



Volume 21, Issue 2

Dallas Area Rocket Society ("DARS")



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

Special points of interest:

- "Ignition!"
- Ted Macklin tells us how to make a catfish fry....er, fly...
- Even more from my collection of DARS photos from many, many days gone by... Happy 40th, guys!
- Do you want to be in print? Page 13 tells you how!
- DARSTAR VIII Results!!!

Ignition!

By J. Stuart Powley



Long time DARS member Carl Feldhaus at a DARS launch in the late 80's. Although Carl has been gone for many years now, his range box still makes it to many launches, thanks to John Dyer.

Inside this issue:

Huck, the Cosmic Catfish	2	It has been a very busy couple of months for DARS. We had launches at both our Frisco location, and our new high power location at Valley View. Unfortunately, my life has been a little bit beyond crazy lately and I missed all of the launches except for the contest. However, I hear that everyone had a blast!
DARS Retro-Picto-Gama	7	
DARSTAR VIII Results	13	Speaking of the contest, DARSTAR VIII went off without a hitch. It was very windy and a little rainy, but we got all our flights off and a splendid time was had by all. By the way, altimeter events ROCK!. It's very nice
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to just look at an altimeter and know how high a model went. We set four national altimeter records, by the way! The full results are posted within these pages.

On a sad note we lost DARS member Bob Wilson this past month. It was quite a shock to everyone. Bob was a great guy who was well known for putting huge motors in little rockets and also for flying teeny tiny models as well. His enthusiasm and sense of humor will be missed.

And now, on with the show.....

Huck, The Cosmic Catfish

By Ted Macklin

Two of the things I dearly love are rockets and catfish. Maybe it's because they both have fins. Then one day late last summer while dining at my favorite catfish restaurant it suddenly hit me: a catfish rocket!

So I approached the owner of the restaurant and put a proposition to him: Let me build a rocket that looks like a channel catfish, have some decals made of your logo and fly it at a DARS launch (for a modest fee, of course.) I'll be darned if he didn't go for it! And thus, Huck, the Cosmic Catfish, was conceived.

Huck was flown only once on a cool Sunday afternoon in February, 2012 at Frisco. Unpainted and with dorsal, pectoral and anal fins removed for flight, Huck was launched on an Aerotech F42-8T, modified to a six second delay. The total length was about 25 1/2", give or take a whisker, and the liftoff weight was 480 grams. The flight was seamless, I'm guessing 1,800 feet, with a nice soft landing about 1,500 feet east at the launch pad. Doug Sams took a nice pic just after it cleared the rod. Yes Virginia, Catfish can fly!

So how does one go about building a Roc-fish? After numerous studies of drawings and photos of channel catfish, I started with a 29mm motor mount tube, which also served as a stuffer tube and fin can, The fins were cut from 3/32" aircraft grade birch.



Proof that catfish don't always just live on the bottom! Huck is moving up in life and going places!

Photo by Doug Sams

Next, I fashioned a series of three balsa "donuts" which stepped down in size to rough-in the tapered "fishtail" from the body tube to the business end. These donuts started out as a 3"X3" balsa block, and were first center drilled with a 1-1/4" Forstner bit to accept the motor mount/ stuffer tube; then roughed out into octagonal cross sections and finally made cylindrical with various sandpapers, all by hand. The donuts nearest the end were then cut into 120 degree arcs and fitted in between the fins with epoxy. Incorporated within this assembly was a 4-40 threaded rod for motor retention and a 6-32 threaded rod for the shock connection. I also made a threaded connector for the shock attachment from a piece of 1/2" O.D. aluminum.

