

SHROUDLINES

The Newsletter of the Dallas Area Rocket Society, Section 308 of the NAR



Sept/Oct 1999



Vol. VIII, Issue 3

Editors Musings

You might notice that this issue is a bit thin on content. I can't print it if I don't get it. The only thing I received for this issue was an outreach report from Suzy Sprague (thanks!).

Even if you are sure that you have no talent for writing, please write something! Here are some ideas on topics:

- Launch reports
- Product reviews
- Scale Data
- Rocket Plans

If there is something you would like to see in the Newsletter, please let me know and I will try to get it in.

I am trying to get the Newsletter on a more regular schedule. My goal is to send out an issue in the middle of each issue period. In other words I would like to get the Nov/Dec issue out at the end of November. Please keep this in mind if you have any information that is time dependent.

You can contact me:

By Phone – (817) 861-7210

By Email – shroudlines@dars.org or dsc560@airmail.net

This summer I was on a business trip that took me to Las Vegas, Nevada. I found myself with nothing to do one Saturday so I visited the ROCSTOCK launch at Lucerne dry lake in California. My plans to participate fell through when I couldn't locate a piece of PML tubing. I had packed

the booster and payload/nosecone of my PML Quasar in my luggage but couldn't make the main body tube fit.

But I was able to take a few pictures. Here is one of the larger rockets flown. I really need to get a notebook to take some notes about the pictures I take.



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Calendar of Events



DARS

The Dallas Area Rocket Society is a non-profit chartered section, number 308, of the National Association of Rocketry (NAR). DARS' purpose is to promote the hobby of consumer rocketry in the Dallas-Ft. Worth metropolitan area.

Membership in DARS is open to all interested persons. Membership in the NAR is encouraged, but not required. Annual DARS dues are \$10 for individuals and \$15 for families.

Club meeting dates are the first Saturday of each month at 1:00 p.m. Meetings are held at Plano Late Night Bingo 1805 Ave. K @ 18th St. Plano.

Membership is not required to attend or fly at DARS launches.

Your 1999 DARS officers are:

- President* - Buzz McDermott
- Vice President* - David Schultz
- Secretary* - Paul Picton
- Treasurer* - Bobbie Neubert
- Section Advisor* - Bob Wils on

- Date -	- Time -	- Event -	- Location -
Oct 23,24	10am-4pm	Shoot for the Stars	Windom
Nov 6	1pm	Monthly Club Meeting	Plano Late
Nov 20,21	10am-5pm	Turkey Shoot Regional Contest (E Streamer, F Payload, F Dual Eggloft, and	Windom
Dec 4	1pm	Monthly Club Meeting	Plano Late

Don't Miss Out!!

Keep up with all the latest DARS events:
(<http://www.dars.org>)

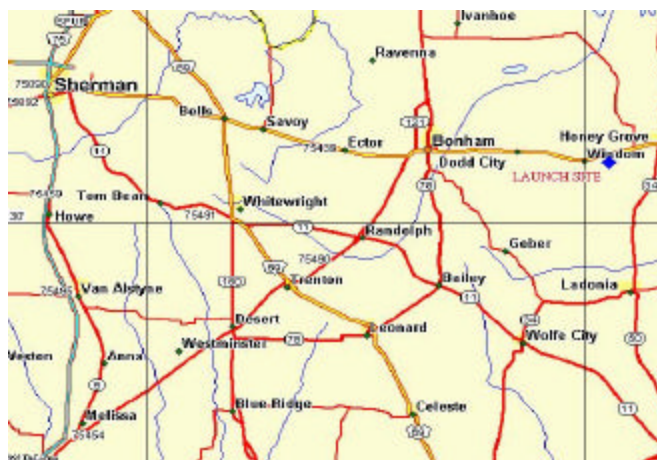


Join the NAR Today!
(<http://www.NAR.org>)

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Shroudlines
Post Office Box 850785
Richardson, Texas 75085-0785

or by e-mail to shroudlines@dars.org



Directions to Windham Launch Site From Dallas:

Take 75 North past McKinney. Exit 121 North and proceed to Bonham. In Bonham take 82 East to FM 1396. Go south/east on FM396 to State Hwy 56. Turn right (west) on Hwy 56. The farm road will be the gravel road on the left, at the Wells Brothers granary. Follow the DARS directional signs to the launch site.

