

ENERJET NEWS

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Sept., 1972 No. 3

SPIRIT OF NARAM 14



WARMTH, FRIENDLINESS, HUMOR, MARK NARAM 14

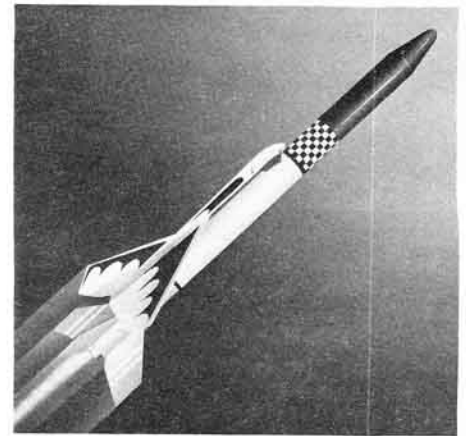
This year's model rocketry National Championships were held in Seattle, Washington. Model rocketeers from across the nation came to compete in what turned out to be the friendliest and most easy going National in years.

All the contestants lodged in the Airport Holiday Inn, a happy convenience that kept people together . . . for overnight rap sessions . . . for discussion groups, movies, meetings, announcements, meals, pool, and a little juice upstairs. And the airport location saved many contestants from transportation hassles from airport to

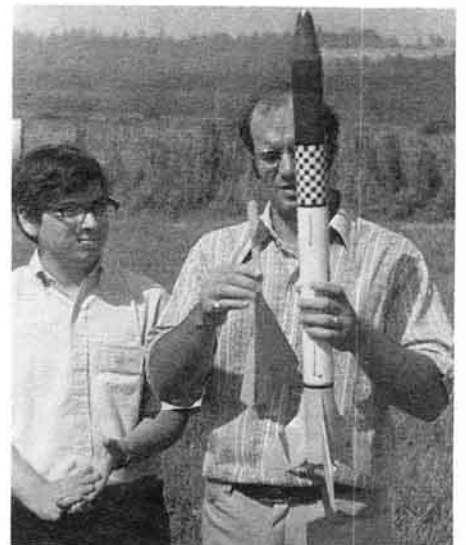
hotels many miles distant.

Meanwhile, back at the range, a series of big ring tents housed manufacturers and their range stores. More tents covered prep and check out areas. A modified Misfire Alley System handled launches smoothly with ample time for record attempts, demonstrations and the like. Generally, things went along smoothly; many contestants got second attempts in several events. Events flown were: Class 2 Parachute Duration, Design Efficiency, Swift Boost Glide, Sparrow Rocket Glider, Pigeon Egg Loft, Open Spot Landing and Scale Modeling.

ENERJET LOGS RECORD FLIGHTS



Enerjet motors and kits made their mark at NARAM-14, exceeding the World Open Payload record by 1,000 feet and breaking a World Condor Boost Glider record and a national Egg Loft record. In every case, it was a first attempt for the new rockets. The Nike Ram (in Open Payload), the Egg Crate (in Roc Egg Loft) and the Pterodactyl (in Condor Boost Glide) were all just recently released as new Enerjet kits.



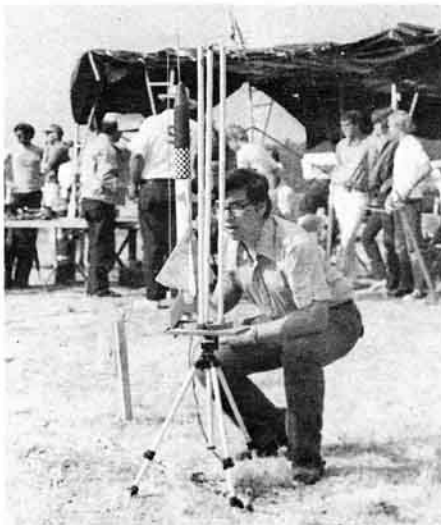
GILBERT, DEL PRINCIPE RECORD ATTEMPTS



Two young gentlemen accompanied the Centuri gang to Seattle. They had two things in mind - to help us out in the demonstrations and display, and to set some records with Enerjets. On both counts, they were great.

From Great Lakes country came Randy Gilbert, an open smiling, husky chap who builds beautiful models. He was shooting for a national record in Egg Loft and a world record in Open Payload. The other aspirant was Bobby Del Principe of Phoenix.

Bobby Del Principe flew first, for a world record in Condor Boost Glide. His entry was a new Enerjet Pterodactyl, mounted on an Aerodart and powered by an F67-6. The rocket got a perfect launch and the whole crowd cheered when it was announced that the glider still circling, had broken the world record. However, Bobby



was not yet a dues-paid member of FAI (the sanctioning organization for world records) and so the flight did not count.

