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Dallas Area Rocket Society ("DARS")

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SHROUDLINES

A Dallas Area Rocket Society Production

SHROUDLINES

A Newsletter of the Dallas Area Rocket Society



DARS
NAR Section #308
Dec 2005/Jan
2006

Volume 15, Issue 1

Dallas Area Rocket Society ("DARS")

2006 Officers
By James Gartrell



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

Special points of interest:

- Tim Dixon fills us in on a fantastic high power launch that is becoming a regular annual attraction, one you'll want to make if you get up that way. Check out the Midwest Power Report starting on page 2 for all the details.
- Outreach Coordinator, experienced HP rocketeer, and just a great guy, George "the other" Sprague gives some useful pointers to those who are thinking of seeking high power certification. See page 5.
- Check out DARS Events on page 6. You'll want to get your calendar marked so you don't miss out on all the fun!
- DARS NSL 2006 commemorative rocket kit is available. You'd better get yours quick. See the Did You Know? Section on page 7.

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DARS 2006 Officers (left to right): Annie Scheidemantle (NAR Advisor); Terri Magness (Secretary); Suzy Sprague (Treasurer); Royce Frankum (Vice President); and Don Magness (President). Photo by James Gartrell

Yep, hard as it is to believe, we've started another year. As promised, sadly, Rags Fehrenbach didn't run another year for the Presidency. Nevertheless, DARS members found another capable candidate as Don Magness, our 2005 NAR Advisor, stepped up to the plate and accepted the nomination as our new President. Certainly, we will miss having Rags as our President, but Don's love of rocketry and his commitment to the club promises, I think, to provide a smooth transition from the excellent leadership Rags provided over the years. Thanks guys!

The Vice Presidency took its toll last year, starting with Buzz McDermott who resigned shortly after being elected as he and his family uprooted to Minnesota, and then replacement Pelham Swift resigning just before the end of the year. I think we'll have a full year of commitment with

Royce Frankum, our newly elected Vice President, though. Despite his relative newness to DARS, no one loves rocketry any more than Royce, and he has told me more than once that he feels greatly honored that DARS members have elected him as their Vice President. An excellent choice by DARS members in my opinion.

Annie's acceptance of the NAR Advisor position brought the DARS officer roster into a female majority, something probably few rocketry clubs have ever experienced. Nevertheless, Annie is a capable rocketeer and devoted to the hobby. We are fortunate to have her and returning officers, Suzy Sprague and Terri Magness, on the roster. So, next time you see one of your new officers, be sure to thank them for their devotion and offer your support.

Midwest Power Report By Tim Dixon

With the burst of color on the trees, October is a great month to visit the Midwest states. But this really wasn't on my mind when my wife announced we would be going up to Indiana to my in-laws for her father's retirement party. I quickly scanned the web to find if there were any rocket launches scheduled close to the time we were scheduled to travel. I was delighted to find that Tripoli Quad Cities, TRA #39 (www.tripoliquadcities39.com) in conjunction with the Wisconsin Organization of Space-modeling Hobbyists, NAR #558 (WOOSH, www.wooshrocketry.org) would be putting on their 3rd annual Midwest Power Launch on October 28-30. With a little cajoling, and planning, I convinced my family that we should leave four days early so I could spend a weekend at Midwest Power.

The logistics of the trip were a little tough, as to make the launch we had to drive straight through from Wylie, Texas to Cayuga, Indiana on Friday. After the 14 hour drive on Friday, I needed to get up at 5 a.m. Saturday morning for a 4 hour drive back to the northwest to Princeton, Illinois. A second challenge was the transport of my rockets. Since we were driving in a Nissan Maxima and we had luggage for three people and a 10 day trip, there was little extra room for rockets and launch accessories. After a little head scratching and a lot of measuring, I built a small rack to fit the back trunk area of the car. I selected two

rockets and the bare minimum of tools and supplies. The rockets traveled great, although we received a number of strange looks from passersby on the Interstates.

