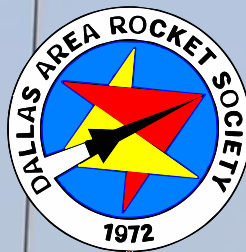


SHROUDLINES

A Dallas Area Rocket Society Production



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Roketry

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Doug Smith's Orion Starfighter heads into the clear blue skies over Gunter on a Estes F15 motor. Photo by Jada Smith

Ignition!

By Gary Briggs

Welcome to your special Fall Classic edition of Shroudlines! This year's event was a great one and I couldn't really fight the tradition of putting together a newsletter for the event. For the new comers to the club, this is what a club newsletter looks like, but there is a job vacancy for the editor currently that we need someone to fill. There is plenty more on the Fall Classic XI in the pages that follow. In the mean time I am going to use this space to talk about another project.

On October 11, 1968 Apollo 7 lifted off from Cape Kennedy on the first manned mission of a Saturn rocket. It was a Saturn 1B which supported this mission, but the 1B shared all of the top stage components with the Saturn V, so it was essentially the test platform to ensure the hardware being produced to go to the moon was going to work as planned.

The Dallas tie to this mission is a strong one due to one of those Apollo 7 astronauts, namely Walter Cunningham. It's my understanding that Walt had much to do with getting the Frontiers of Flight Museum up and running in Dallas, and it has become the home of the Apollo 7 capsule.

So next year represents the 50th anniversary of the Apollo 7 mission and the Frontiers of Flight Museum will host a reception in its honor. The 40th anniversary was quite an event, and several of the Apollo astronauts were in attendance, including Neil Armstrong and Buzz Aldrin.

So where does DARS come into this discussion? Well, for the last event there was a request from the museum for 30 "center pieces" that just happen to look like Saturn 1B rockets. Mark Mayfield of Launch magazine got the ball rolling and tapped his friend John Dyer and DARS as the focal point of what was a nationwide build, with 26 modelers participating. The models were based off of the SEMROC Saturn 1B with Apogee capsules. The full reprint of the original Launch article can be seen here

<http://dars.org/newsletters/Shroudlines%20April%202014%20v23i2.pdf>.

This time around it is planned to be an all DARS activity. John Dyer is our liaison to the museum and he bought in master modeler John Pursley of Accur8 Spacemodels to lead the design. John's history makes him an enormous resource on this. He spent several years building scale models and has worked with NASA on several restoration and preservation projects including the Saturn V resurrection in Houston. You can see much more about John here



John Pursley explains the plan

http://www accur8.com/About_Me.html. Suffice it to say that with John's design skills and knowledge, this event's models will be painstakingly accurate scale models rather than a homage to the Estes and Centuri models of yesteryear.

To say that I am excited to work on this project is a complete understatement. The project team consists of John Dyer, Bill Gee, Jack Sprague, Chas Russell and Stuart Powley from the original team, and adds myself, Dan Smith and Buzz McDermot. The models will be fully wrapped in printed graphics and will use resin cast pieces for the capsule, fins, and fiddly bits. BT-50 tubes wrapped around a 29mm core will be about all the paper used for the model with the remaining tubes and shrouds being made from sheet styrene. The build number this time around is expected to be 50+ models, so minimal painting is planned but we won't completely avoid it, so I am hoping to become an expert on 1B roll patterns. There are pictures from our first group meeting in October at the Dallas Makerspace in the Parting Shots section.

In this issue we have my summary of the 2017 Fall Classic and a great article from Doug Smith on his experience with his first Classic. Doug was all in for this this event and his "normal" life no doubt suffered as he committed to completing his models for the event...and he had some great ones, taking first in Upscale and Military. Way to go Doug!

Stories from the 2017 DARS Fall Classic XI

By Gary Briggs

Photos by Gary Briggs and Jada Smith



After a 2 year hiatus the Fall Classic was back on the field again in 2017. Several people had been asking me to bring back the event that I put on hold to build my new business. Things there had calmed down sufficiently there so that I could at least think about doing the event again, and I did like the idea of getting it back on the calendar.