My Trip to NARAM-41 by David Schultz

Once again I have journeyed back east to attend the National Association of Rocketry's Annual Meeting (NARAM). The Pittsburgh Space Command section hosted NARAM this year in the town of New Kensington Pennsylvania. I decided to drive rather than fly even though it is quite a long drive. It took two days and 1350 miles to get there.

I arrived Saturday afternoon and was able to attend the Old Rocketeer's Reunion. The criteria for being an "Old Rocketeer" was having a NAR number lower than 45,000.

Since I had not built anything for the first two events on Monday (C payload and A helicopter), I spent most of Sunday building. I did take a break to attend the competitors meeting. The discussion mainly concerned the small size of the field and a few Pink Book lawyers concerns. For those who are unfamiliar with contests, the "Pink Book" is the contest rulebook.

Monday morning I had the first shift of range duty checking returned models. After finishing range duty I prepped my C payload model for its first flight. I was flying on Apogee C10-10 motors and I had figured out a way to add a boat tail to my model. The first flight went up very high, ejected a beautiful cloud of orange tracking powder, and then disappeared. The booster section was latter returned to lost and found but the payload never returned. I also discovered that no data was entered on my flight card. It was as if I had never flown.

Later on Glenn Feveryear found a gravitic anomaly and sent his payload to 720 meters and no one could touch him for first place. It helped that the wind died down for a bit and the rocket landed within 50 feet of the pad.

Next I prepped my brand new A helicopter model. This was the first time I had ever built and flown a helicopter so I was a bit anxious about the outcome. The model boosted beautifully, deployed the blades, and spun. On the way down it found a nice thermal over the parking area and I had a good time of over 90 seconds. Still far short of the multi-round maximum of 120 seconds. But pretty good for my first helicopter.

The second flight didn't do as well. For some reason the backend wanted to be in

front and it was disqualified for an unstable boost. I prepped the model again for my third flight. This time it boosted straight but turned into the wind that had come up. Therefore it wasn't as high when the blades deployed. That and not catching the parking lot thermal left me with a time around 40 seconds. Not spectacular. If the model hadn't been unstable on the second flight, I might have placed.

So the first day left me with mixed results. I only qualified in one of the two events. The events for Tuesday would be 1/2A Superroc altitude and B rocket glider. I used my 13mm flexie booster and added a piece of Apogee 11mm tube to get a 94cm superroc. 6cm short of the maximum but all I was looking for in this event was a qualified flight. I did not have a B rocket glider and didn't even try building one the night before. This meant that Tuesday would be a very easy day in the field for me. I only had to get in one flight.

I easily qualified in superroc and then went to work returns for the second shift. There was no return required for superroc so I was a little surprised to see Chad Ring bring his model up for a return. Then he said it had been tracked to 162 meters. The record had been 129 meters. It looked like Chad had borrowed Glenn's gravitic anomaly. You must return your model in order to set a new record which is why Chad brought it in. (Along with a huge grin.)

Wednesday's events were A streamer (multi-round) and 1/2A Flexie boost glider. I already had some flexies built and one streamer bird. I built a backup streamer model plus a velum model in case I was lucky enough to make it to the fly off.

First up was a streamer model. It went up and up and disappeared. I never saw it again but the trackers must have because I had a MAX (over 120 seconds). So I put up the backup using an A2-5 instead of an A2-7. I hoped that the shorter delay and angling the launch tower into the wind would keep the rocket out of the trees. No such luck. It just made the trees at the edge of the field. And it was higher than I could reacher with my pole. I found some aluminum tube back at the range head and was able to use it to extend my reach. I think it ended up over 40 feet long. Using this monster I was just able to reach my model and retrieve it.

I checked the hourly update of the standings and it looked like a good third flight would land me in second place. And I didn't

even have to get it back! So, put in another streamer and an A2-7 and let it fly. Except it went up and straight back down without deploying a streamer. It looks like the cause was a motor with a weak ejection charge. There went that chance to place.

