



Maryland Tripoli Report



Cover: Norwood Truitt's *Camera Rocket* moments before it came apart, at Whitakers in June.

Editor's Corner :

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Editor Bob Utley

I want to apologize for getting the newsletter out late. I could give you the reasons, but then I know you really do not care, just get it done Bob. So here it is, on the small size but done.

Some of you should start writing things to include in the newsletter, if is after all for you.

TREASURE REPORT:

Treasurer Dave Weber

July 15 the treasure had \$3066.00 in the bank.

August 26 the report was \$1 more, \$3067.00.

MEETING SUMMARY:

July 15, 1999

Although most of it is over, Wallops Island was launching rockets during the summer almost every weekend.

The Kent Narrows was having a boat race and D. Bullis was going to launch rockets during the show. This was on July 30,31 and August 1. Dave was looking for people that wanted to launch rockets to a watery recovery.

The big secret was building tech tips of Mr. Bullis was the use of *Liquid Nails* for gluing rockets together.

August 26, 1999

D. Bullis did the rocket show for the boat race and will be doing it again next year. If you would like to help, contact Dave about this. He found all but one rocket and used a cannon during the show.

Concern about the recent loss of fields around the Northeast, we voted as a group to give Tommy Higgs \$100.00 min. per launch, for the use of his field. This is regardless of the turnout to the launch. If there is a 50/50 raffle we will still split the

collections between the winner and Mr. Higgs.

Well, the next launch should be around Oct 16-17 weekend. It may be in Mr. Higg's front yard or the big field, we will know more as we get closer to the launch date.

LAUNCH SUMMARY:

Middletown 7/99

Whitakers 8/99

Middletown Launch, July 10, 1999

Every once in awhile, when there's no high power launch in "site", I need the smell of black powder. Bob Utley and I took my niece (11 going on 18), and nephew (13), to their first rocket launch. They started with A's, and quickly moved up to B's and C's. They were hooked. Bob helped my nephew, Jaynia put a D21 in his Goliath, so of course Svetlana had to fly an E30 in my V-2, (Svetlana, instinctively understands fashion and rocketry - big surprise). Jaynia launched his mean machine with an E30. They had 8 flights each, including one with fluorescent strips, supplied by Robert Edmonston, at the night launch. They both are anxious to participate in the next Md. Tripoli launch. Jaynia, wants to give up fishing with his father, and spend all his money on larger rockets and motors. I asked him seriously "Are you sure you want to do this?", and without hesitation he replied "yes". I was so proud of him (his father's going to kill me). When he said that, I was sure I saw a tear in Jim Harris's eye, and that of the other hard core rocketeers standing around. Till next time –

Kathy Gilliland

Whitakers 8/99

Well you missed it. It was sunny and rather warm, but not as bad as June, so they say. No and I repeat, no wind. Decent turn out. 89 flights on Saturday. The count was over 100 when I left on Sunday at about 2:15.

I launched the 29 mm Golden Eye on an F-25 with streamer recovery. The V-2

on an H-124 BJ 10 for a nice fight and even got it back. The Cats Claw took to the skies again on an I-211 air starting 2 F-14 BJ. Lift off was nominal but the F-14s did not fire till the rocket was beginning to arch over. Both fired and sent the rocket streaking over a herd of cows. The drogue brought it down safely on the other side trees off to the right as you are looking at the pads. I say the drogue because in my haste I forgot to even install the main. I used no motor ejection and relied entirely on the P-5 which worked fine. Ben Russell thought the loud boom he heard at 880 feet was for tracking purposes. He'll learn.

After that flight I helped Joe May with the Monster. This time it was a K-1050. Loud, smokey, and straight flight. Recovery was perfect, as usual. About 400 feet from the pad. After that I felt inspired and launched Utter Madness, the latest Cow. L-850 air starting 2 H-124 BJ. This was the most powerful motor to launch from Joe's Slick 3 pad, which is nothing more than a box made from 2" X 6" wood. The fins were supported on the box and the rail was shorter than the rocket. Fred was concerned that there would be a vacuum formed in the box or that the rocket might be scorched. I responded with a definitive huh?

We launched it anyhow. And what a launch it was. Loud and fast. The L-850 seemed to burn for a long time. Toward the end of the burn there was a puff of black smoke which I thought was the H-124s lighting. About 1 second later the 124s really did light and this time when the rocket was actually still climbing. The rocket went almost out of sight. It broke apart as advertised at apogee and the nose cone actually stayed on. Will miracles never cease. At 1500 feet the main came out but had a twist in it. No problem though, about 90% of the 15 foot main was working and brought the 6" 32 pound rocket down without a scratch.