That same day, Randy Gilbert flew the new Enerjet Egg Crate. The bird was beautifully finished and F67 powered. After a fantastic launch, Randy is now on file for a pending NAR record. Next, Randy flew



a Nike Ram carrying 4 standard one ounce weights and broke Otakar Saffek's world record by 1,000 feet. That night both young men realized their records were invalid. Undaunted, they paid their FAI dues and went out the next day to fly again.

It was a frustrating next day for Randy. On two successive flights, one tracker had the sun in his eyes and tracks were not closed. Both rockets landed in a huge field of corn and were never recovered. All the same Randy, had the satisfaction of knowing that each time, the world mark was 1,000 feet below his tail fins.

The final day of the meet, Bobby Del Principe flew his Pterodactyl again and even bettered his previous time. The glider stayed up 4 minutes 20 seconds! Bobby is filing for a world record along with another chap who also got a beautiful flight. The moral to the tale: if you want to set records, fly Enerjets - but be sure to get all the papers ready first.

3-ENERJET CLUSTER FLOWN AT NARAM

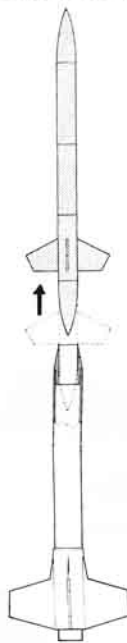
One of the highlights of Enerjet's demonstrations at NARAM-14 was the successful flight of a three ENERJET cluster bird. Initially designed for the Air Force Academy, the rocket ignited perfectly and roared up over 4,000 feet carrying a heavy payload.

SWMRC A CONFERENCE GOING PLACES

New Mexico can boast of having one of the most dynamic model rocket groups in the country. Recently the ARC-Polaris group hosted the South West Model Rocket Conference number 2. Interested modelers from as far away as Canada gathered at the University of New Mexico Campus for the convention.

Guest speakers from White Sands, the Sandia Corporation, NASA as well as representatives from the model rocket industry lectured and showed films. The most impressive aspect of the convention was the club itself with brilliant members like Pat Miller, Gary Schwede, Brad Bealmear, and Forest Mimms leading discussions and R & D sessions.

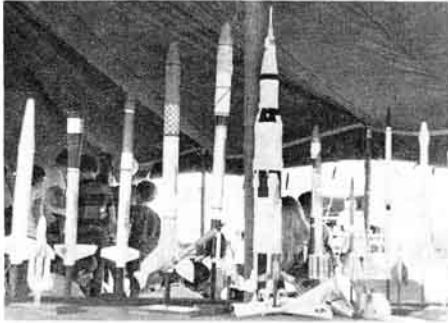
ARC-Polaris is heavy on applied model rocket technology. They are already into weather research, laser telemetry, thunderhead investigators . . . and are attracting some attention (and money) to themselves. Maybe next year you might well want to make it out there yourself.



SCHWEDE DART SYSTEM

Shown above - an operational model rocket sounding rocket designed by Gary Schwede. A simple Enerjet powered booster carries a slim, streamlined unpowered dart. At burn out, the dart (with less drag and higher density) drifts away from the booster and streaks ahead on its own. Imagine how high a 1.0" diameter dart traveling at 600 MPH can coast. The dart deploys a parachute electronically and telemeters back temperature data as it drifts down. A new dimension in model rocket science.

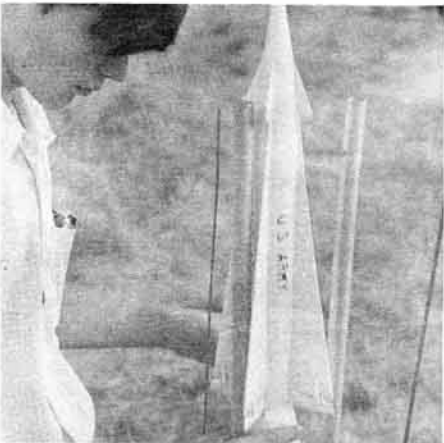
NARAM-14 PHOTO ESSAY



As usual, Centuri and Enerjet brought out EVERYTHING, new models, old favorites, and some experimental designs. Remembering past NARAMs, we set up a free lemonade stand. But Seattle was kinder to our bodies than the South East in earlier years . . . one morning, hot chowder would have been more in order.



