



### Club Officers—2007

By James Gartrell



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

#### Special points of interest:

- Scott Cook relays his story of getting back into rocketry, a story most of us can relate to easily. Turn the page.
- Suzy Sprague, recently retired DARS Treasurer, is in the Center of Pressure. See page 4.
- On page 5, Richard Stephens fills us in on the Estes Oracle video rocket. Check it out.
- Another tribute to Brian Boyd. Find out more on page 6.
- There was a lot going on at the DARS Turkey Shoot. Classic rockets, extreme black powder (BP) rockets, and more. Hey, your picture might be in there. Don't miss it!
- Turn to page 10 to catch up on DARS events. You'll want to update your calendar for the new year!

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Left to right, back to front. Don Magness—President, Doug Sams—NAR Advisor, Cheri Scholes - Treasurer, Terri Magness—Secretary; Royce Frankum—Vice President was absent. Photo by James Gartrell.

Well, it's the start of another new year already. Along with that comes a new set of club officers. Almost unbelievably, the photo this year doesn't include long time club Secretary, Suzy Sprague. Although she declined to run for another year, she's in the "Center of Pressure." Check out the companion article on page four.

Royce Frankum wasn't in the picture because he and his wife, Marissa, were just getting back from a cruise in the Bahamas. Man, Royce sure knows how to play! It's no wonder Marissa is so supportive of his rocketry activities. Guys, I think we would all do well to take a few lessons from Royce. He made the arrangements for the cruise with Pelham Swift's travel agency. If you're looking for a cruise, give Pelham a call. Oh, I

should probably explain that Royce didn't get voted in just because he wasn't there. He agreed to accept the nomination at the last meeting. Is this guy good, or what?

Returning officers Don and Terri Magness certainly knew what they were getting into, as well as Doug Sams who has served as NAR Advisor in the past. But Cheri, hmmm? I don't really know Cheri, but my understanding is that she has been around rocketry for quite a while. So, I guess she knew what she was getting into also. Based upon what little interaction I've had with her, I think she will prove to be a very capable Treasurer. One things for sure, she will need your help and support. Well, what are you waiting for? Go tell her hello and let her know you're there to help.

## Born Again Rocketeer

By Scott Cook

It was in the spring of 2005 when I was in Wal-Mart with my son Kyle. He was looking at toys trying to choose something to buy, when I spotted the Estes Snapshot starter kit. I remembered in the early 70's, when I was about his age, I had built a few models and had a lot of fun blasting them off. I thought to myself, this would be a cool thing that we could do together. I showed him the rocket and he liked the idea also.

The starter kit was ready to fly, so all we needed was a field to launch in. A school was found nearby with an undeveloped field next to it. We launched it several times, and it was great seeing the smile on his face when the button was pushed. We now had more interest to build our own, and the one Kyle chose was the Big Bertha. This one was built quickly and first launch was in 2-3 days. Soon other kits were built and we were flying every week. One day while at

Hobby Lobby I saw an Estes E engine. I had never seen such a large motor before. This is where my new hobby in rocketry began.

I wanted to build one of my favorite rockets I had when I was a kid, the Nike Ajax, using this newly found motor. I started to draw it bigger and bigger, excited about how cool it would be to fly it again. When surfing the net, I found a site that had building materials and got more involved with designing to make use of the bigger tubes. As the weeks went by, a hobby store told me that there was a club in Dallas and that I could find them on the internet.

DARS was found and a launch event was a week away, "Shoot for the Stars". Although my son was not able to go that weekend, I went on Sunday and told him all about it. High Power was something I had just barely heard of, and I wanted to see it for myself. I

was greeted at the event by lots of friendly rocketeers. I didn't feel left out when I showed up with four C powered rockets. I was eager to learn what I had missed out on over the past 30 years. I saw a J hybrid fly, very cool. Jack Sprague let me look on as he built a RMS for a modified Gauchito. John Dyer shared his shade on a hot sunny day. There was a lot of high power that day, and I liked it. Jim Parker had an M powered flight. I didn't know motors went to M. Wow, what a flight! There was a big roar from the crowd, almost as big as the rocket as it went what seemed forever. After that flight, I was hooked.

