the field and he agreed to watch Blake build the motor, part of the Level 1 certification requirement, and to certify the flight for him. Blake went up to the sport range and picked up the papers and I bought the motor from Jay Calvert. After assembling the motor with Jack's oversight Blake loaded it into the Merlin and we headed out to fly. After turning in the



papers at the sport range and getting a pad assigned, Jack coached Blake at the launch pad. I turned on the video camera to document Blake's flight. The countdown started: 5,4,3,2,1, Launch...nothing. The igniter had burned but didn't light the motor. Jack went back to his tent and brought some more igniters. Finding one that fit, we tried again. The Merlin roared off the pad arrow straight, popping the chute at apogee. Wait though, it came apart. Shucks! Yellow glue, rather than epoxy was used to glue in the baffle and it just didn't hold up. Of course it really wasn't built with any plans of launching it on an H motor. Luckily, the booster landed, with motor casing still in place, with no damage. Unfortunately, the payload tube and nose cone were hanging from an electric line with the

(Continued on page 8)



Left—Blake and Jack with the Merlin ready to fly.

Above—The Merlin's payload hangs out with an Initiator that joined it at a later time.

Photos by James Gartrell.

(Continued from page 7)

baffle wrapped around it. If it hadn't landed in the wires we could have epoxied the baffle back in and been ready to go. Blake and I thanked Jack and John for all the help. It was a great idea. If only we had used that epoxy... drat! In the meantime, the Hawkins had arrived, so we helped them set up their booth. It was a good distraction to take our minds off the Level 1 attempt. Loretta and Mark offered to let Blake fly one of their rockets, but he decided he wanted to build his own rocket for the next attempt. I was proud of Blake for making his Level 1 attempt, I was even prouder after that comment, though. Blake decided to hang out with Tony and Josh and help out at the Hawks Hobby booth. There was still some time before the Imagination Celebration, so I decided to fly a couple of rockets. First was my Red River Rocketry [Red Strike](#). I finished the kit just before we left for the event. The flight was great, zooming up on a 1/2-A motor, and recovery was perfect. Next, I decided to launch my Hawks Hobby [Super Solar Sailer](#) on an [Aerotech E15](#). It's a super kit (pun intended)! The flight elicited lots of oohs and aahs and came down



Bottom left—My Red Strike ready for launch. Above—My Super Solar Sailer takes to the skies. Bottom right—George Gassaway's upscale Astron Spaceplane in the foreground as a very interestingly clustered model launches. Note how far from the center tube the outboard motors are located. Awesome!! Photos by James Gartrell.

beautifully under the large nylon chute. Unfortunately, it landed in a tree! I have flown the rocket twice, now, and both times it has landed in a tree. Although the rocket has been recovered with minimal damage, I am beginning to think it's jinxed. It sure looks cool, though! By the time I recovered the rocket and Blake and I had some lunch it was time for the Imagination Celebration. That was very cool!

Rob Edmunds was the moderator and flew around one of his electric planes to themed music, plus lots of folks launched a lot of rockets. Jim Flis launched several rockets, some really cool and some really hot, like his "cake" rocket that burned up on the pad; it would have been very cool if it would have worked as intended. George Gassaway launched his [Astron Space Plane](#) a couple of times, which was sizeably upscaled and rigged to fly R/C. Steve Kristal flew a huge Pad Abort model that was awesome and another guy flew a number of rockets that were very unusual, one of which was clustered with the motors several inches away

(Continued on page 9)



(Continued from page 8)

from the center of the tube; very impressive! Lynell Jackson launched this very cool rocket that had three tubes twisted together. Not only was it awesome on the pad but it flew beautifully as well. All of the rockets were fantastic, just because they flew them in commemoration of the NAR 50th Anniversary! Then it was back to fly a couple more sport models before heading back to the hotel and getting ready for the Vendor's Forum that evening.

As it turned out, I didn't attend the Vendor's Forum. Well, in a way I did. You'll have to ask John Dyer about that one. I called him on his cell phone as he was doing his presentation there. Oops!! Loretta



John Dyer at the Vendor's Forum showing off his Red Strike. Ooh! Hey, I think that's mine. I loaned mine to him after he stepped on his; it's a long story. I forgot to get it back from him, too! Photo by Bob Kaplow.