We assembled a team of folks that would help out along the way and launched the effort to have a Fall Classic once again for September 2017, this time in Gunter. The theme event this year would be Mostly Military Models with opportunities for classics, as well as scale and PMC models. The returning events were the Classic Classic and Classic Upscale.

Leading up to the event George Sprague led the charge on obtaining sponsors. He contacted

several folks and got commitment from Aerospace Specialty Products, MadCow, and the HobbyTown USA Dallas, Hurst, Rockwall, Lewisville stores. Sam Barone pulled in R/C Zone and HobbyTown USA in Plano, and I pulled in some more returning sponsors with Red River Rocketry, Art Applewhite Rockets, and Sirius Rocketry. Suzy Sprague even worked a little magic at the HobbyTown USA in Lewisville, to get additional contributions there. We had a great set of sponsors and the prize selection for the year was top notch.

The forecasts leading up to the event were positive as far as any rain concerns, but it was going to be more summery than fall like, and the wind was probably a bit higher than we would like.

I made the trip up 423 to see the recently completed road to 380. On 380 I discovered a detour that didn't allow me to get on Preston Road heading east so I rerouted back through Prosper to get back to Preston. When I rejoined Preston Road a mile north I found myself immediately following Chuck Crabb, towing the DARS trailer. I joined the caravan of Jack and Suzy and Chuck to complete the trip to the Gunter field. When we got there, a fair number of folks had already assembled, including a group of Air Force JROTC students and their leader, Tim Long, from Keller Central High School. With all the hands available there, set up of the tables and EZ ups went pretty quickly. The JROTC kids jumped in on various jobs including hauling things out of the trailer to where they were needed and shoveling cow refuse out of the main traffic areas. They did a great job, jumping in and helping out wherever they were needed. George Sprague, Chas Russell, and Doug Smith also helped out with set up, getting us ready for what was to come.

Things got interesting when registration started. Suzy took the shirt box and helped out in collecting money and distributing the commemorative t-shirt, which was an enormous help. Back over at the stand we were hit with a larger than usual influx of folks all wanting to get their rockets registered for the event. Stuart Powley arrived just in time there, to apply his previous knowledge of registering rockets at the last few events. Doug Smith and George Sprague also helped out here.

It ended up being the largest number of rockets ever for a Fall Classic event, with 59 rockets registered. There were 29 Rockets in the Classic category and 22 in Military. There were only 8 rockets in Upscale but it still created some hard fought battles. Everything got done a little later than I would have liked, but we got done and voting was ready to begin by 11:30.

It ended up in the low 90s, but the breeze kept it comfortable for the most part. Unfortunately the winds were up and down, reaching 15+ MPH gusts. I felt like I did

almost everything one handed during the day since there was always one hand holding down whatever I was working on with the other. Despite the wind, there were a ton of flights during the day as this was a very well attended launch. The Gunter parking lot seemed very full to me and it seemed everyone was ready to fly something. Some of the competitors tried to get their bonus point flights in early to avoid some of the wind, but in reality the winds were variable all day and there was really no guessing when a lull may come.



Scott Cook's Andromeda. Photo by Jada Smith

Scott Cook got to the high power pads early with his upscale Estes Andromeda on a nice red H motor. It did a perfect flight and a dual deploy recovery and really didn't appear to be all that affected by the wind despite a lot of fin area. He followed that up a bit later in the day with a K motor flight of his PML Pterodactyl also in dual deploy configuration. It was also flawless up and down and a truly spectacular flight.

Stuart Powley had a bit less than an ideal time working on his level 1 flight with his Star Trek starter kit rocket. This is a 4 inch

upscale of the 4FNC rocket that came with the launcher back in the 70s. The notable part of this rocket was the full body decal of Captain Kirk and Mr. Spock. Stuart managed to find a scan of an unused one, after years of searching, and StickerShock did the rest. You can see the build blog at <http://shroudlines.blogspot.com/2017/04/big-kid-toythe-star-trek-starter-set.html>.