Kyle's 10th birthday was about a month away and I had to surprise him with a new big rocket that would use this new Estes E-power motor I had seen before. It was built using some

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Above left—Kyle prepares a Red River Rocketry Predator for flight. I think he's got that down. (Editor) Photo by Scott Cook.  
Above right—Jim Parker watches his Shoot for the Stars M-launch return to earth. (Editor) Photo by James Gartrell.

(Continued from page 2)

techniques I just read about, like through the wall fins and an ejection baffle. The paint was barely dry from the night before when it was packed away and we went to Turkey Shoot 2005. Dave Schafer took time away from his rocket display to film the surprise gift I had in the trunk of the car. He was very surprised and as eager to fly it as I was.

Jack helped him set it up, as I recorded this historic event. The rocket, *The Green Goblin*, was 3" x 40" with 4 upswept fins and weighed 24ozs. The wind was 10mph plus all day from the North. The ¼" launch lug (one) was almost half way up the body tube, and the rod angle was into the wind. I didn't know that this E was a wimpy E and that several other factors were about to lead to a poor (doomed) flight. A big underpowered rocket on a windy day with one 1-inch lug pointed into the wind at 10 degrees is not going to be pretty. It managed to get up about 15ft before it went horizontal and went about 150ft toward a high power pad and crashed. The good news was that it was not damaged in any way. It was suggested to add a second lug and that a F21 was best for flight, and the next week it was flown in a large open area with great success.

I began to build my Nike Ajax to use this same powerful F motor, when I realized it was too heavy at 2 ½ lbs after adding up all the parts. The F now was too small to fly this design. I changed it to a 29mm mount and continued building. I brought it to a club meeting and someone asked if this was to be my Level one rocket. I barely knew what that was, as I said yes. As the rocket progressed I received lots of compliments and a few suggestions to help make this flight a good one the first time. I found a promotion for a L1 for \$20. It made the L1 possible.

I quickly learned that single use

motors were expensive to fly often, so I sprung for the reload system. At McGregor, 4/22/05, the Ajax flew on a G64 first flight and H128 next and I had my Level one, wow! It was great



to fly HP with others at future events like NSL. Some members were going to LDRS, and I was headed for Lubbock that weekend, so I took a little detour for one day. Now that was awesome to see M & N power. I had to see if I could build a L2 and a promotion was found using a J350, \$50, hmm... maybe.

I like rockets with lots of fins and decals, so what could I make? I decided to go for 6" diameter, but what, a Harpoon, an Ajax, or a Phoenix. The Phoenix was chosen because the scale was too tall on the other designs. I began to build and once again found a design that was too heavy for the first motor choice. A mid-K was to be used and nothing less. At a meeting when I brought a box of parts to show, Rags said I should fly on a K700 and that he would loan a case for me to use. Can't argue with that, so a building I went. I had to overcome a lot of design challenges for my first dual deploy rocket. With the help of lots of input from other members along the way, it was finally ready for the Turkey

Shoot 2006, one year after I flew my first E9 that I thought was big power.

The day of the flight, the prep time seemed to take forever. I now know why I've seen rockets being prepped by others that had racks and stands made for assembly. It takes time to be careful and know that the job is done right. More than just pride is at stake at this level. When I was ready for the pad, the butterflies in my gut kept getting stronger. The countdown went and at launch nothing happened. Then 2 seconds later, kaboom, it was streaking up with a wonderful roar. Hearing others scream with delight as it traveled up made me feel fantastic. When the chute came out I could breathe again, I knew the L2 was going to be successful.



Thanks to all who had helped me achieve a L2 certification. All ideas and suggestions no matter how small were taken into account to make this happen. DARS has transformed a young rocketeer into a new one. And like 35 years ago, the challenge of taking a design from a small bag of parts or from ideas put on paper, to the joy it gives seeing it fly for the first time will never change.