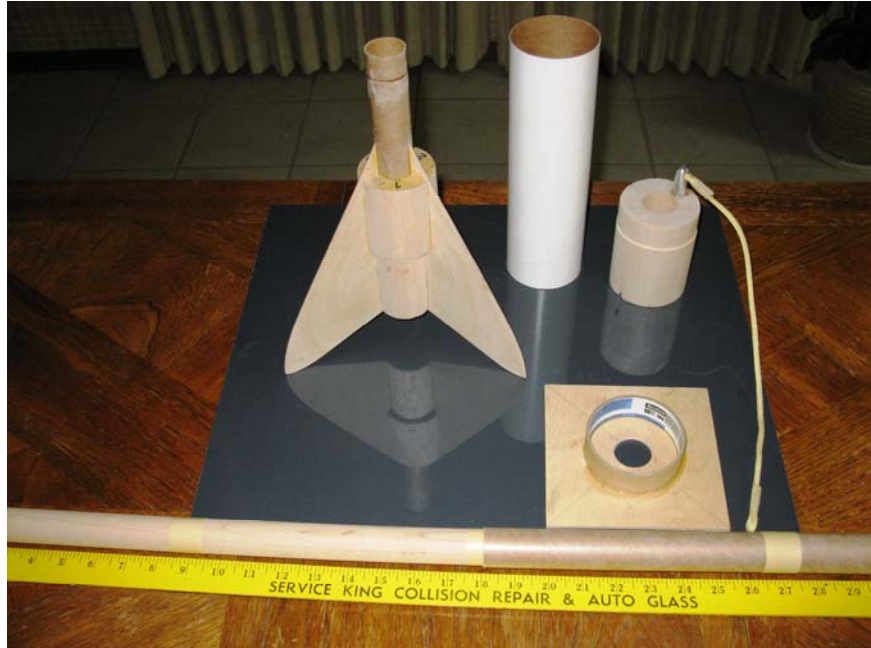
Then, carving and tapering the fishtail. Then sanding, sanding, and more sanding, followed by

epoxy filets and more sanding. It was about this time that I began asking myself, "Why am I doing this?"

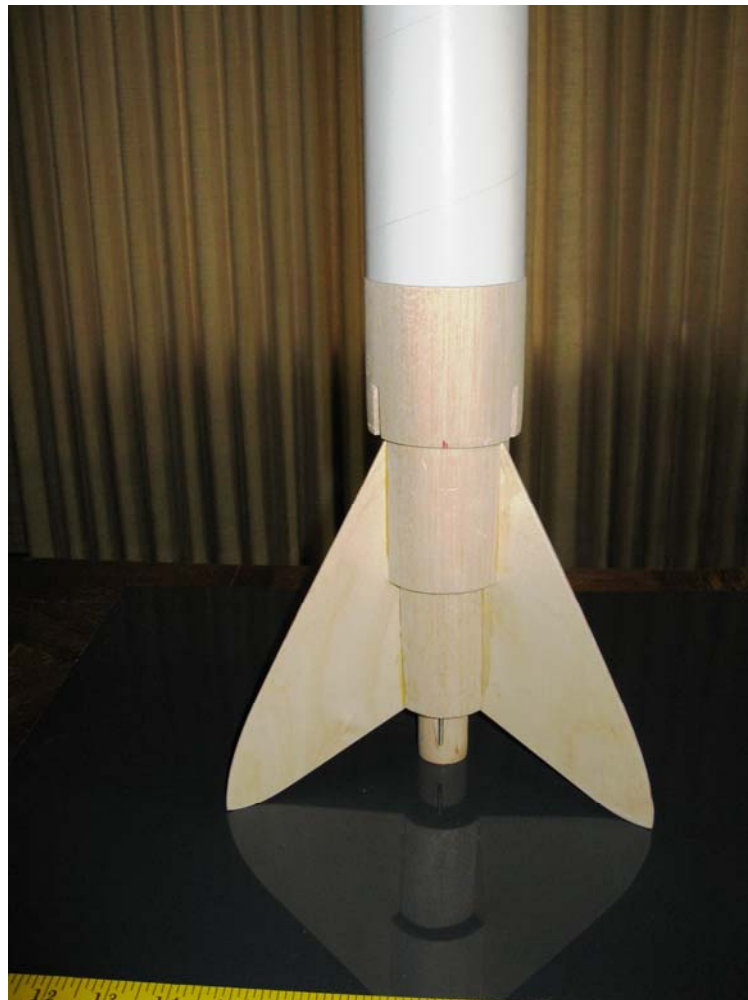
The body tube is from 3" O.D. standard body tubing, cut to 10" in length. That was the only easy part of this entire build, trust me! In order to make sure the body was concentrically aligned with the motor mount/ stuffer tube, I made up an alignment device from a 3" I.D. masking tape core and then ran a 1-1/8" wood dowel through the whole shebang. Worked like a charm.