His first attempt during the day started with an H130 motor build with the Aerotech Adapter System. This motor sat on the pad coming up to pressure for a full 15-20 seconds, punching a nice hole in the blast deflector. It then did a short arc off the pad and into the ground. Fortunately, since it didn't fall very far, and the rocket being built out of Quantum tube, it basically bounced back and only popped some paint off the nose cone.



Stuart Poweley's Star Trek rocket
Photo by Jada Smith

Undaunted, Stuart loaded up an H242 motor for attempt number 2. The up part of that flight was

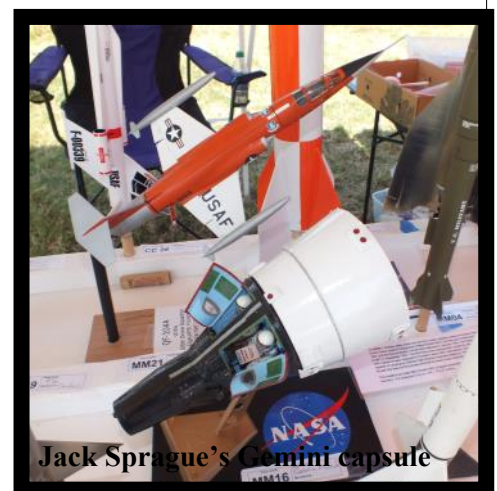


My PMC model for the event

much better, getting off the pad quickly. Unfortunately the motor's medium delay provided some "bonus" time and it came in ballistic well down range, but with much more catastrophic results than the previous launch. Sorry about the rocket Stuart and better luck next time. As we all

know, the 3rd time is the charm. Stuart has already completed the rebuild, so look for this rocket at a launch near you soon.

PMC seemed to be a hit in the military category. I managed one flight during the day of my 1/144th scale Mirage 2000-5F. This was originally built for a special event that Jack staged from a bunch of 1/144th scale models from the Bob Wilson stash back in February 2015. My 1 flight of the day was this 1/8th A monster! I do really like the model as I was able to get a ton of detail on a really tiny model. Its flight was better than its last attempt which was also a windy day. I picked it up and noted its missiles and drop tanks to be in tact so I assumed I had everything, but later discovered that I lost an engine inlet cowl somewhere. If anyone found it



Jack Sprague's Gemini capsule



Doug Smith's Pogo PMC

please let me know:). I decided to go with what worked on that model and kept my F-104 on the stand rather than sacrifice it to the wind gods on this day.

Jack Sprague brought back his Gemini capsule that previously flew in a prior classic. That was also a windy day and the model was a bit underpowered on a D motor. This time he had it loaded up with an E30 and it came off the pad with authority and boosted straight. Unfortunately the Aerotech bonus delay went beyond all expectations and the model met the ground with that crunch that plastic is so famous for. The model was a total loss, as were the astronauts.

The most successful flight of the day for PMC was Doug Smith's XFY-1 Pogo. This was a very short model, but Doug handled the conversion and finish on this masterfully (check out his article in this issue). He flew the model out of a launch tower and it wind cocked

significantly, but managed a good stable flight with the rotors spinning! The only damage was the loss of a pitot tube, so this model would have fared very well in a PMC competition.

This year we lacked the usual cub scouts at the event, so the Young Rocketeers attending the event had an even better chance of taking home a prize from that drawing. It also paid to wait things out this year as our prize wealth allowed the last drawing of the day to be for an Estes Mammoth donated by R/C Zone. That prize went to Thomas Stutz, who was with the Keller AF JROTC group.

We also were able to have a great participant drawing this year with a number of smaller prizes. The grand prize on that went to Chas Russell and he took home an Eradicator Kit from Sirius Rocketry.