## The Center of Pressure By James Gartrell

In your lifetime you will meet very few spectacular people. A lot of people are great, but few are spectacular. Suzy Sprague is one of those spectacular people. Sadly, she did not run for re-election as DARS Treasurer. She was the Treasurer when I joined DARS in 2000, so this is a really big change for me. Suzy's definitely due some rest, but it will be a while before I'm comfortable with someone else in that position. Over time, I began to understand why the club had elected Suzy as their Treasurer.

I'm sure that if you looked up the word trustworthy in the dictionary you'd find Suzy's picture. That

picture would reference you to a lot of other words like dependable, honest, committed, self-sacrificing, principled, wonderful, caring, and so many more. Now, don't get me wrong. Suzy's not a saint. She has her faults, just like everyone else. Nevertheless, the positives about Suzy far outweigh any negatives. Naturally, with so many positive attributes, her influence in rocketry has been significant.

She and her husband, Jack, Buzz McDermott, George "the other" Sprague, and Scott and Nettie Hunsicker were major influences in my involvement in DARS outreach activities. All of them care deeply

about model rocketry and the people involved in those activities, but Suzy influenced me the most to get involved. Not only did she handle the Treasury function and assist in every launch I attended over the years, she participated in numerous outreach

Suzy took this photo at the 2003 Carrollton Library outreach. A mom and her son construct a seltzer rocket from the plans Jack and Suzy provided.



Above left—At a DARS meeting, Suzy inspects an interesting motor mount built by Scott Cook.

Above right—Suzy assists Rags Fehrenbach signing in for a launch.

Bottom left—Outgoing 2006 club officers photo. Suzy Sprague, left bottom row, along with re-elected officers, Don and Terri Magness. Missing is outgoing officer, Annie Scheidemantle and re-elected Vice President, Royce Frankum. Dressed for the season, Suzy's smile is like the angel on top of the Christmas tree.

Bottom right—Rags captured this one. I think it's the only time I've seen Suzy resting!

Photos by James Gartrell, unless otherwise indicated.

events and taught the principles of rocketry every year to her class. Many of the outreach events she participated in were the biggest events we handle, too. Suzy handled it all with a smile and a twinkle in her eyes that revealed the warm and caring heart within. OK, Suzy, I guess we owe you a little break. Somehow, though, I don't get the impression that you'll be relaxing that much. Thanks for all the hard work as Treasurer, and for everything else you do!

Next time you see her, give her a big hug, and your thanks as well. She's earned it, big time!



## The Estes Oracle and Instant Gratification

By Richard Stephens

Most rocketeers enjoy admiring, and having others admire, the fruit of their efforts after they've put many hours into crafting their latest launch vehicle, especially the big ones. The launch and recovery are merely the icing on the cake of the experience. That's the way I usually feel. Sometimes, however, I just want the shortest path to the launch pad. This is particularly true when I want to try out a new gadget. The Estes Oracle provides just such an opportunity. It's got to be one of the fastest ways to get into digital video, too! It only takes two glue points, a few knots and you're ready to go. Installing the video downloading software from the included CD took longer than assembling the model.

I have to admit, one downside of this convenience & gee whiz combination is the price tag. This kit will set you back around \$100. So even though a 9 year-old could easily get it from pack to pad in one afternoon, he needs to be well bankrolled. Despite the price, I still think it is a reasonable value.

There was one oddity about the assembly instructions that came with my kit, though. The instructions show both the shock cord and the parachute are to be tied to the ring at the base of the nose cone/capsule. The sample videos I had seen on the internet clearly showed a view downward toward the ground after the parachute deployed. If I assembled the kit exactly as per the instructions, I would end up with at least half my video showing the parachute with the sky in the background. That would be interesting for the first launch perhaps, but most of us want to see the ground careening up towards us. At Turkey Shoot 2006, I met another Oracle owner who said his instructions didn't sound like mine, so hopefully mine was a short lived printing. If, however, you happen to have the same peculiar instructions, I explain below one way

to assemble the model for the desired results.