Now comes the fun part, the nose, er, head. Again using a 3"X3" balsa block, I cut a piece about 8 inches long and whittled/ sanded it into a cylinder. Then I drilled a 1/2" hole, inserted an eye bolt and filled the cavity with epoxy, forming the shock cord connection. Now carving, sanding, carving, sanding, sculpting...all hand work. Then form sockets for the eyes which were made with wooden beads and fastened with #4X3/4" oval head wood screws. And the finishing touch, whiskers made from Nylon weed trimmer cord. Credit my son Charlie with this idea and he also figured out a way to taper them on my bench grinder.

By now, launch fever was beginning to torment me. I just had to see this thing fly, and if it was going to be a bust, well, better without the paint. So, after a weather delay on February 18, I took the unpainted Huck to Frisco on the 19th for its maiden voyage. It flew better than I expected and was a big hit, especially with the kids.



The (fish) tail section details!



Left: The stepped parts that were eventually sanded into a smooth taper.

(One little boy said to me just before the launch, "I like your rocket, You are very creative." I almost fell over.)

taxidermy. After numerous disappointing experiments with rattle cans, I focused my attention on automotive paints. One day on the way home, I spotted the color I

as "Cypress Pearl", a deep greenish-gray metallic. I ended up buying an 8 ounce can of this awesome color from English Color and Supply in McKinney. (Don't ask what I paid for it!) The final paint job was done with three different paints: Ace White enamel for the belly; Dupicolor GM "Pewter" for the sides; and the Cypress Pearl on the back, head and tail fins using a Preval portable hand sprayer that I purchased at O'Reilly's.

The decals were made by Mark Hayes of Stickershock up in Utah. They look terrific. I had to make a masked out area on each side to form a white background for the decals and this was quite tricky, at least for me.

Will Huck ever fly again? Well, that will be entirely up to John Payne, owner of Huck's Catfish Restaurant in Denison, Texas. Today, March 29, 2012, I had lunch at Huck's and released huck into a new pond. I asked John if he'd like to see Huck fly someday. He said, "I think he should be retired."

So there Huck shall remain on static display until such a time as John catches launch fever.

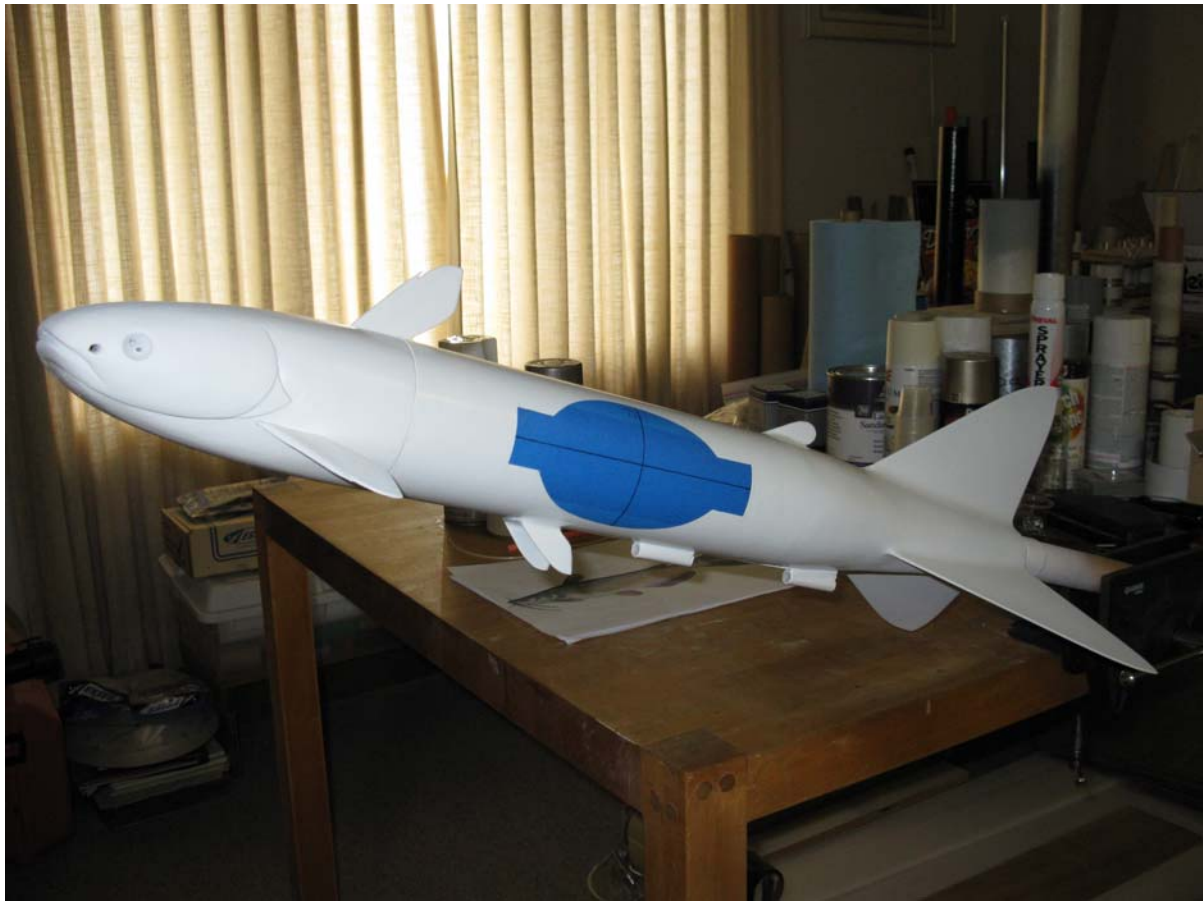
Editor Remarks: Laurie and I went to Huck's last Saturday and it was really good! The catfish was lightly breaded and moist and Laurie couldn't say enough good things about her salmon on grilled onions...especially about the onions! Next time though, I'm going to get a half order (2 fillets) since three was WAY too much food. Four thumbs up!