The Classic Classic board was stuffed to overload with 29 models from 17 flyers! With that many rockets, no one got a huge number of votes. In the end some old favorites showed up from some different participants to take the prizes. Arora Knapp came into the event later in the day, but entered an interestingly painted Super Alpha sporting an astronaut and a space theme. It tied with a couple of past winners (including yours truly), but since she flew the rocket for bonus points, she took 3rd place with a total of 3 points. For her late entry she received a Red River Rocketry Aggressor and a Sirius Rocketry Decal sheet. The 2 familiar



Dan Smith looking happy with his prize
Photo by Jada Smith

faces I mentioned above were a Colonial Viper rocket taking 1st, this time entered by Dan Smith, and a Draconian Marauder, entered by Zoe Draney for 2nd. For their efforts Dan received an Estes Trajector from HTUSA Plano, and Zoe received a \$25 gift certificate from HTUSA Lewisville and a blast protector from Mad Cow.

The Military theme was popular with 22 rockets from 14 flyers. Scott Cook put his K motor Phoenix in the event, making it the largest rocket for that category. George Sprague finished 3rd with one of his beautifully finished BOMARC's. I believe this was a Mad Cow version. For his efforts he took home a Estes Sprint XL and a Sirius Rocketry engine block insertion tool. Doug and Dan Smith ultimately tied for 1st with Doug's Pogo and Dan's Nike Ajax. Both flew their rockets so nothing changed there. This one came down to order of appearance and since Doug entered the Pogo ahead of Dan's Nike Ajax, he took the category and took home a Mad Cow 1.6 Jay Hawk and a \$5 gift certificate from ASP. Dan got a \$25 gift certificate from HTUSA Lewisville and a blast protector from Mad Cow.

Upscale continued its tradition of fierce battles with 8 models entered by 7 contestants. Scott Cook took third with his original upscale of the Estes Der Red Max. He created this one before the kit version Pro Series model was created and as a predecessor to his really large Level 3 model. It didn't fly that day, but it showed that the model is always popular by getting the most votes on the table. 3rd place netted him an Art Applewhite 18mm Ring of Fire kit and a 30 inch shock cord protector from Mad Cow. Doug and Scott tied on votes and bonus points for the top spot in Upscale, with Scott entering his awesome Estes Andromeda upscale and Doug entering a beautiful Orion Starfighter. Doug's entry took me back to 2007 when James Gartrell entered the Starfighter and its sister kit, the Torellian Invader, and took 1st and 2nd in the 80's category. This tie once again came down to order of appearance with everything else being equal, so for 1st place Doug netted the Mad Cow 1.6 Patriot and a \$5 ASP certificate

and for 2nd Scott won a \$25 gift certificate from HTUSA Lewisville.

Best in Show came down to the 3 rockets above. On the field I awarded the prize to Scott Cook for the Andromeda, but upon further review, he actually should have one it for the Red Max as Best in Show doesn't take into consideration bonus points. Sorry, but after a couple years off I was a little rusty and more than a little gassed at the end of the day. None the less, the prizes went to the right person and for his efforts he won a Nike Hercules kit from The Launch Pad, donated by previous Fall Classic winner, Bob Melton.



Doug Smith and Scott Cook.
Photo by Jada Smith

It ended up being a great event and a great launch for DARS. Pre-event help this year was great and thanks goes out to George Sprague and Sam Barone for their efforts to work with our sponsors to secure prizes for the event. Our sponsors certainly get a big THANK YOU as they add to the excitement and enjoyment of trouncing your opponents. This year, that list of contributors included Red River Rocketry, Art Applewhite Rockets, Sirius Rocketry, Mad Cow Rocketry, ASP Rocketry, R/C Zone, HobbyTown USA Dallas/Lewisville/Rockwall/Hurst, and HobbyTown USA Plano. Please think of them first when you make your rocketry purchases. On the field thanks go out to Jack for bringing the tables and easy ups, Suzy for helping out with the shirts and certificates, Jada Smith for taking pictures throughout the day, George Sprague, Doug Smith, Chas Russell, Sam Barone, Dan Smith, Scott Cook, Chuck Crab and the Keller AF JROTC Group for set up and tear down assistance.

What will next year bring? I honestly don't know yet. Obviously, a little absence appears to have shown an interest in the event being part of the launch calendar. I guess I would like to see it worked a bit more like a committee event as it continues to grow. I certainly don't have the time I used to, to dedicate to the planning and execution on this. If you would like to participate in putting the 2018 Fall Classic together, please let me know. The real work probably begins around June.