Despite my instructions, the nose cone is obviously manufactured to allow the camera lens to point down after the parachute deploys. Figure 1 shows a groove molded into the shoulder of the nose cone that will permit a small cord



to be attached to the parachute and exit between the shoulder and the body tube without binding the nose or deforming the tube. Figure 2 shows an eyelet molded in the tip of the nose cone. You take the end of the cord that exits the body tube and attach it to this eyelet (I used a snap swivel because I



like to be able to easily detach the nose cone/video capsule from the rest of the model). I purchased some nylon cord from a fabric store to use as a shock cord between the nose cone tip and the parachute. I only used the shock cord that came with the Oracle to go between the body tube and the parachute. If built in this way, the nose cone will have a "tip up" orientation after deployment instead of the normal "tip down" orientation of most parachute and streamer recovered models.

I don't intend to go into the use of the software that comes with the Oracle

CD except for one observation and one suggestion. First, although the Twain-App will get the job done without much fuss, it will not hold your hand. It will let you make silly mistakes without even a beep or a blink. That is why I suggest you do a couple of test runs before you ever take off for the field. Simply turn the power on, press the Start button and when the camera starts capturing video – that is when the green light stays lit and tone sounds continuously for 30 seconds – point the posterior of the nose cone toward what ever you want to capture for posterity. (I'm sorry, I just had to write that.) Then practice downloading the video using the included software and USB cable. You'll want to get the hang of using the software at home before you have to deal with it along with distractions at the field.

Whatever you do, don't turn off the power on the video capsule until after you have downloaded the video! This unit does not have nonvolatile memory so you lose what you captured soon after you power off. Also remember these two simple facts when flying the Oracle: 1) It can only store one flight, so if you didn't bring a computer, you can only retrieve a single flight when you get home (assuming you didn't turn the power off like I warned against above); and 2) It doesn't matter how many computers are at the field if none of them have TwainApp installed. Just a word to the wise ...

With that in mind I offer the following checklist as an addendum to the normal motors, igniters, wadding, etc. list you usually use before heading to the field:

- portable computer with TwainApp (video download software) installed;
- USB cable that came with the kit (this is not a "standard" USB cable); and

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· extra batteries.

The 30 seconds of video (approximately 270 frames) you get is comparable to the MPEG movies of early digital still cameras. It's the fact that this is aerial photography that's the "cool" factor here. There are no fancy optics in this bird so you must do some inversion for the photo to be displayed with the correct orientation. For example, to include a frame in this article, I pasted a screen capture into Microsoft Word™, selected the picture and then did a Flip Vertical command from the Drawing toolbar. Figure 3 shows a frame just over 3 seconds into the second flight of the Oracle on the first day of Turkey Shoot 2006. I have circled three objects as points of reference for those who attended. The



top circle is the Porta-Potty, the center circle is the registration tent, and the bottom circle shows the launch rack containing Blue pads 1-3. (For those info-obsessive among the readers, the bottom right corner of the frame points almost due north.)

I have had 5 successful launch/download cycles from 4 separate launch events. The only setbacks were the results of a fin popping off at the glue joint on two of the recoveries. Other than that, I have been rewarded with video recordings that I was able to view within minutes after recovery. You don't get much closer to instant gratification than that.

Right—a photo of my grandsons, Carson and Corbin Stephens, standing next to their "Paw-Paw's picture rocket."

