



AERONAUT

The Newsletter for the Association of
Experimental Rocketry of the Pacific
Tripoli Rocketry Association, Inc.
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The Commissioner's Two Cents

By Jerry Vaughn, AERO-PAC First Commissioner

First of all, I would like to apologize to the members who showed up for the clean up party that wasn't. I did hear from Tom that you were entertained. Since we did not have a clean up party, I want to stress that we would like to get extra help at Mudroc during Friday set up. Since we only had two launches last year, the gear should be in good shape, however the rods and some of the other equipment will need work. I figure we can do this clean up while we are setting up with extra manpower.

As far as Mudroc goes, I have not received a playa status report as yet. I plan to have this information and supply it to you at the general meeting coming up. I will not be able to attend Mudroc due to some personal issues, however I have spoken to Karl Baumann (who happens to be the prefect for Tripoli Mojave). He plans to help out with level 1 and 2 flights and level 2 testing at the launch. We have a solid group with a lot of people who know how we operate, I'm sure you'll do fine without me although I'll miss being there.

While talking to Karl about the above issue he mentioned that a lot of our members are calling him now to order motors with only a couple of weeks to go before the launch. He stressed that you need to give him more time. If you are working on a project and know what motor you plan to fly in it, please call the order in well in advance of the launch. You now Karl he will take your order but it means that he has to drive to Aerotech in Las Vegas a day before the launch and pick up the late orders. Then drive all the way to Black Rock. As you know this is a lot of extra burden on him and we want to keep him happy.

That should do it for now. See you at the members meeting on May 23.

1999 Event Schedule

May 23	Member Meeting (<i>see page 3</i>)
June 5-6	Mudroc
July 24-25	Aeronaut
Aug 29	Member Meeting
Sep 11-12	Black Rock 11
Sep 13	Black Rock EX 2
Oct 2-3	Hayburner 9 (Paso Robles)
Dec 4	Member Meeting

AEROPAC Seeks New Treasurer

Your current treasurer will be resigning at the end of this season, so now is the time for someone to volunteer to be the new treasurer. It is important that someone volunteer soon so that I can spend time at the next couple of launches getting you up to speed. The only requirements for the position are that you have a computer (MAC or PC), a good quality printer, and email access. As treasurer you are also an AEROPAC Board member so you should be available to attend a majority of the BOD meetings. Also, I have another commitment that will keep me from handling the treasurer's job at the Sept launch so the new treasurer will really get their feet wet running the registration table at this launch. Call, email, or write me and/or Jerry if you are interested. PLEASE volunteer soon so that we have adequate time for the transition.

Thanks, William, AEROPAC Treasurer.

BLM Volunteer Program

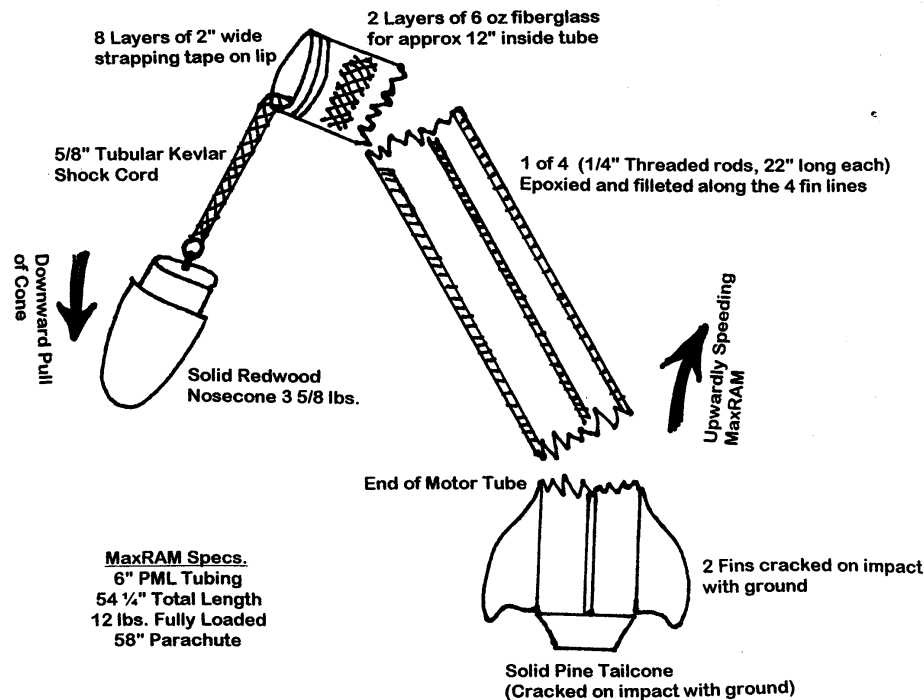
Mike Bilbo of the BLM is going to hold a special training session for Aeropac members who want to participate in the BLM Volunteer Program. Mike is planning on having a workshop Friday evening, June 4, in Gerlach. Details will be available Friday afternoon during Mudroc setup.