As we were recovering the rocket, once again from the other side of the far right trees, Stuart looked back and said "Look there is a fire on the pads". I thought to myself that Nelson was heading toward the pads as we went to recover the Cow. As fate would have it my suspicions were correct. Nelson had somehow had blown the bolt out of the top of the Kosdon casing and while the motor never fired it did burn his

rocket to the ground on the pad. Toward the end of the day Nelson was mumbling something about not launching a d@*# thing all day.

Sunday had some wind, if you could call it that, about 5 MPH. I launched Amazing Grace on a K-550 for a nice straight flight at 11:30 am. Once again the nose cone stayed on till the 440 foot deployment altitude. But once again the main tangled. The Pilot chute and the drogue provided enough chute for a 400 foot walk to recover the rocket unscathed.

Then it was time for the big show. Somehow we were able to twist Fred Wallace's arm to launch the Big Wa-Hoo with an Aerotech M-2400 Blue Thunder. I was particularly interested in this because the M-2500 will be the motor of choice for the next launch of Dummy Money. Fred took care of all the prep that morning and we were ready to go about 1:30.

The rocket was to be launched out of the PVC plastic launch tower that Ben Russell assembled that morning. The tower was configured for a 4 fin rocket, however the Wa-Hoo is a 3 fin rocket, but we made it fit. The rocket was launched from the normal pad configuration because the leads were limited. We turned it into an away pad by having everyone take a step back. The M-2400 blasted the Wa-Hoo out of the tower leaving it looking like a bomb had gone off in it. The M-2400 burned for 3 seconds of pounding thunder and sent the rocket to every bit of 6000 feet. As per usual Fred was perfect at apogee and again at 1200 feet with the main. The rocket landed about 400 feet from the pad, which was left in operable for the remainder of the day. When Fred asked if he destroyed the tower the response was "Yes, but that was cool".

All in all It was a great weekend of burning AP in NC.

Neil McGilvray

Tech Tip:

How to glue G-10 ?

Here is what I have done when bonding G-10, or most any other epoxy based product together or to another

dissimilar material. I first wash it with denatured alcohol and then soap and water. This will remove almost all curing residue and surface dirt/oil. I then sand with 150 grit or better sand paper. However, if you have a sand blaster and you are doing several pieces, it will also do the trick faster. In any case, I use a full face, safety shield and face mask when doing either to composites, or any other material for that matter. After all sanding is complete I repeat the cleaning with alcohol, and soap and water washing process. If I'm pressed for time, and I always seem to be, I use a hair dryer to ensure material dryness before bonding. You should bond parts together as soon as possible, after the prepping process, as it eliminates the possibility of contamination. G-10 and most other epoxy and resin based products, especially after this cleaning process, will absorb contaminants, especially oil of any kind, even body oil from your hands. Use of disposable gloves not only helps to prevent body oil contamination it also protects your person. Although this process has worked for me, and was taught to me by a very experienced aircraft composite fabricator, your results may vary depending on your thoroughness in doing each task of the process, and I do not guarantee results, implied or otherwise. When using resins and composite material, follow all manufacture safety procedures.

By the way, avoid the use of paint strippers on G-10 or other composites, unless it is specifically identified as safe to use. Although most strippers will not attack G-10 or epoxy based composites, I am told there is some that will.

*Fred Wallace
Stolen from R.M.R.*

For FUN:

Pearls Of Wisdom (stolen and adapted from our R/C Soaring Brethren)

No matter where you are, your most spectacular launch is into the sun.

If you wait for the wind to die to launch, you won't be launching.

You can always adjust the C.G. on a rocket that is intact.

The length of the drive is inversely proportional to the quality of the weather at the launch site.

When designing rockets: if it looks right it probably is

The chances of you achieving the best launch, flight and recovery are inversely proportional to some else being there to see it.

No matter when they are launching, the same guys always seem to launch and fly well. Become one of those guys.

Keep your first rocket rudimentary. It is probably going to crash. The prettier it is the more pieces it will break into.

Take offs are optional, landings are mandatory.

The crash always occurs on your last launch of the day.

There are three things that keep a rocket in the air. One is altitude, one is airspeed and the other is ideas. If you run out of all three it's called a crash.

Most cases of alleged altimeter failure can be traced to the loose nut at the end of the switch.

Launching is the second most exhilarating thing you can do. A safe recovery is the first.

Everything is lost till it is back in your hands.

If you don't want to risk crashing it don't build it or fly it.

Your modifications will never fail until the flight just after you proudly point out what a fine design change it is.