Most of the DARS membership have neither met Brian Boyd nor remember him if they had. He was fairly shy, unassuming, and rarely stood out in a crowd. I was fortunate to know him as a co-worker for over a decade starting in the mid '80s. We all have special talents, but because of a combination of his modesty and the sensitive nature of the work he performed, he would never have mentioned it. Suffice it to say that he had a brilliant mind when it came to software, and the code that he produced served a vital purpose in the national security of this country for over two decades. I am proud to have known a man who helped put the last nails in the Cold War, but whose accomplishments could only be celebrated in private. Such are the special gems that walk among us. Because of my job transfer, I lost track of Brian and did not realize that he launched with DARS during my gap in active membership. It saddened me that I did not realize we shared a common hobby until I read his obituary this summer. That was one of the catalysts to my renewing my membership this last September. His parents donating all of Brian's rocket gear to the club also moved me. Some of you had an opportunity to obtain some of this gear when it was auctioned off at the



## In Memory: Brian Boyd, 1958-2006

By Richard Stephens

October business meeting. I wanted to write this note in order to ask two favors of the readers. First, for those who purchased items in the auction, I ask that you remember Brian from time to time as you use some of his kit for your future launches – that way you keep him flying. Second, I ask of all readers that you take time at launches and business meetings to visit with, or at least say "Hi", to new faces and those you haven't gotten to know. We don't want to miss any of the special people that come our way. As the Seals and Crofts song of the '70s said: "We may never pass this way again".

Below—Some random photos I took at DARS meetings. (Editor)



## Turkey Shoot 2006

By James Gartrell

If you missed this launch, you missed a lot! Wow! This two day launch was action packed, including two days of extreme rocketry using black powder motors, a classic rocket beauty contest on Saturday, a NAR-sanctioned OOP motor launch, two days of Cola wars, and lots of sport flights, and heck, it was just a lot of fun. Oh, and the weather was beautiful! Blue skies and relatively light winds greeted us on both days, and you could start the day with a light jacket and shed that for a T-shirt by the middle of the afternoon. It just doesn't get much better than that!

I couldn't convince Gary Briggs to do another article for the Classic Model Rocket contest, even though this was the most successful event so far. Gary has done a "super" job with the contest, and this time he even fashioned a couple of display boards that would each hold about 20 rockets. The display boards are fantastic and excellently displays and supports the rockets. There were about 50 entries into the contest, ranging from an Estes Scout original in the 60's category displayed on a cloned launcher from the same period (this was Ted Mahler's, which appeared in a recent Sport Rocketry article) to someone's own creation that was entered in the Open category. All categories were well represented, from the classic Enerjet Egg Crate to the zany Estes Zoom Broom. Results of the contest were as follows:

- 60's—Dave Schaefer, 1st place with an Orbital Transport. Prize was a Hawks Hobby Super Mars Snooper.
- 70's—Gary Briggs, 1st place with a Citation Starship Vega, but considering the rocket won in the prior contest he deferred to 2nd place winner, Doug Sams, with a Cherokee-D. Fittingly, Doug's



Classic kits loaded up the tables, filling up almost every slot in the special display boards built by Gary Briggs specifically for this event. Photo by James Gartrell.

prize was a Hawks Hobby Super Cherokee-3D.

- 80's—Dave Schaefer, 1st place with the Starship Nova, and winning the Hawks Hobby Super Goblin.
- Open—Yours truly, James Gartrell, 1st place with a just finished Red River Rocketry Stratos, which also won the Best in Show award. Woohoo!! 1st place prize in the Open category was a Hawks Hobby Super Sprite and the glorious Hawks Hobby Super Trident was awarded for Best in Show. Nice!

Folks should really give a great big THANK YOU to Hawks Hobby. The prizes were just fantastic. That's five premium kits they awarded, plus they awarded another prize in their Name That Rocket contest! Unbelievable! I had seen Mark Hawkins flying their Super Sprite and commented to him about how sweet the rocket was. Little did I know that I would later win the rocket. I couldn't wait to get it home and build it. Right is a picture I took of the finished kit. I painted it

using Ace Hardware's premium orange enamel; the white trim is monocote. The paint scheme is from the back cover of the Estes '66 catalog. Parts quality is superb and includes laser cut fins. I don't know if the parachute that came in the kit is standard with their kits, but it is fantastic! Their ad is on page 11 and