Postmortem on the MaxRAM

by Gordon Hom

The destruction of this rocket was unusual in that the PML phenolic tubing was reinforced in 3 different ways: strapping tape, fiberglass, and threaded rods.

Location: El Dorado Dry Lake, Springfest 3/20/99



Cause of Death: Delay column blow-through of J350-7, Kevlar line did all the damage. Breaks in tubing occurred at all the weakest points of transition in the reinforcing (for example, where the threaded rods ended, where the fiberglass covering ended, etc.)

Comments: I am a bottom-line person and fly on a budget in terms of cost per rocket and travel expenses. I have so far resisted getting an altimeter because the cost of the altimeter is 2 to 3 times the cost of any of the 3" and 4" rockets in my fleet. In other words, (safety issues aside) I can chunk two rockets into the ground and still come out ahead.

The MaxRAM cost was nil – the parts were inherited from the original 8 foot rocket which cost \$225.

I wrote an earlier AERONAUT article about the RMS system. I felt it important to convey the facts of the work shop at LDRS last year. But the recommendation by the manufacturer are not the actual practices of many I have encountered in the field. People put lots of grease and tape to seal up their reloads. Writing the article was, for me, to make sure that I was not using any improper loading procedures.

On the particularly high internal pressured I435 and J350 reloads, I have noticed a marked increase of mishaps of the delay column. After speaking to the Prefect of LTR (who witnessed the MaxRAM destruction, and also concluded it was a classic delay column blow-through), I am swayed by the argument for an altimeter. Interestingly, Aerotech has announced, and there are reports of the RMS Plus, an improvement to the delay column.

Other notes from Springfest:

A photographer from the German PLAYBOY magazine was there, and I was there with my Pin-Up rocket. The photographer, Cornelius, spoke German to me as he instructed me on how to pose with the Pin-Up.

The story of the Pin-Up: it's a LOC Minie Magg with three naked Vargas paintings pasted on it. The nude drawings are from old issues of PLAYBOYS from the 1970s. I got them from a comic book collector who sells pristine copies of PLAYBOYS in plastic bags at inflated collector prices. He let me cut up his damaged copies and pick out all the largest 2 page spreads of Vargas nudes. Of the 3 naked ladies (a blond, brunete and redhead) German photographer Cornelius preferred the blonde.

I got the inspiration from a book on Nose Art, about the young men who painted nudes on the sides of their World War II bombers (copied straight from PLAYBOY). People come up to me on the field and say "You think only your rockets are special." They then show me their sprayed painted rocket (usually pink or purple) and tell me they've given it some dirty name. Somehow it just doesn't have the same meaning. People like that are small and envious. All rockets are special to the owners that build them. I don't think mine are so special and precious that I wouldn't launch them. They're still rockets, meant to be flown hard and fast. Now as to the political correctness of this, don't get me started....

Hayburner Kodak Moments

Clockwise from lower left: Gordon Hom's SAAB-RB-05A ready for flight on an I357, note Finwall's rocket on the horizon (*G. Hom*), Ken Finwall's Blue Thunder M blasts off. At max Q, the rocket shreds its fins (*G. Hom*), Sue McMurry does LCO while an unknown assistant mans the board (*B. Fortune*), Touchdown of a radio controlled parawing recovered rocket, the flight was the senior project of a group of CalPoly SLO students and was flawless from liftoff on a K650 to the guided landing 15 feet from the pad it left from (*B. Fortune*), And finally, a Hayburner fixture, Chet Geyer with his RC Aerotech Pheonix (*B. Fortune*)



Member Meeting

The next Member Meeting will be held on May 23rd from 1-3 PM at Portal in Santa Clara. Directions to Portal are as follows:

Take Freeway 280 to the DeAnza Blvd. exit in Cupertino. If going southbound on 280, turn right. If northbound on 280, turn left. At the 3rd or 4th light, turn right onto Stevens Creek Blvd. Travel about 3 blocks on Stevens Creek Blvd. and you will see a Good Earth Restaurant on the right hand side. Immediately past the restaurant turn right into the business park. We are in the first row of buildings on the left side

Mojave Desert High Power

Contact Karl Bauman for all your high power motor needs. Pre-order and your motors will be delivered at BlackRock. Call Karl today at: (805)728-9778 to get your order in time for Mudroc.

Contact The Board

First Commissioner	Jerry Vaughn	jerry@aeropac.org	(805)239-3818
Second Commissioner	Arnaldo Roldan-Suarez	arnaldo@portal.com	(650)428-1583
Treasurer	William Walby	wfwalby@aeropac.org	(916)739-0404
Launch Director	Tom Rouse	tomr@aeropac.org	(408)997-9586
Secretary	Randolph Mitchell	ranny@aeropac.org	(707)944-8755
Newsletter Editor	Mike Vaughn	mvaughn@aeropac.org	(805)659-3409

Other AeroPac email addresses: board@aeropac.org and members@aeropac.org



Gordon makes it to Hawaii? No, just hanging at Star Farms.