The more spectators the high the chance for disaster.

If it's calm at your house then it is windy at the field.

If it's far too windy or rainy at your house the weather at the field is the best it's been in a long while. You will hear about it if you don't go.

Most crash causing interference is of the variety that effects the synapses in the neural junctions that connect the logic circuit to the decision making portion of the brain.

You will always discover the damage caused by a hard landing during the crash phase of the following flight.

If you spend more money on your wife than you do on your rockets, you will fly more often than those who don't.

Stolen from RMR.

For SALE:

ORBITS: About 16 a day, for total of more than 77,000.

DAYS ALOFT: Close to 5,000 for Mir's core component.

SIZE: 130 tons, six modules arranged in T-shaped craft about size of railroad car, 98 feet wide and 85 feet long.

SPEED: 17,500 mph.

DISTANCE FROM EARTH: about 225 miles.

BREAKDOWNS: More than 1,600, including near-fatal collision with cargo ship in June 1997 and on-board fire earlier that year.

PASSENGERS: Nearly 100, including seven NASA astronauts, Japanese journalist, British candymaker, several other foreign visitors.

LONGEST STAY: Cosmonaut Valery Polyakov, 438 days in 1994-95.

COST: Recent estimates \$100 million-\$250 million a year, depending on value of ruble.

PERFORMANCE HOBBY

<http://www.performancehobbies.com>

Time to pre-order your motors for this fall launches.

Almost anything you could need they should have. Phone (202) 723-8257, fax (202) 723-0010.

NEXT ISSUES:

- Launch reports for Sept & Oct.
- Events for Nov & Dec
- Possible Gifts for Dave's Birthday.

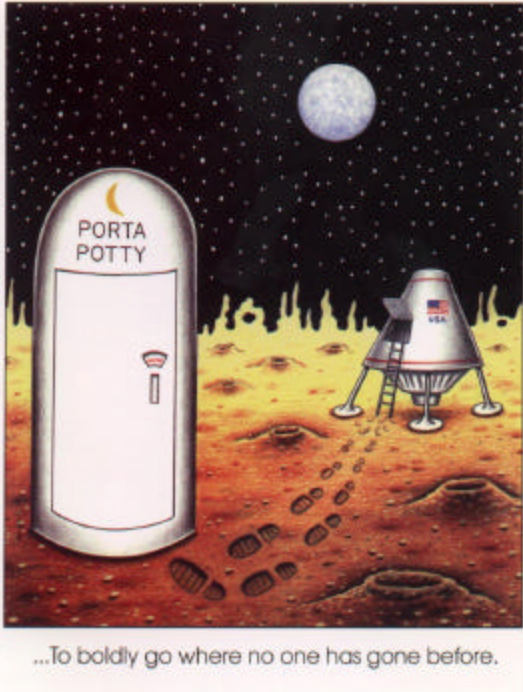
KEEP THE POINTY END UP AND THE FIERY END DOWN D. BULLIS

<http://www.mdtripoli.org>

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Pete Bennet Inspects Joe May's rocket.

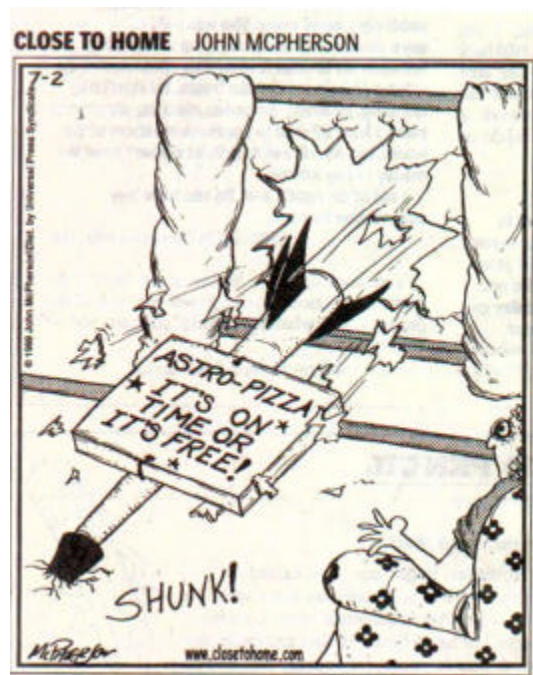




©B. Mantell 99
Kevin Mitchell's M to K Terrire/Sandhawk at Whitakers.



©B. Mantell 99
Bill Mantell and his grandson with rocket.





©Unknown 99
From Neil McGilvray as a suggestion for his next space shot.

October 1999

Rocket Calendar

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