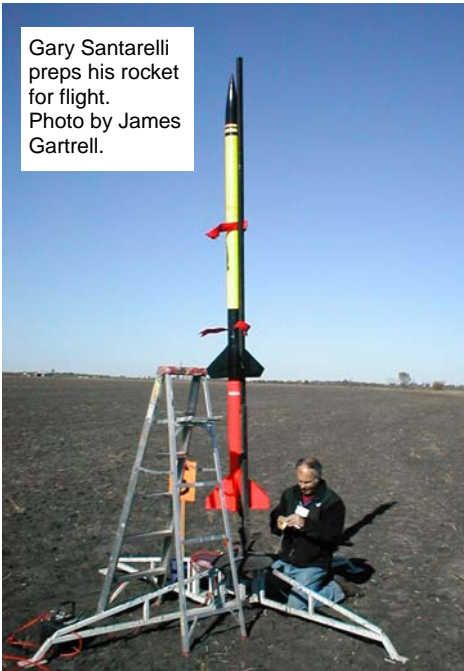
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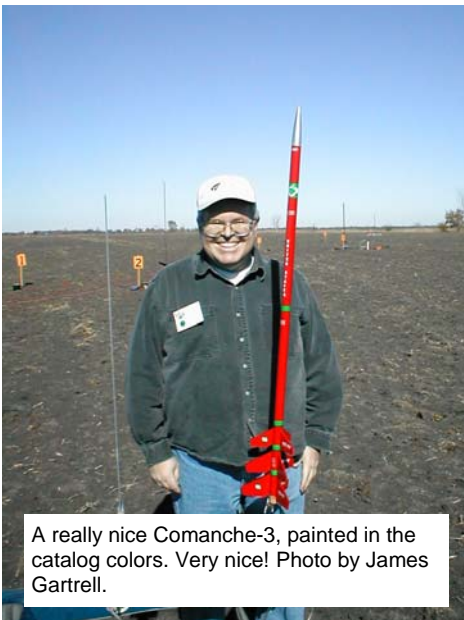
has their website address on it if you want to get one of their kits.

The Classic Model Rocket contest was the highlight of Day 1 for me, but there was lots more going on. I launched a couple of rockets and helped Gary Santarelli get his two-stage high-power rocket on the pad.



Gary Santarelli preps his rocket for flight. Photo by James Gartrell.

There were a number of multi-stage and/or multi-clustered rockets flown on Day 1 and Day 2. There were two or three Estes Comanche-3's that



A really nice Comanche-3, painted in the catalog colors. Very nice! Photo by James Gartrell.

were flown on Day 1. They didn't win anything in the Extreme BP contest, but they sure put up some sweet flights. All of them flew straight as arrows all the way up. Man, those things get some serious altitude, too! Day 1 ended with a fantastic sunset, captured beautifully by Richard Stephens in the following photo. If you look real closely, you can see the only rocket that found its way onto the high power lines behind the flight line. It was recovered on Sunday by the power company, along with another rocket that got hung up there



earlier on Sunday.

Day 2 was no less spectacular, and at times, the wind was less than it was on Saturday. For some reason, most folks didn't make it back for the 2nd day of flying. That sure made for some short lines, and Blake, my grandson, and I took advantage of the luck with our return to fly several rockets. Since the Stratos was in the Classic contest all day Saturday, I



Red River Rocketry's Stratos, on the pad. Photo by James Gartrell

didn't get a chance to fly it. I took the opportunity on Sunday to see how well she'd fly. Beautiful! Not only does the rocket look fantastic, but it flies great, too! I flew it twice on a C6-5. It leapt off the pad both times and flew straight up. The chute popped right at the top. Great!