Huck, unpainted.....

Trying to match the color of a live creature is a daunting task and I now have a much better appreciation of the art of

needed on a new Toyota Highlander. So as soon as I could, I went to a Toyota dealer in McKinney and identified the color



A masked catfish! The custom decals needed to have a white background.

Right: Here's lookin' at you, fish! Staring down the prepainted Huck lets you see the great carving work that went into this project.





Huck, in all his fishy glory! Note the fantastic paint job!



Is it just me, or does Huck look slightly worried?

DARS Retro-Picto-Gama!!!

In celebration of DARS 40th anniversary, here are more of the older pictures in my collection! All photos are from the mid to late 80's....

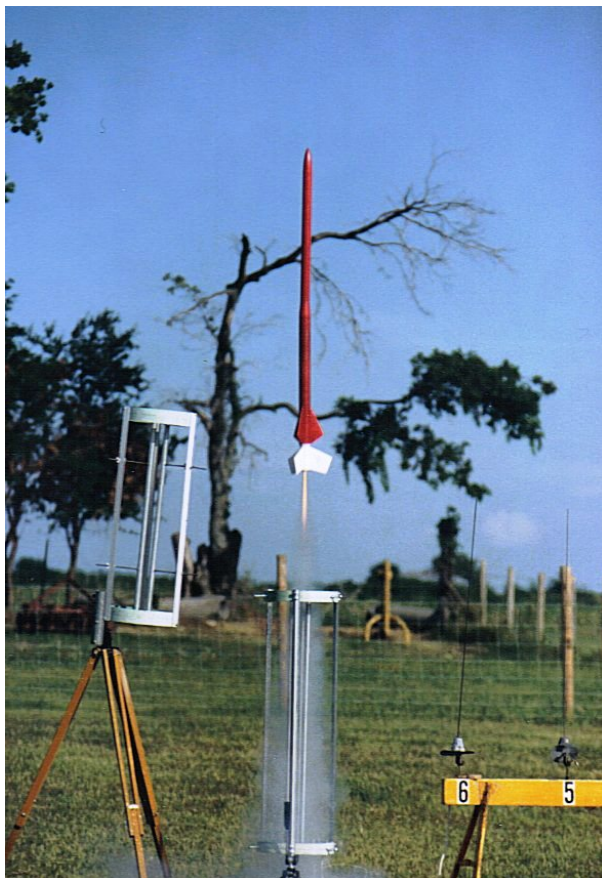


Martin Catt poses with my Star Spangled G Bird.