My flexie didn't fare much better. I sent the first flight up on a low performance "guaranteed return" 1/2A6-2 booster. It returned all right. it came straight down and just pulled into enough of a glide for the RSO to say "qualified."

I prepped another flexie using a 1/2A3-4 booster for the second flight in hopes of getting a fly away. No such luck. A flexie that glided great when hand tossed spiraled into the ground for a "DQ, no glide." Another chance to place gone.

Thursday was my last chance to place in an event since I had no chance to place in Sport Scale and hadn't entered R&D. So I prepped my old reliable booster for B eggloft. I carefully tilted the launch tower away from the range tent (and away from the rocket eating trees). I watched a model that always boosted straight up take a turn out of the tower right over the range tent. Then the parachute didn't come out. Then it hit the ground a splattered egg everywhere. Then Bob Kaplow came running over wanting to know who it belonged to. I carefully put my hand over my name tag and said "I don't know who it belongs to". But I was too slow and he caught my name. I had just qualified in a very special event at NARAM. Best Midwest Qualified Flight.

Best Midwest Qualified Flight goes

Preschool Rocketeers

By Suzy Sprague

I have discovered over the years, that you can never be too young to enjoy flying rockets. My four year old preschool class flew their rocket "art projects" in April. Their rocket is really the nose cone or "space capsule" for the whole rocket. Once it's disconnected from the Quest booster, it is a "stand on the shelf" looking rocket. It's a toilet paper roll, rolled nose cone and a plastic bathroom cup for the fin unit. The plastic cup fits onto the Quest modified booster that has a hook and a plastic cup, body tube, and fins. The kids had a great time counting backwards and being able to launch their own rocket. Jack showed them how to hook up one alligator clip and they did the other. When it came time to launch the second time, they were all pros, doing it themselves!

One of my students, TJ Romanowski has been flying with his older brother, Ryan, for over a year. TJ brought a Mini-Mars Lander to be the first flight of the day. This isn't the first experience with rockets for the Romanowski clan. TJ's sister, Kelly, flew her rocket in my class 3 years ago.

We couldn't have asked for a better day. With the help of Scott and Nettie Hunsicker, Jack and I were able to pull off another successful launch with my class.

Motor News

NAR Contest Decertifications

The following motors will lose their certification for NAR contest use effective July 1, 2000 but are certified for use at NARAM 42. They remain certified for general sport flying for a period of three years, until July 1, 2003.

Estes

1/2A6-2

A10-0T

D11-P

NAR General Use Decertifications

(7/1/00)

The following motors, having been out of production for more than three years, will lose their NAR certification for general use effective July 1, 2000.

Aerotech

C6-3,7

C12-2,5,7

E25-4,7

E27-3

E45-4,8,12

F14-4,6,P

F44-5,10,15

G42-4,8,12

Apogee

1/4A3-4T

A3-2T,6T

MRC

FX

A8-3

B4-4

B6-4

C6-3,5

Jim Cook, Secretary for
NAR Standards & Testing
<JimCook@AOL.COM>

NAR Contest Decertifications

The following motors will lose their certification for NAR contest use effective July 1, 2000 but are certified for use at NARAM 42. They remain certified for general sport flying for a period of three years, until July 1, 2003.

Estes

G70-5,7,10

Quest

A6-4

B6-0,2,4,6

C6-5,7

Jim Cook, Secretary for
NAR Standards & Testing
<JimCook@AOL.COM>



The Dallas Area Rocket Society Presents: S4S '99

(Shoot for the Stars MIM)

Benefiting the Habitat for Humanity Program.

October 23rd & 24th
10AM to 4PM Both Days

(There is a possible night launch. Check for updates.)

Windom Texas

See what happens when we get
cooler weather!?

Come join us in Windom for a
great time of rocket flying!

Bring the kids and lots of sun
screen, and be prepared to look
up!



Standing waiver to 10,000 feet AGL.
Windows to 23,000 feet AGL!