Sadly, Blake lost his clone of the Estes Army Hawk. Anyone that has handled RSO duty for the past few years knows that rocket. Blake usually flies it four or five times on any launch day! It was modified to fly on 24mm motors and this time it zoomed up on an Estes E-9 motor almost out of sight. The flight was close to the end of the afternoon, and the winds had begun to pick up pretty strong in the upper altitudes. Besides that, Blake had put the rocket on an 18" Estes nylon chute. Needless to say, it drifted forever and landed out of sight over the trees at the back of the property. We looked for it for over an hour but never found it. He really hated losing that rocket. The photo



A picture-perfect flight of Blake Gartrell's Army Hawk as it takes off on its final flight. Photo by James Gartrell

above is the final flight. Sniff, sniff. You can't really tell, but the rocket still sitting on the pad is my Squirrel Works Interstellar Probe. It's also a winning rocket, taking 1st place in the

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Open category at the 2006 NSL Classic Kit contest. I flew it twice on C5-3 OOP motors at this launch. The rocket looks cool with the slower takeoff.

I didn't see many flights in the Cola Wars contest. I guess folks weren't interested in Kickapoo Joy Juice, Leninade, Brain Wash soda, or Japanese strawberry soda. The winner of the event, Vladimir I think, chose the Leninade. There were a number of extreme BP flights, though.

Doug Sams was the contest director for the Extreme BP contest. Imagine that! There was a lot of competition, though. Actually, I was surprised at the number of competitors and the number of rockets, especially since this was the first year for the event. Yep, I think Doug is planning on making this a regular event. Watch the calendar!

Doug Sams put up the most flights, a total of seven. The rockets he flew ranged from his T-30 Midget, launched with a B6-0 and staging to a B6-6, to his 2.6" Midget that launched with 3-D12's and staged to 3-D12's. Can you say extreme? All of his flights were impressive.

Gary Briggs also flew a number of rockets, but the most impressive was his "Failure Mode" rocket that was a nice looking upscale of the Centuri Black Widow, taken to the extreme of course. The booster contained 3-

However, all succumbed to the extreme engineering of Dave Schafer. His "Clustered 'F' Squared" rocket was a thing of beauty. Except for the bowl of spaghetti hanging out the back of it, you really wouldn't guess



Photo by Doug Sams



Photo by James Gartrell

that it was carrying 14 motors. That's right. This baby was carrying a cluster of 6-C6's in the booster and 6-C6's in the sustainer! Awesome! Needless to say, he took home the first place prize, a Madcow Buzzie. Congrats, Dave! Congrats to all, and thanks Doug!

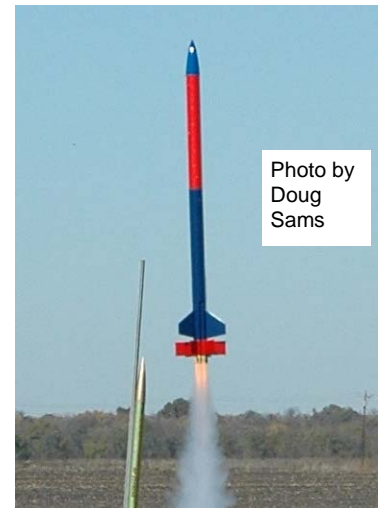


Photo by Doug Sams

D12's and 3-C6's, while the sustainer contained 3-E9's. He was hoping that the booster would actually glide, too. Unfortunately, the booster stuck to the sustainer when the E-9's lit. It wasn't pretty. It was extreme, though! The above picture doesn't really give you any idea of the size of that thing, but I was fortunate enough to get a picture of him with it as he was putting it on the pads. It is huge!