Hawkins had brought several Super Golden Scouts that needed to be built so Blake and I volunteered to help them get them roughed out so Mark could finish them. We pulled an all-nighter going to bed about 4:30 that morning. Mark finished them up later that week. He was one busy dude! Needless to say, Blake and I didn't make it out to the field on Monday until later in the day. We were pretty lethargic, though, and I only launched one model, my **Cherokee-D** clone. Blake manned the Hawks Hobby



My Cherokee-D clone with Doug Holverson in the background on the right. Photo by James Gartrell.

booth when they were flying their competition models. I was pretty excited, though, about meeting up later that evening with some folks from [The Rocketry Forum](#) ("TRF") at the restaurant across from the hotel, Uno's. Mark and Loretta were headed over there, too, so Blake and the boys decided they would stay at the hotel while we brought food back to them. I sort of felt like one of those mama birds. Anyway, by the time we got the Hawks Hobby booth packed away and then stowed in the hotel room we were running pretty late. We arrived just as everyone finished eating and were awaiting (for a looong time!) their bill. At least I got to meet a few of the folks I had been wanting to meet for a long time: John Thro, Scott Branche and Fred Shecter, to name a few. Jim Flis was there, too. He's a great guy to have around at a party. Heck, he's a great guy to have around, period. Fred very graciously pardoned me for mistaking him for someone else. Thanks, Fred! John Thro out of Houston was especially nice. Scott, too. Come to think of it, there was a lot of really nice folks there! I had hooked up with the Hunsickers on Saturday I think it was, and they had told me I needed to go

by and visit Scott. He designed some new rockets for Quest that are just awesome. They are designed to utilize the new motors Quest is releasing. I had planned to make it by his hotel room that evening but never did. He was nice enough to post the photos on TRF later for me, though. It was great seeing the Hunsicker's again, too! Kimby has grown so much. She is becoming a young woman, although I guess she will always be that fantastic little girl to me.



A Division D Boost Glider Duration Event Champions, placing from right to left: Jacob Rains, Kim Hunsicker, Amanda Boadway and Alyssa Stenberg. It's a little hard to see them, but the NARAM-50 medals were a nice change from the usual trophies. Photo by James Gartrell.

Blake and I decided to sleep in on Tuesday, so we didn't get to the field until late in the morning. We didn't fly anything, instead just wandering around and talking with folks. I strolled over to the contest range and took some pictures. Unfortunately, they were among some of the ones I lost. I helped John Dyer load up his booth, as the vendors' tent was being used for the picnic and awards ceremony later in the afternoon. They handed out awards to the Event Champions for the first couple of days of competition. A definite trend was evident in the results from the first two days of competition—Alyssa

(Continued on page 10)

(Continued from page 9)

Stenberg was one tough A Division competitor. She won the B Streamer Duration Multi-round event and placed in the top four in the other three events, amassing 2,688 points. I think it's pretty safe to say she'll be the new Chad Ring when it comes to competition if she continues her current pace. Cassidy Steele was hot on her heels, though, taking 1st place in D Eggloft Altitude and amassing 2,440 points over the four events. Loretta Hawkins took 3rd place in Set Duration, too. Yay Texas! Also, Ken



Loretta Hawkins poses with her winning rocket and trophy. No the little rocket! They were taking orders for the big Mars Snooper, though. Photo by James Gartrell.

Montanye honored the Estes family with some special models he had put together for them. It was a fun day, even though we didn't fly anything. I

went to the auction later that evening as Blake again stayed in the hotel room and played Guitar Hero with Tony, Josh, Kim and other friends he had made there. There were some awesome items included in the auction. Besides the special Red Scouts Vern and Gleda made, they also donated an original Astron Rocket Society banner and some previous NARAM and other event T-Shirts they had accumulated over the years, plus a replica of the 1961 catalog that Gleda again had hand sewn, just like the original and which they both signed. Some other



Catalog 261 replica, signed by Vern and Gleda Estes. Photo by James Gartrell.

highlights were a number of kits donated by Jim Barrowman—an original MMI Arcon rocket kit, complete with launch pad and Rock-a-Chute motors, an old boxed Centuri Little Joe II and Estes K-36 Saturn V, plus an MPC Titan III-C and a host of other older kits. In addition, Art and Janet Rose donated a boat load of old FAI contest motors and someone tossed in an old Estes Interceptor and Citation Starship Vega. Needless to say, my pocket book wasn't big enough to meet the top bid on any of the aforementioned items. I was lucky enough to win the bid on some old FSI motors in the earlier silent



Vern and Gleda's jackets tell a long story of devotion to the hobby. Simply awesome! Bottom left in the picture you can see the Astron Rocket Society banner. This has hung in the Estes home for a long time. I don't remember who won the bid, but it is an awesome piece of history. Photo by James Gartrell.

auction, though. Yippee! It was a great evening and there was a lot of money raised for the Bob Cannon Educational Grants. We continued to party into the evening, making it another late night before getting to bed. What the heck, though, how many 50th anniversary events do you get to attend in your life? Blake was looking forward to Wednesday.

Wednesday was our free day and we were going to the Udvar-Hazy museum with John Dyer. We met at about 7am for breakfast with John and Chas Russell that morning. Chas was going out to visit some family. We spent almost the entire day out at the museum. Our tour guide was great, as rocketry was his forte. He was really pleased that he got to spend the day with a bunch of folks that actually understood and could add to his discussion of the exhibits. Our group included the Kaplow family the Hellmund's and several others from the NARAM contingent.. There were a number of historic actual rockets and planes in the museum, plus a

(Continued on page 11)