As I drove up to the launch site though, it was clear that the grueling road trip was worth it. Pulling into the newly plowed cornfields it was a traffic jam. I quickly parked and pulled out my camera to sightsee, and more importantly, to find the Wildman Rocketry tent to secure my

motors. My first stroll along the flight line up to the registration tent made it clear that this was going to be a special weekend of flight. There were a number of pickup trucks, flatbed trailers, panel vans and large panel trailers all full of rockets. And large rockets they were! J, K and L impulse were common all weekend. Also a number of M's and EX N's were flown. In essence there were two

(Continued on page 3)



Dallas Area Rocket Society

-- NAR Section #308

Currently expires: _____
 Renewal through: _____
 Email to Secretary: _____ card sent: _____
 Date processed: _____

Membership Application

Name: _____

Address: _____

City, State, Zip: _____

Phone Number(s): _____

New Membership OR Renewal

OR Single Membership (\$10/yr) *(Make checks payable to DARS)*

Family Membership (\$15/yr) List family names: _____

Member of: NAR # _____ or / and TRIPOLI # _____

Certification Level: 0 1 2 3 Certification Level: 0 1 2 3
 (circle one) (circle one)

DARS event notification by: _____ phone call at this number _____
 OR e-mail at address below

(please print clearly) _____

Mail to: DARS Membership, c/o Suzy Sprague, 1104 Ellard Dr., Hickory Creek, Texas 76210-3900

For additional information contact Suzy at 940-321-2132 or 940-497-7009

DARSAPP.doc revised September 2004



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. Fill out and send the application, above, to join or renew your membership.

The club 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.

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DID YOU KNOW?

DARS is hosting the National Sport Launch 2006 and will be releasing a commemorative rocket kit for the event. Proceeds from the sale of the kit will go to the club. Bill Gee designed the rocket based upon the DARS logo. Squirrel Works Model Rocketry and Red River Rocketry developed the kit and provided logistical support. It really looks fantastic. Pick yours up on the NSL 2006 website. www.nsl2006.org/



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

DARS Events

By James Gartrell

Let me know if you have a rocket-related event planned and I'll try to get it into the next newsletter. As the year goes by, I have more and more room to post that kind of information here. :-) Hey, Don needs launch directors, too!

DARS OUTREACH SCHEDULE

DATE	EVENT	CONTACT
5/13, 10am-3pm	Scout Show at Market Hall	George Sprague
5/21, 10am-3pm	Arlington YMCA Launch—Vandergriff Park	George Sprague

DARS LAUNCH SCHEDULE

DATE	EVENT	CONTACT
3/25-26	Sport Launch—McGregor	Don Magness
4/22-23	April Madness Contest and Launch—McGregor	Rags Fehrenbach
5/27-28	NSL 2006—McGregor Contest events, too!	Don Magness
6/10	Model Rocket Launch—TBD	TBD, Contact Don
6/17-18	Father's Day Sport Launch—McGregor	Royce Frankum
7/22-23	Sport Launch—McGregor	TBD, Contact Don
8/12	Model Rocket Launch—TBD	TBD, Contact Don
8/26	Model Rocket Launch—TBD	TBD, Contact Don
9/16-17	NTHP Sport Launch—Windom	Tim Dixon
9/30	Model Rocket Launch—TBD	TBD, Contact Don
10/28-29	Shoot for the Stars Sport Launch—Windom	Royce Frankum
11/18-19	Turkey Shoot Sport Launch—Windom	Annie Scheidemantle
12/16	Model Rocket Launch—TBD	TBD, Contact Don

OTHER DARS EVENTS SCHEDULE

DATE	EVENT	CONTACT
1st Sat. of each month, 1pm-?	DARS Club Meetings	Don Magness
12/9, ?	DARS Potluck Lunch	Don Magness

The ad below is provided as a "thank you" to John and Nina Dyer of Red River Rocketry for their donations to the club.



Below are some random photos for your enjoyment. :-) Photos by James Gartrell.



(Continued from page 2) independent ranges set up in parallel, the commercial on the left, EX on the right, each with a full complement of low, high power and away pads. The RCO would alternatively fill all pads on a range while flying on the alternate range. Although it did take a bit of time to load more than a dozen pads per side, the launch lines, and waiting times were kept at a reasonable length mostly by the tireless efforts of



active RSO's that quickly barked out launch details over the loudspeakers between high quality classic rock tunes piped in via satellite radio.