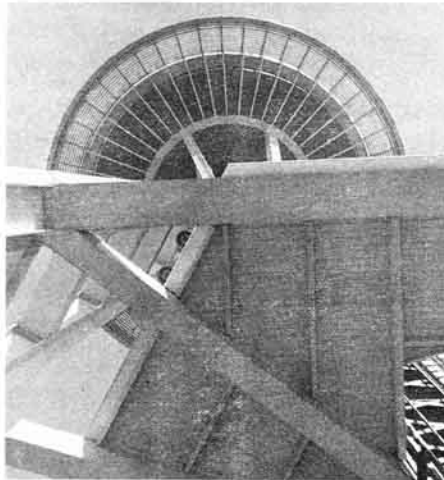
There were some beautiful scale models at NARAM-14. Shown here - a beautifully executed model of the old Navy Viking research rocket. This model was complete with shiny red nose cone which looked nice but puzzled the judges in as much as the Viking nose cones were silver . . .



Here's another beautifully finished scale model - a Nike Hercules. This model was quite sizable, puzzling judges as it was flown with a mere C6-3 motor which got it straight up . . . straight down . . . and into the Seattle terra very firma.



If you missed NARAM-14 you missed this!



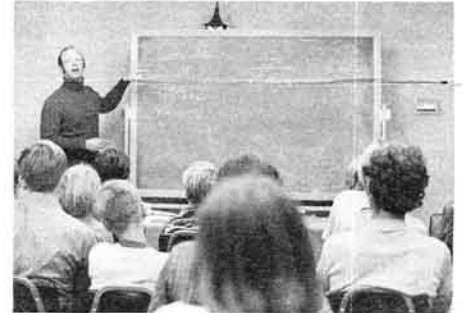
Looking up at the Space Needle from underneath . . . or looking down on the world from upstairs . . . fantastic!



No, that isn't really a big Laser-x, that's a miniature Grant Boyd, director of Centuri's R. & D. The California Star Trek club have this special ring. Press the side and a green ray comes out and PRESTO: You are very small after that. . .



General arrives by helicopter, (how else do Generals arrive?)



Discussion group at NARAM-14.



NARAM-14 awards ceremony.



And The Young Ones Coming On Strong . . . It's great to see some really sharp young people on the way up. We're kind of proud of our Ricky Piester, age 9, who did such a nice job.



RANDY GILBERT FLIES LINE OF "SUPER MODELS"

When Randy wasn't prepping record attempts he was usually stuffing Enerjet motors into his fleet of enormous Super Models. Randy is never satisfied. The Taurus, big as it is, isn't big enough for Randy Gilbert, oh no. He builds another Taurus twice as big. Naturally a little engine will never do . . . it's got to go twice as high as the little one. So Randy uses Enerjets.

What's next? Laser-X . . . Vulcan . . . X-24 (no kidding) . . . even a super Groove Tube. He's built all these already! We warn you seven-foot-tall rocket freaks out there that high speed rockets will vibrate like a bowstring on the way up so watch out.

ENERJET 1340 ROCKET SYSTEM FIRST SHOWN



Enerjet's future in professional rocketry is based upon the application of model rocket technology to scientific and industrial applications. The first step is the 1340 Rocket System. The 1340 rocket will come assembled, ready to fly; it is launched from an LIA-100 tripod with the EFC-2 pre-assembled firing panel. The rocket can be powered by E-24 motors, F-52 and 67 motors and the 30 lb/second motor (an F-67 is an 18 lb/second motor. Flown with an Enerjet 30 the vehicle goes supersonic. The 1340 product is intended for industrial and commercial applications . . . A similar version powered by "E" or "F" motors will be made available for the Hobby Market.

MOODS



CURRENTS & OPINIONS

Sure nice to see a big contest run with sweetness and harmony. Feels Good. Here's an organizational team that had, as a principle object, the intention of giving everyone a good time. Hats off to Jess Medina, Dick Berg, Al & Hazel Gerhart, J.C. Worthen and the whole South Seattle team who made NARAM-14 such a smooth affair. The idea of an open day in the middle of the meet for good time, sleep, tours, whatever, gives the officials a chance to catch up and covers for bad weather. An idea for the future.

With that off my chest, allow me to plug my product. All year we hear people

criticize the industry for not doing anything for the serious modeler. It sure felt good, with our new line making its debut, to see those stock Enerjet kits turning in record performances.

Contest winning, meaningful research, are now open to you. If you or your group are working on an advanced project, we hope you will feel free to write to us. Maybe we can help or connect you up with someone who is doing what you are doing. I get behind on my mail sometimes but Enerjet will do all it can to help out.

TRACKERS SHINE AT NARAM-14

Every NARAM has been blessed with a great team of trackers. These are the tireless folks who sit out in left field all day entertaining the mosquitos and telling you how high your rockets go. This year's credits go to Tony Medina, Jim Jakeman and Randy Sprague. Another bunch should be mentioned too, fellows who now suffer from curvature of the spine from following our record Pterodactyl flight, Gary Sprigs, J.C. Worthen and good ole Harry Stine.

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