Did you know that there is a Japanese Association of Rocketry? Well, DARS hosted a reception for their president at then NAR president Pat Miller's house.



Welcome to a vintage DARS meeting! The members are (left to right) John Beetles, Alan Wilcox, Nina Dyer, John Dyer, Pat Miller, Martin Catt, Unknown Legs..... The location was Martin's apartment's clubhouse.

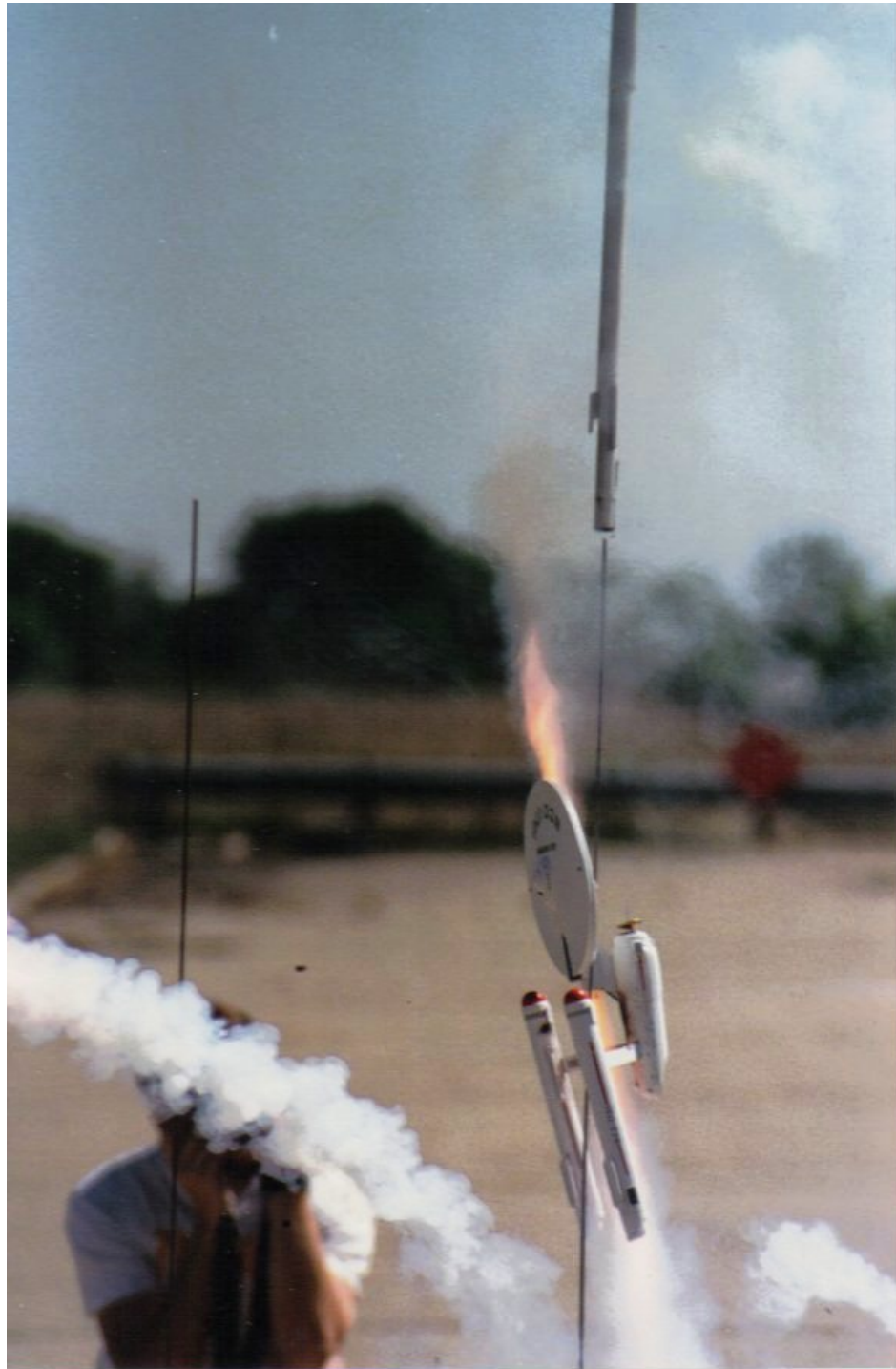


Vintage high power.