My Fall Classic Adventure

By Doug Smith, all pictures by Jada Smith (unless noted)

My Fall Classic adventure of course started as soon as it and the contest categories were announced. What to do? So little time! I am a BAR and there were so many great designs during my youth to choose from. I went to Estes site and started going through the old catalogs, lots of nostalgia and memories of good times with friends, family, and later my charges as a 4H leader. After much thought, I decided on the Orion Starfighter sized for a 29mm MM as my entry for Classic Upscale.

As the memories of youth flowed freely I also received my inspiration for my PMC, the XFY-1 Pogo. The first time I saw it was in an elementary gym watching one of those reel to reel science and nature movie/presentations that traveled from school to school. Side note, I saw wolves and big cats hunting in the wild long before Planet Earth in HD, something about grainy film taken from a shaky helicopter or bouncing Land Rover just seemed more real. Anyway, the film of the Pogo flying on tether was just too cool, being a fan of the Little Rascals I could imagine doing the same in my own back yard with a lawnmower, some gears, chains, and pallet boards strapped to a soapbox derby chassis!!!

My long suffering and Godsend of a wife (Just like a lot of other hobbyists, Rocketry isn't my only hobby... I am a lucky man) gave me a grab bag of rockets for my Birthday, so I selected a Mini Honest John out of the group to also enter in the Military Category. Almost as a stress reliever as a stock build.

I told myself I was only taking those 3 rockets to the launch since I volunteered to help with the days events, yeah, like I was able to hold myself to that. On to the builds, of course I had to do all three simultaneously.

I was expecting to have to dig deep and perhaps even engage multiple forums, sites, and hobby shops to find what I figured would be an out of production Pogo kit. But, I was surprised to easily find a plastic model kit available, on Amazon, cheap. Per the description, the Rotors were even supposed to

turn, though the cockpit wasn't very detailed. I wasn't too concerned about the cockpit, I knew I could probably get a more detailed one from another model if I wanted to, and not having the kit in hand yet, I wasn't sure I could even use it with a clear canopy after modifying it to launch and recover. I order 2 so I would have some spares.

Meanwhile I was also accumulating parts for the Orion and had begun the build of the Honest John. The materials for the Orion were easy to source locally or online, baring the nosecone. I didn't have an original to base either spinning a balsa one or 3d printing of a plastic one. So, I went with one from an Estes E2X Prowler, right diameter, pretty close profile. I found the plans for the Orion on www.spacemodeling.org and printed them out.



Photo courtesy of Amazon

The Pogo kits arrived at the speed of Amazon Prime and upon opening one of them I was very happy, it was going to be a pretty straight forward modification. I weighed the parts and determined I would be safe with a C motor, with a friction mount in the BT. The Pogo has a pretty straight line from back to front, so it was just a matter of cutting a bit out of the tail section and a BT sized hole in the "fire wall" of the nose where the kits prop shaft was glued in. Add JB Weld between the BT and internal wing roots and there is a rock solid design. The kits original prop design was a shaft and planetary gear assembly to allow for them to counter

rotate. It wasn't smooth at all and since I wanted the props to spin under boost it needed to be smooth. Back to Amazon for some small roller/needle bearings. I decided to keep the low detail cockpit to save weight and time.

Back to the Orion. All-in-one printers make things so much easier. Just place the printed out original fin templates on the scanner, hit copy, select the appropriate upscale %, and print! I had already made the trip to Hobby Town for the wide enough balsa sheet for the big fins. So, after tracing, cutting and sanding I was ready to glue the larger fin pieces together. I wanted some durability beyond the required flight for the contest, so I laminated light fiberglass to the completed larger fins. I used the same wood glue as I used to assemble the fins instead of epoxy resin here. The rest of the assembly was done with 30



and 5 min epoxies to speed it up....the contest was now only two weeks away. Two weeks, ack, I forgot about decals, to stickershock23.com, order online and guaranteed I would have them in plenty of time.(I did!)