The launch site is rectangular, with over 1600
acres of cleared recovery area and ready to fly.
The site is "L" ready, "M" capable.

Don't want to trek home Saturday night? Consider staying at the Days
Inn in Bonham, TX. Their phone number is 903.583.3121

For more information regarding larger rockets (M motors)
contact Scott Hunsicker at 972.434.1098 or E-mail
S4S@dars.org

Fee Structure

High Power Flyers \$20 for the whole weekend. Bring your current
NAR or TRA card for proof of certification.

NOTE: HPR Flyers with NAR insurance receive a \$5 discount.

Non-HPR adult flyers \$5 for the whole weekend.

Kids fly FREE

For further info go to <http://www.dars.org/s4s>



Everyone gets a chance to look over the Sport Scale entries at NARAM-41 (above).

The picture below is of Harold Peeples Level 3 certification attempt at LDRS. It suffered a premature deployment at high velocity.

Bottom center is an M powered upscale of the Estes Cherokee-D, also at LDRS.



(Bottom right) A J powered, helicopter recovery rocket at LDRS. Below we see it on the way down. It flew very well but broke a blade during the landing.

(All pictures this page by David Schultz)

It looks like Steve Murphy is having second thoughts about launching his two stage Sport Scale Wac-Corporal (above)



Benefits of DARS membership include:

- ? Shroudlines mailed to your house each issue
- ? Reminder calls for upcoming events (by phone or email)
- ? Discounts on rocketry products at area hobby shops
- ? Access to the DARS library (which contains 20 years of Model Rocketry, Model Rocketeer, and American Space-modeling back issues; newsletters from other clubs; plans....)

Please be sure and check your membership expiration date on the mailing label. DARS needs the support of all of its members. Renew today!

**Dallas Area Rocketry Society
Membership Application
NAR Section #308**

*Please Print Clearly
Please check all the boxes that apply:*

Name(s): _____

Address: _____ E-Mail: _____

City, State, Zip: _____

Phone Number(s): _____

New Membership

Renewal

Single Membership (\$10)

Family Membership (\$15) *(Make checks payable to: DARS)*

Are you a member of? NAR # _____

TRIPOLI # _____

Expiration date: _____ _____

Do you have insurance? NAR TRIPOLI

AMA OTHER

Certification Level/Agency: (Circle) 1 2 3

NAR TRIPOLI

Mail To: DARS Membership, C/O Bobbie Neubert, 4100 McEwen Road Suite 240, Dallas, TX 75244-5100

***The Subscription Page
DARS Wants You!***

Local Hobby Shops Support DARS...Rockets, Supplies, and More...DARS Supports Local Hobby Shops!

Bobby Hall's Hobby House
214/821-2550
4822 Bryan Street
Dallas, Texas 75204
10% discount with DARS card

Hobby Town USA
214/327-2372
White Rocket Market Place
11255 South Garland #1330
Dallas, Texas 75218
10% discount with DARS card

Hobby Town USA
972/758-7875
3033 W. Parker Road #120
Plano, Texas 75023
10% discount with DARS card

Phil's Hobbies
972/243-3603
2740 Valwood Parkway
(at Josey Lane)
Carrollton, Texas 75234
10% discount with DARS card

Tailgait Supply Hobby Shop
903/463-4411
1007 South 9th Street
Denison, Texas 75020
10% discount with DARS card

Texas Game Company
972/390-9467
803 East Main Street
Allen, Texas 75002
10% discount with DARS card

Texas R/C Modelers
972/422-5386
230 West Parker Road, Suite 130
Plano, Texas 75075
10% discount on Estes and Aerotech

Trailing Edge Technologies
972/234-1284
Jim Turner
Purchases/deliveries at DARS launches
Motor purchases include Fire-in-the-Hole igniter.

Wild Bill's Hobby Shop
972/438-9224
535 East Shady Grove Road
Irving, Texas 75060
10% discount with DARS card

NOTE: Discounts apply towards purchases of rocketry kits, motors and supplies only, unless otherwise indicated.



Shroudlines
Dallas Area Rocket Society
P.O. Box 850785

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