To the left we have a model featuring a D12-0 first stage firing into an F7 second stage. The model was never found.

To the right we have John Dyer flying an F100. Good times!



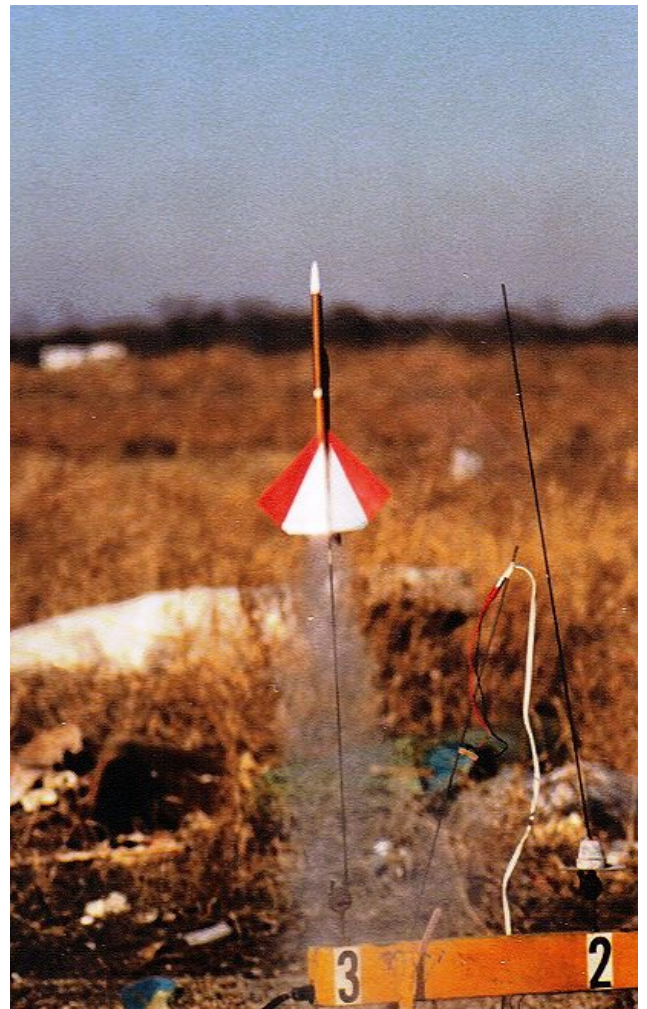


When Klingons attack. This cato became known as the most photographed cato in history. I personally have at least four angles. This is the best, I think... Note the photographer on the other side as well...