A number of notable launches occurred on Saturday. Josh Farris of Dodgeville, Illinois flew his Apocalypse a scratch built seven motor cluster on a covey of I200's. Joe Isca made a trek from Indiana



with his upscale Astron Sprite. This beautiful bird flew straight and true with a characteristic whistle all the way up.



Dean Gillespie attempted, and I believe achieved, his Level 3 certification with his Flaming Dagger. This beautifully finished rocket that was 12 feet in length, weighed 62 lbs. and flew to 5000 feet on an Animal Works M2200 Skidmark. Another successful Level 3 flight was achieved by my Matt Gibbs. This may have been one of the most awe inspiring flights of the day, especially for fans of low, slow liftoffs. He flew his full scale, 12" diameter Phoenix on an M3000. His



rocket weighed in at 135 lbs. and flew to a low 1500 feet followed by a recovery that utilized 5 parachutes coming down in two pieces all in what seemed slow motion. It wasn't just the big rockets that provided the excitement either. Tiger Harris, known for his high power exploits, flew his PML Tiny Pterodactyl on a J540!!!

But all the above were just a prelude to the final two flights of the day. The first being a Wildman Rocketry sponsored large cluster flight of a central 4" surrounded by six 3" motors. I didn't get all the specs on this rocket but it looked to be upwards of 16' long and 12" in diameter—beautiful metallic blue fins shining in the sun. Majestic on the pad, it suffered a CATO upon lift off and strew fire and flame all around the far pad. Sunday morning's dawn revealed the remnants of the booster section and its blackened and burnt fiberglass structure.



The last flight of the day was a WOOSH project launch of an upscale Estes Outlander. This beautifully built rocket was a marvel in both complexity and construction. It had a main booster body of 11.5" PML tubing and moveable pad legs spreading about nine feet in diameter. It had an upper second stage pod again of 11.5" PML phenolic that ejected in flight. The booster was powered by 4 L-class motors and the upper pod by what looked like a single J-class. Although not equipped for its first flight, the team even had a series of 38mm mounts that will house Smokey Sam motors to provide pitch and roll in flight. All the complex timing and ejections were controlled by electronics. The spectacular first flight lifted slowly

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 off the pad with an ejection of the upper



spirit of the holiday. A group of fliers had fun prepping a large flying pumpkin equipped with a Maglite nosecone to make it glow eerily in the sky. The motor casing was ejected on the ascent and the pumpkin careened to the ground. Although the pumpkin body was creased and dented the Maglite survived and the pumpkin glowed upside down on the EX range. A number of smaller glowing low



power models make an ascent, then a brave Sean Havelin of Georgetown, Illinois sent up his scratch built 3" rocket on a bright red I218R to 3600 feet. Finally a large EX Sparky Sam went blazing upward to mark the end of a long day of flying.

pod with all pieces recovered successfully by parachute. The only mishap was one broken leg on the main body which could be easily fixed.

Following a gorgeous day of flying, Tim Lehr announced a pizza banquet at the local Days Inn for all that wanted to participate. At the banquet many stories were traded and old acquaintances both teased and encouraged each other on the last two days of flights and future projects. Tim announced the success of Midwest Power III evident in the 180 registered fliers on Saturday. He also solicited input on improvements that could be made for Midwest Power IV. Following the banquet all adjourned for the trek back out to the launch site for a second evening of night launches.

From all accounts the night flights on Friday were spectacular with a number of Skidmarks—even an M Skidmark that looked like a comet in the sky. On Saturday night it was a little more conservative as the wind had picked up. It was a party atmosphere though with a pair of vampires in costumes greeting fliers as they approached the pads in the

Sunday fliers awoke to some high cloud cover and a stiff breezy day. This tended to slow down the launch rate compared to Saturday as any flight of significant altitude floated with the southwest upper level winds a good two plus miles across country roads and plowed fields. Although I had to head out at noon on Sunday there were still a number of large rockets being prepped as I left, such as the sharp looking Inferno scratch built by Ron Byrne. This is one flight I hated to miss. The Inferno had a unique motor configuration of a central 4" mount and three semi-outboard 54mm mounts. The outboard mounts had a "birdcage" top meant to provide a highly audible whistle on ascent.