Photo by Doug Sams

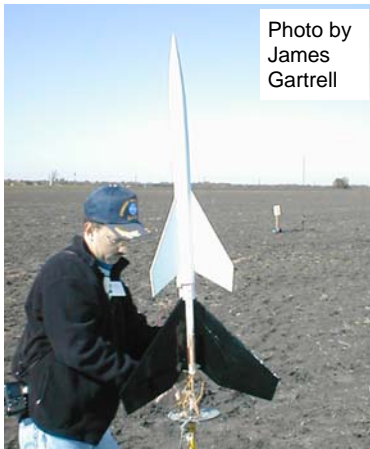


Photo by James Gartrell

## DARS Events

By James Gartrell

There are some great events planned for the upcoming launches. January features some unique events, as DARS and the Tripoli North Texas (“TNT”) club join together for some exciting launches. The joint launch on the 13th-14th provides for a regular DARS launch on Saturday with flights of all commercial motors allowed. On Sunday, however, only research flights are allowed. That means, only those certified to fly the research motors will be allowed to fly. It should be interesting to watch, though, even if you don’t fly. Then, on the 20th, TNT has invited DARS members out to fly commercial motors with TNT on their Wills Point research field. Here’s an opportunity to check out their field. I understand it is very nice! Both of these events have some very inviting fee arrangements. Check it out on the “Calendar” link on the DARS website. Oh, and don’t forget to sign up for NARCON 2007, March 8-11. A link’s on the calendar.

By the way, you really should make the meetings. Don is usually successful in arranging for some kind of after-meeting special event.

Pray for rain the week before each launch, blue skies/no rain the week of the launch, light to no wind, and no burn bans. Hey, prayer is powerful!

Stay in touch!

### DARS LAUNCH SCHEDULE

DATE	EVENT	CONTACT
1/13-14	DARS-TNT Joint Launch (Sat—Comm’l; Sun—Research)—Windom	Tim Sapp—Sat Dave McGuire—Sun
1/20	TNT-DARS Joint Comm’l Launch—Wills Point	Dave McGuire
2/10-11	Sport Launch—Windom	TBD, Contact Don
3/17-18	Regional Contest and Sport Launch—McGregor	Bob Wilson

### OUTREACH SCHEDULE

DATE	EVENT	CONTACT
3/4	YMCA Launch—McKinney	George Sprague
5/12	Annual Scout Show—Dallas Market Hall	George Sprague
5/20	Scout Launch—Arlington	George Sprague

### OTHER DARS EVENTS SCHEDULE

DATE	EVENT	CONTACT
1st Sat. of each month, 1pm-?	DARS Club Meetings—Plano Bingo Hall	Don Magness

Below—An ad from Madcow Rocketry, the 1st prize sponsor in Doug Sams Extreme BP contest at Turkey Shoot 2006. The prize was a Madcow Buzzie. Woohoo! Find out who the winner was, page 9 in this issue. Jon-Rocket.com provided some nice prizes for the contest, too. See their ad on page 9. And of course, below are the regular ads from our two premier model rocket companies, both members of DARS, Squirrel Works and Red River Rocketry, routine event contributors and just nice folks.

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**DID YOU KNOW?**

There are over a dozen teams entered into the 2007 Team America Rocketry Challenge ("TARC") from the North Texas area. If you're not familiar with this event, you need to be. Visit the NAR website to find out all about it. These teams need your help. Find out the schools entered that are located near you and be sure to offer your assistance. This is probably the most worthwhile outreach event offered to the youth in our country. This is the 5th year for TARC, and there are only about three months remaining for teams to complete their certification flights. Often, their success is dependent upon receiving assistance from experienced rocketeers like yourself. Don't let them down.

It's easy to submit an article for the newsletter! I know you have a great rocketry story to be told, so go to the DARS website and click the "Contact" tab and you'll see a link for the newsletter. That's my email address. A simple Word file and a couple of jpeg photos are all you need. I'll even help you get that article written. Come on, what are you waiting for! Just do it!

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**DARS**

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 and fill out and send an application to join or renew your membership.

The club normally meets on the first Saturday of each month at 1:00 p.m.

Meetings are held in Plano, TX at:

Plano Late Night Bingo  
 1805 Ave K (18th and K St.)  
 Plano, TX 75074

Exit off Hwy 75 to East Plano Parkway (just north of George Bush Turnpike—Hwy 190) and go east, turn left on K St., and turn right into the shopping center just north of 18th St.



Stay connected! All of us will reach greater heights with your attendance at the club meetings.

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### *Dallas Area Rocket Society* (“DARS”)

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[WWW.DARS.ORG](http://WWW.DARS.ORG)

## SHROUDLINES

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