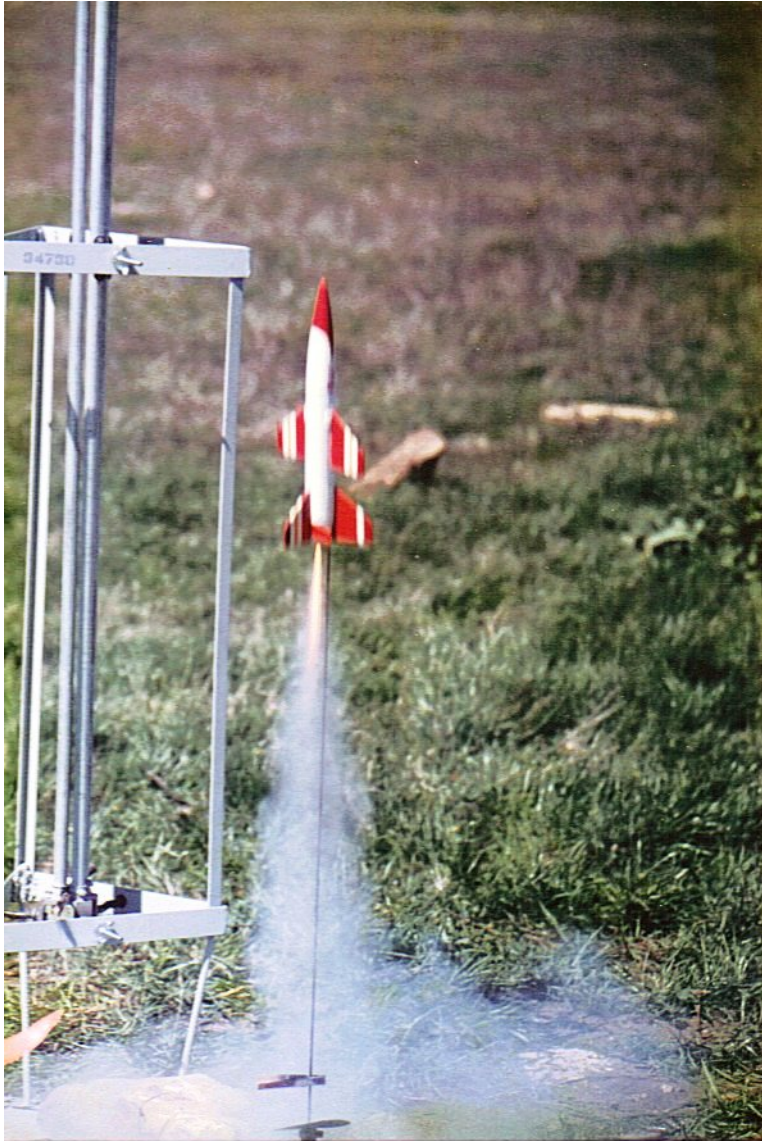
Top: apparently the Federation and the Klingon Empire made up. Lots of grain in this shot, but its still pretty neat.

Right: Vintage competition. A CMR glider lifts off.





More vintage competition. This shot of John Dyer's PMC Saturn V made the cover of American Spacemodeling.



Top: More vintage competition. A Chinese Silkworm missile Sport Scale entry lifts off.

Bottom: Zoom Broom goes zoom! Goonies are always cool!



How to Contribute to Shroudlines

Once again, I'd like to thank all of those who have contributed material so far. You are very much appreciated! Still, we need more! Therefore, if you have any kind of article, picture, cartoon, rambling, etc., just send it to stu29573@yahoo.com. I usually work best with Word documents, and JPEG files, but I can make just about anything work if I have to. I can also handle stuff that is written down, but that means I have to type and that can be a bit touch and go... But I'll take it anyway!

DARSTAR VIII RESULTS!!!

- | | |
|-------------------------------|---------------------------------------|
| A Altitude (altimeter) | D Eggloft Altitude (altimeter) |
| 1. Jack Sprague | 1. Jack Sprague |
| 2. Ace Disaster | 2. Ace Disaster |
| 3. John Dyer | 3. Sam Barone |
| 4. Chas Russell | 4. Chas Russell |

- | | |
|---------------------------|--------------------|
| A Streamer (multi) | Sport Scale |
| 1. Jack Sprague | 1. Jack Sprague |
| 2. Suzy Sprague | 2. Gary Briggs |
| 3. John Dyer | 3. John Dyer |
| 4. Bill Gee | 4. Ace Disaster |

- | | |
|----------------------|-----------------|
| B Boost Glide | Overall |
| 1. Chas Russell | 1. Jack Sprague |
| 2. John Dyer | 2. John Dyer |
| 3. Jack Sprague | 3. Chas Russell |
| 4. Ace Disaster | 4. Ace Disaster |

New National Records

Jack Sprague– *C Div A Alt* (altimeter) D EL (altimeter)
 Ace Disaster– *T Div A Alt* (altimeter) D EL (altimeter)



DARS Officers

- | | |
|---------------------------|----------------------|
| President | Jack Sprague |
| Vice President | Dave Shultz |
| Treasurer | Suzie Sprague |
| Secretary | Bill Gee |
| NAR Senior Advisor | Sam Barone |



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.

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



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

Vendor Links (* DARS member discount—confirm before ordering)

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[Rocket.Aero](#)

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[The Squirrel Works Model Rocketry](#)

Dallas Area Rocket Society
("DARS")

J. Stuart Powley
3501 Christopher Dr.
Rowlett, TX 75088



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SHROUDLINES

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