I had been doing things here and there on the Honest John, and was ready to paint. I like the red Bondo Glazing Putty in the tube for pre-paint prep/fill, and Krylon all in one White for primer. It sands nice and seems to stick to everything. For final paint, I broke out my little Testors Aztech Airbrush to spray 3 coats of Olive Drab over the last sanded coat of Krylon white. It looked good so I applied the stock slide decals and after 24hrs for them to dry, sprayed 3 coats of Testors Flat Laquer to protect the decals. While that dried I went back to the Web to pull down some historic info on my models for "cards" I was going to attach to them in contest display.

My bearings arrived 8 days prior to the contest! After a day and an evening of dry fitting, noodling the options, measuring and sleeping on it, with the back-up plan of using the stock spare rotor assembly if I botched it, I broke out the Dremel. I used a long thin grinding stone to smooth off the gear teeth molded into the rotor hubs. This allowed the bearings between two washers to be placed between the rotor hubs, and the "fire wall" of the plane's nose. The drive shaft was secured in its original mounts, which on the bottom end was glued into the cutoff rear of small plastic nose cone capped with a circle of styrene. It spun fine dry with my fingers, but I had to wait over night to see how it would do with real air pressure.

Woke up, fed the dog, grabbed the rotor assembly and scampered into the garage. Compressor full at 150 PSI, attach the blowgun, get a good grip on the little stub of nosecone and press the button. Whoosh!! And Wirrr!! They spin freely! Now on to mad filling sanding and filling and sanding of glazing putty and Krylon white on the Orion. Between sessions and coats I am detailing the Pogo. Being in a hurry, I slip up gluing the Canopy

marring a panel with glue, thank God for having a spare.



I finish paint on the Pogo Tuesday night week of the contest. I'm happy with it, I start on the decals, and figure out that the decals are a bit old, I rip one of the emblems and have to go to my spare sheet, then find that the kit doesn't come with enough decals to complete it like the photos of the real one... again, good thing I ordered two, between them I have enough. I set it aside to dry over night with the plan to spray some gloss lacquer on the main frame the next evening. I will leave the prop assembly flat as that appears to be correct per photos online. I also plan to run by Lowes at lunch to get a Jawstand and 4 aluminum rods for the Pogo's launch tower. It will slide up, its primary wings between two sets of rods. Drill 4 holes in a piece of 2x6 through a large Estes blast plate, inserts rods in holes, done.

Thursday morning before I go to work I start the vinyl on the Orion, this is my first experience with vinyl, they are forgiving, but next time I will spray some gloss over my metallic first. The gold metallic wants to dust off on the back of the stickers when I have to move them. When I get home I spray clear gloss on the Pogo and finish the decals on the Orion. I still need to clear the Orion and I want to do a simple diorama for the Pogo since it comes with a ladder. It's a busy Friday night, and I can tell the wife can't wait for it to be over, Ha! Between clear coats on the Orion, I cover a small rectangle of 2x6 with some "tarmac" paper leftover from another project and paint a landing circle in white on it. Done, off to bed for an early morning.

My canine alarm wakes me at the normal 5AM, I feed him and grab a drink. The clear on the Orion is good to go and I lay it on the back seat of the truck. Load up the field box, chair, pack drinks, snacks/lunch, grab a few other rockets besides my other entries. I'm in the Whataburger drive through for my Taquito breakfast around 0830 which gives me a leisurely drive to Gunter.

Anyone who has arrived to a launch early enough for set up knows how busy it can be,



