

# TRIPOLI

## Vegas

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Official Newsletter of Prefecture #24 of the Tripoli Rocketry Association, Inc.

November 1995

## Delamar '95

Ron Denton and Jerry McKinlay arrived at the turnoff (near mile marker 36) first and Ron had just put up the "Rockets" sign as Les turned on to the dirt road at 8:00 a.m. I am always amazed that there could be a huge dry lake 19 miles down a road which begins as a tight winding desert mountain trail, just wide enough for one vehicle. You keep a good eye out for the dust of an approaching truck and listen for the sound of tires on dirt. You would not want to meet someone in one of those blind curves. A cold wind greeted them as they opened their cars on the dry lake bed. Undaunted, they set up the launch system in hopes the wind would die.

2 1/2 hours after leaving Boulder City at 7:30 a.m. (early when you have two 13 year olds with you) we arrive at the launch site which was already set-up (sorry I didn't get there earlier to help with the set-up). My son, Dale 13 years old, is the first to fly – his very well used Aerotech Arcas on a G64 reload (Does HobbyTown sell these at a discount by the case?), which he manages to fly two more times that day. When he gets really excited, he can turn the Arcas around in about 15 minutes – like a pit stop. — grease "O" rings, insulator – don't forget to tighten the closures!

Into the more serious launches as the wind subsides around 11:00 a.m. It is a perfect day for a launch.

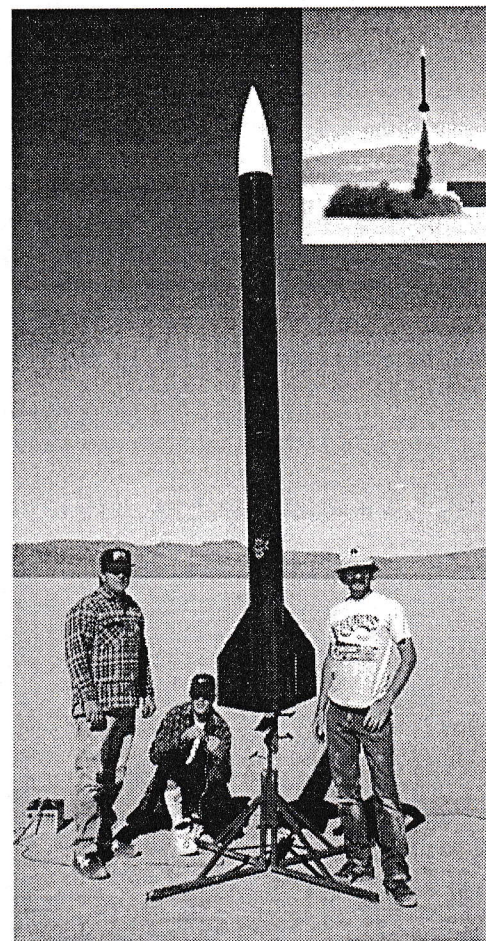
Ron and Jerry launch an 8" diameter, 8' tall scratch built black beast on a Urinsco K530. 3-2-1-ignition-1-2-3 liftoff what a beautiful slow liftoff! Slow about the first 12" that is, and then it is really going on a tail of flame, smoke, sparks and sound! Up-up-up arcing over – coming down – ejection

8' chute – long bungee cord – snap! Well at least the payload section remains attached to that beautiful purple 8' chute. The booster section spins as it falls sideways – smack!

Les tests the shelf life of a K-1100 Aerotech reload which has been assembled for 6 months, but without tightening the closures to prevent a compression set of the O-rings. That not being exciting enough, he decides to flight test the altimeter that free-fell from 5,000' at Delmar I. Ready to launch, – don't forget to tighten the closures – then go. And it did. Chute deployment just past apogee. Looks easy. Nice flight. Support your local motor manufacturer. As a matter of fact, he just showed up about an hour ago. Gary Rosenfield drove out to watch and video the flights and didn't bring the hybrid to fly. What's the matter Gary, don't you trust my recovery system? I know I have it working this time. Third time is a charm! We will have to fly the hybrid at the Thanksgiving weekend launch at El Dorado, I will be ready!

I did get my modified EZI-65 up on an Aerotech I 161 reload lofting a 35 mm radio- controlled camera and a Pratt radio ejection system. That rocket takes 6 hands to fly (and a checklist to make sure everything is hooked up and turned on!). My thanks to Les for manning the launchers and to Dennis Matteson for handling the ejection system. The piston ejection system worked great – except that I forgot one minor detail – to connect the piston strap to the rocket. The piston came down nice and slow under the boosters chute. The booster was left to fend for itself and spun as it fell sideways – impacting with no damage. The foam filled fin section really helps keep the fins secure!

by Steve Ainsworth



Mental note: Add the piston snap to the checklist! Check out the photos on page two.