Although I was only able to observe and participate in a



little over 50% of the Midwest Power III, it was clear that this is well on its way to becoming a very special late fall launch. A large expanse of plowed fields and the 25,000 foot waiver drew high power fliers from as far away as Pennsylvania, Louisiana, Kansas and Texas. Over the three days there were a significant number of large projects filling the pads, and kudos should go to Tripoli Quad Cities and the overall launch site leadership provided by the Wildman Tim Lehr. This high quality launch event characterized by a friendly, fun, and laid back atmosphere is sure to bring back serious rocketeers for many years to come!

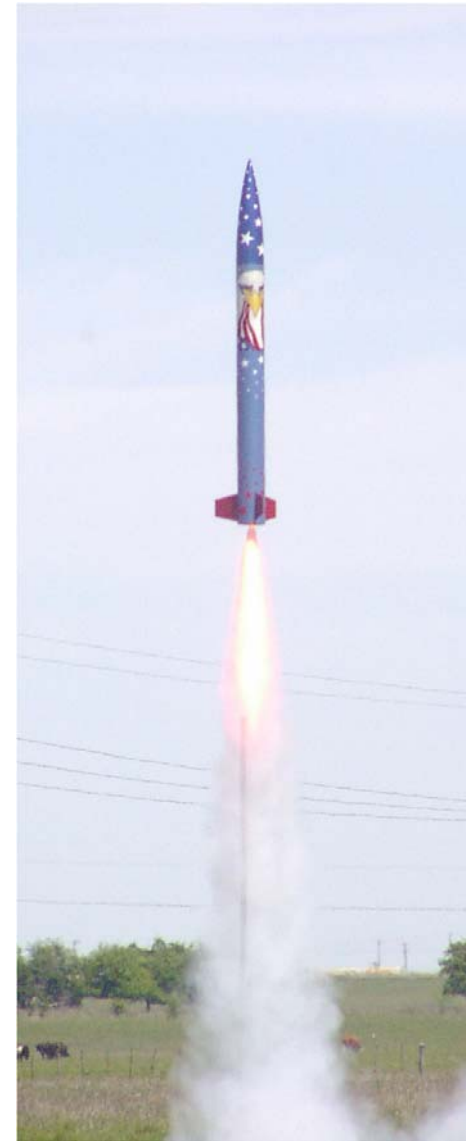
HPR!

By George "The Other" Sprague

HPR. High Power rocketry, that is. So, you've attended a high power launch, you witnessed your first I motor. You experienced the sights and sounds of a large rocket roaring off the pad and now you are ready to dive in!

attempting your Level 1 certification, use the KISS principle; Keep it Simple, Stupid. Choose a rocket that will be relatively easy to build. And build it strong! Remember, a high power rocket is not just a bigger model rocket. It is a bird of a different breed. The motors used in high power rocketry are far more powerful than your Estes A through E motors.

And regarding motors, choose one that will provide you with a low altitude flight. If you have a 2.5 inch diameter bird that weighs 23 ounces, do you really want to fly it on that I-211 that someone gave to you?



There are tons of books, manuals, articles, web pages all dedicated to high power rocketry. If you read and consume just a portion of these your mind will spin out of orbit. How to sort through it all?

Stick to basic articles and information. When you are

That rocket will go out of sight! Remember, you must bring the rocket back to be inspected for damage to certify. In fact, choose a rocket that has a larger diameter and more weight for your Level 1. Leave the larger motors for after you certify.

May I also suggest that before you assemble your rocket, bring it by one of the club meetings or launches. Get advice on secure motor mounting (forget that friction stuff!), recovery systems, launch lugs, etc. Do your research prior to assembly; it's easier to do it right the first time than to have to retro fit something!

DARS wants you to certify right the first time! Don't be shy about bombarding us with questions! Safety and fun go hand in hand, and we all want to welcome you to high power rocketry! Go forth, conquer the skies and get your credit cards ready!

(Editor's note: I took the liberty of adding various pics that Bill Gee took at the April, 2005 launch. Not sure whose rockets they are, but they sure are cool!! Thanks, Bill!)