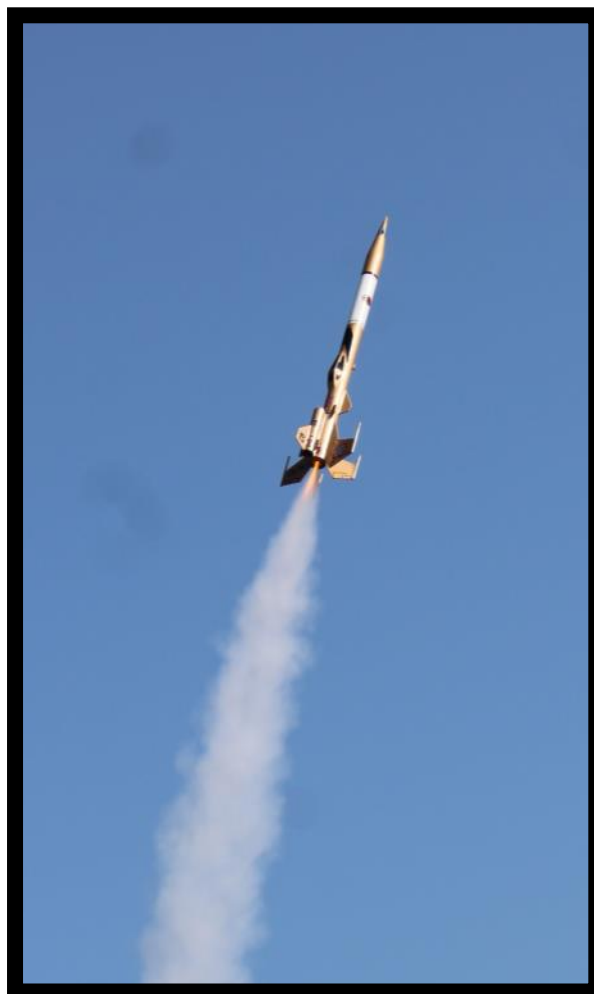
this morning is that, turned up to 11. Not only does the club have to set up their individual gear, the event launch gear all the way up to high power, but the contest area has to also be set up and organized. We are going nuts pretty quickly, Gary has done this before, he has a plan, but contestants are arriving and presenting entries before we are fully set up. It's great to see the turn out! Everyone is excited, you can tell. People talking about entries, history, past launches. Launches happening as soon as the range opened. People that just arrived to launch for fun throw a rocket or two in the contest. We are trying to get rockets in the right category, with the right owner. Prizes are being tagged. Late entries, it's a thoroughly enjoyable cluster for all!!! Sometime during the morning Gary took the mic and kicked off the contest and drawings officially. Eventually, things slow down enough at the contest tents that I go eat a P&J while I watch a Lvl 1 cert attempt engine assembly.

Afterward with the contest tables full to overflow, I start prepping to get my entries launched. I decide to go with the safest first, the Mini Honest John. It's an exciting launch, not for the up, its good and stable, it's the recovery as it comes down on its streamer at the entrance to the range, almost making it into the trashcan, with the streamer wrapped around the flag line... which BTW it duplicates again later in the day, at another section of the flag line!

I watched a lot of other's flights, including the lvl cert attempt I observed the motor assembly

of. Some go great some not so much, good fun!

I decide it's time to launch the Orion. I load an Estes F15, no 'chute release, it's a heavy bird with not a lot of motor. The up is good! And the recovery as well, I am happy! There is a nice action shot on the shutterfly page. Some more launches go by and I set up the rig for the Pogo. As I walk it out to the pad I remark its' going to be spectacular, either a spectacular failure or a spectacular success. George's rocket gods were with the little Pogo, and she flew well, rotors spinning(check out shutterfly), some weather cock since it is all wing, and a safe recovery(minus the needle size pitot on the left wing tip, never expected it to make it, debated leaving it off). I flew a few other models with worse results(not as bad as some that day). Damaged my Expedition, field repaired it, tried again, and had the same unstable result. Only thing I can think of is that there wasn't enough wind ;-), the first time I launched it was on a much windier day and it was a happy flyer, sigh, it can be repaired.