Brent McNeely was at the right place at the right time and purchased a car full of Estes kits for a fraction of the normal cost, and has been flying them at the last two launches. The helicopter recovery nose cone is always a hit. At this launch, he broke into medium power with a borrowed Aerotech reloadable motor. He flew one rocket on an E and another on an F. A real stress test for those kits. His last flight on the F engine was under parachute

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as Dave Jensen launched his scratch built on a K550.

Accelerating, the rocket experienced structural failure and made a sharp left turn – right into Brent’s rocket descending by chute. All at once, there were pieces and chutes everywhere. It looked like Dave’s rocket took out Brent’s chute, but it was an illusion. Brent successfully recovered his rocket in one piece, more than can be said of Dave’s “crowd pleaser”. Rockets often fly beyond the speed of balsa, but Dave’s plywood fins held – it appeared to be a drag separation at engine burnout, the nose being held on by a loose slip fit and masking tape. It would appear that it flew beyond the speed of masking tape.

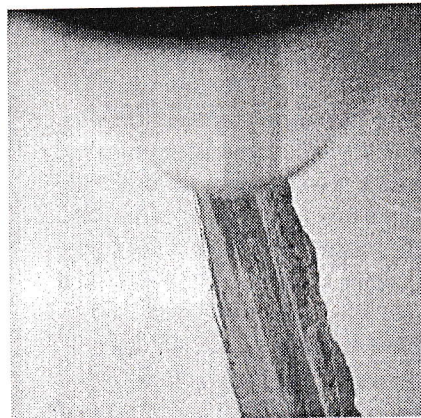
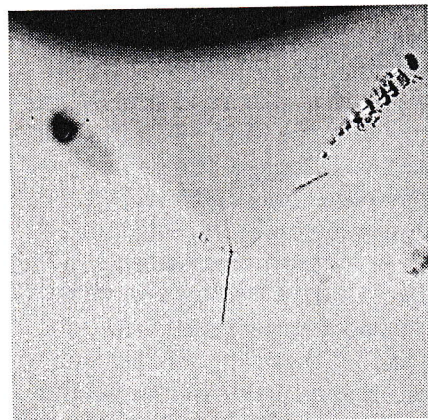
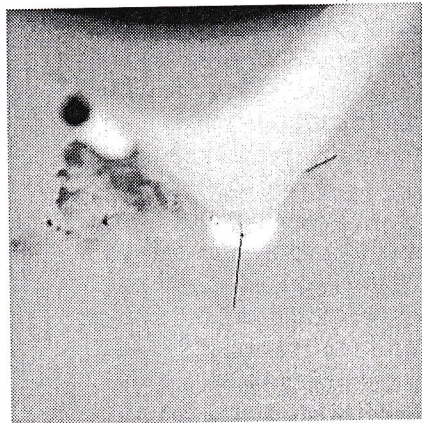
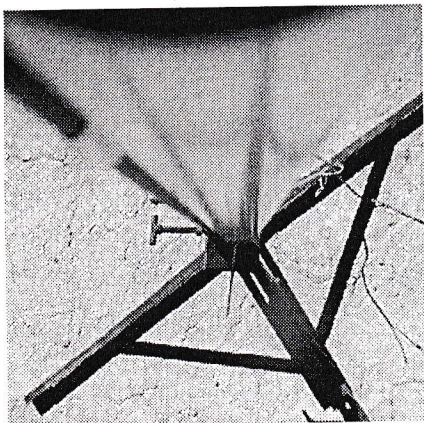
Jerry flew a rocket with a Urinsco K600+ with a bright red flame, an excellent flight (the rockets red glare!).

Dirk Griffith flew a rocket to be retired, with launch lugs firmly held in place by masking tape. The launch on a J135 was successful – but the dry lake bed is still unforgiving to lawn darts.

Blaine Hath flew a Public Missiles Explorer on an Aerotech I357. That rocket leapt off the pad like an ABM! Videotaping that flight could cause whiplash! (Blaine – they are easier to follow if you launch them on “zero” instead of “one”!) The BIG rocket of the day was Dirk’s beautiful blue Tarantula launched on an Aerotech M engine. I left before that flight, but I understand it roared into the sky, and augured into the ground leaving only an X in the dirt with the fins protruding only inches. It took a claw hammer and saucapan to extract just the motor, which was destroyed by the impact.

All the rockets (or pieces) were recovered, all landed within the dry lake. The highest flight (the M) was about 16,000 feet. Yes, Delmar II was Quality not Quantity.

P.S. – A major first for Dale and me – a total of five flights with no damage to any of our rockets!



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**Launch Dates**

- November 25 & 26 ..... El Dorado Dry Lake
- December 23..... El Dorado Dry Lake

**Meeting Dates**

- November 16 ..... Vo-Tech High School Green Valley
- December 21 ..... Vo-Tech High School Green Valley

Graphic Design Courtesy of  
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