Finally, the end of the day comes and just when you think it can't get any better. It was time for the awards. I had such a great time already that it didn't matter if I won anything. I had already seen a lot of great launches, met a bunch of new people(the Pasture Pattie Cadets hehe) and had a great time with all. This is really the best club I've belonged to, and that is all about the people. So, to top it off, Gary announces my 1st place for the Pogo and then when I'm walking back to the truck to store my winnings he announces my first for the Orion, never happier to have to retrace my

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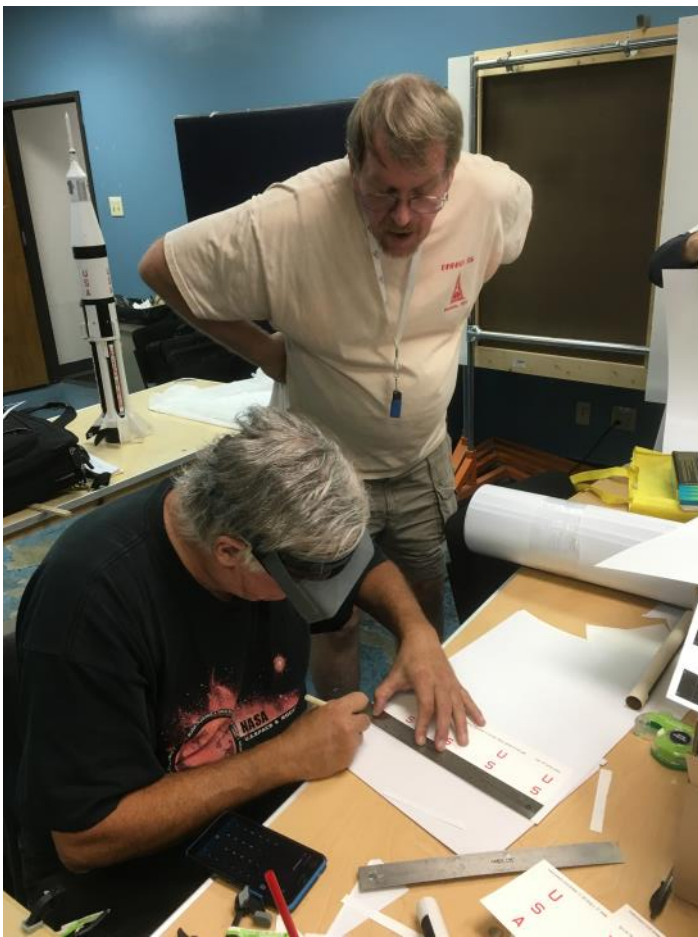
All photos by various artists, this page by Gary Briggs



From top left clockwise: Shuggart's awesome launch tower, the FC parking lot, Scott and Sam return from setting up Scott's Pterodaetyl, Stuart and John set up the Star Trek Starter Kit rocket for its short maiden flight.

All pictures on this page by Jada Smith





Top picture by John Dyer, others by Gary Briggs;



How to Contribute to Shroudlines



We all share a love for the rocketry hobby and all have different experiences and expertise to share. You don't have to be a Pulitzer Prize winner to write for this publication. Anyone can do it!

Submissions can be in the form of plain text files, emails, or MS Word documents. Pictures can be of most any format, but .jpg files are generally the norm. Keep the content family friendly and free of political discussion; just rocketry.

We publish every 2 months so we need your content submitted by the 15th of an even numbered month (.i.e. February 15, April 15, June 15, etc.). You can submit via the contacts page on dars.org or direct to the editor at garyb2643@att.net.

DARS Officers

President	Jack Sprague
Vice President	Sam Barone
Treasurer	Suzie Sprague
Secretary	Bill Gee
NAR Senior Advisor	Chuck Crabb

Upcoming Events

11/4	DARS Business Meeting—Coppell
11/18	Sport Launch @ Gunter
12/2	DARS Business Meeting—Coppell
12/16	Sport Launch @ Gunter

The Dallas Area Rocket Society is a non-profit chartered section of the National Association of Rocketry ("NAR"). Its 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 NAR is encouraged, but not required. Annual dues are \$10.00 for individuals and \$15.00 for families. The entire family, including children, are welcomed to the meetings. Go to the website, fill out and send in an [application](#), to join or renew your membership.

The club normally meets on the first Saturday of each month at 1:00 p.m. and the current meeting location is in Coppell, just off the Sam Rayburn toll way and Denton Tap Road.

Visit the DARS website for the meeting location: www.dars.org