



COVERING ROCKETRY IN & AROUND LOUISIANA

November 2007

September SOLAR Launch

You can't say that the conditions were "perfect" for the September launch, but they weren't that bad. The heat was still there and the wind made its presence known again, but at least the wind was steady and not that strong which led to a little more predictability of flight paths. And, for the second month in a row, we had a familiar face who had not been able to make a launch in quite a while show up.

Steve Sliger was able to squeeze in an appearance around his demanding work schedule this time and managed a total of six flights before having to depart. In fact, he was first off the pad with a low altitude "wind check" flight of his "Blackbird" on an A8-3. Apparently he had a good feel for the breeze as the rocket landed within 20 feet of the pad. Next up was a cluster flight of his Ranger on 3 B6-4's. All 3 motors fired and although it arched over slightly, the flight was real nice and recovery was made not far from the pad. Steve then launched his Estes Fat Boy on a C6 before sending his scale replica Long Tom Sounding Rocket up twice on C6-5's. His last flight of the day was probably his most interesting. He launched an Estes replica of SpaceshipOne on a very realistic looking flight. The rocket ascended with a slow roll about its longitudinal axis much like the flight of the actual X-Prize vehi-

cle. Steve then got a call from work and had to leave. Since then, he has relayed that he was planning on attending the launch of the Space Shuttle this past month so hopefully we will be getting a report and maybe some pictures. Nice to see Steve again and hopefully he will be able to get to another launch soon!

As usual, the Mancuso family was out again, in FULL FORCE.....Ray Sr. and his wife as well as Ray Jr. and his whole family were all in attendance. On the report that Ray filed, he made note of one peculiarity that of all his flights, none resulted in any damage, so he has no repairs to make. That's always nice...So I am told.

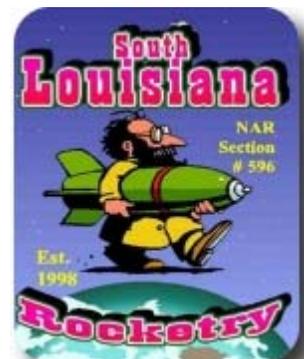
Ray Jr. reported a total of four flights. The first two were an Estes HeatSeeker and a Quest Intruder, both on B impulse motors for smooth relatively low flights. Feeling a little comfortable with the wind conditions, he then sent his MRC Trailblazer up on a D12. Liftoff was slow and realistic looking for this old rocket and although it could have benefited with a shorter delay, the rocket still suffered no damage and was recovered in the field. Ray's last flight for the day was a Quest Superbird modified to fly as a two stage rocket. This time he flew it on a C11/B6-6 combination for a very high flight and still managed to recover it in the middle of the launch field.



Upcoming Area Events

October SOLAR Launch
November 30 @ 9am
Tinseltown Field

TRA-LA High Power Launch
November 17
December 15
Winnsboro, LA



Chris Mancuso also had four flights to his name. His first flight was his scratchbuilt/self-designed Sunfire which has been seen many times at the SOLAR launches. This time, however, Chris seemed to have hit upon the best recovery system consisting of a 12 inch chute with a spill hole. The rocket was returned with no damage after a flight on a B6-6. Also on his list of flights was an Estes Mach12 on a C6-7, an MRC Sidewinder on a D12 and an Estes Blue Ninja. The Ninja was originally scheduled to fly a match race with Ray Sr., however the winds proved to be a little to high, therefore it flew solo on a D12.



**Steve Sliger's SpaceshipOne
Lifts Off**

Ray Sr added three more flights for the Mancuso family starting out with his Estes Stars & Stripes. This rocket appears to be one of his favorites as it has become a steady performer from his rocket stable. Even though this flight arched a little more into the wind than normal, it still recovered nicely, trailing the stars and stripes streamer behind. Ray's other two flights were both with his Estes Screw Machine. The first combination launched was the main booster and one added section on a C6. Ray got a little braver for the second, putting the booster and all four sections together up on an E9. This combination appeared to push the limits of this rocket design as the combination of airframe length and small fins resulted in a good bit of "tail wiggle" all the way through motor thrust phase cutting down on the altitude obtained. Still the rocket drifted right back into the field for retrieval.

To wrap up the Mancuso launches, Rachel had three flights of her own. Her first flight was her Lady Bug on a

B6 which she was able to track down herself. She then launched a Blue Ninja on a C11 and finally, proudly stepped up to my challenge for a drag race between her Lady bug and my Love Bug....A battle between pink rockets.....SOLAR's answer to "PINKS". Both rockets left the pad simultaneously, but the Lady Bug proved to be the quicker on recovery this day due to a slightly smaller chute. Thanks, Rachel, for a good race!

For the Guidry family flights, there were a total of five. The first was my Quest Spin Fin on a B6. This little rocket has probably been up 30+ times and always performs steadily. This flight was no different. Next was another X-Prize rocket, the Gauchito, on an A3 motor. This was fast liftoff but a nice flight still. Following that retrieval was a D12 powered flight of the Canadian Arrow, another X-Prize replica. Fourth off the pad was the Big Daddy. This is another rocket that has made more than its fair share of flights out of my rocket family and still performs consistently. This flight drifted back over the theater parking lot and landed on the concrete resulting in a couple more splinters removed from the corners of one or two of the fins. One launch soon, this rocket will make an appearance with completely rounded off fins. Our final flight of the day was the drag race with Rachel's Lady Bug. We didn't win, but we'll be ready next time!



Lady Bug vs Love Bug

TRA-LA September Launch

Meanwhile, back at the farm....The Fall 2007 Tripoli Louisiana high power launch season officially got underway on the same day as the SOLAR launch for September. The launch had actually been postponed twice due to weather,

but on this day, Mother Nature seemed to cooperate. While news was sketchy, a few reports were filed and all seemed to point to a nice launch.

Dave Landry reported that he flew his 6 inch airframe "mostly carbon" rocket on an I-110 for a slow liftoff and nice flight. He also flew his 4 inch scratchbuilt Army Hawk on an I435. The flight was reportedly "whistley" and included a perfect dual deployment recovery. Dave's dramatic contribution for the day consisted of his Maxi Magg loaded up with a Loki K250 and 6 D11-P's. The plan was that the D11's would be airstarted a second or two after burnout of the main engine. The rocket lifted off slowly but then a gust of wind came up and the rocket reportedly began to "skywrite". Everyone held their breath through the long motor burn as luckily it turned away from the flight line. Fortunately, the D11's did not ignite and Dave recovered the rocket a good ways away, in tact but with some moderate damage.



Carbon Rocket"

Dave also included reports of a few other flights by other members on the day. Steve Naquin had a few "old school" small rockets on big motor flights. Jared Elliot brought some very nicely finished rockets including a LOC Warlock that he flew on an I357. Eric Williams launched a Sandihawk on a J motor. Paul San Soucie had a rough day as the report filed mentioned an F10 CATO in his Aerotech Warthog and a minimum diameter rocket that shredded on a J570.



Steve Naquin readies his EnerJet

Last, but definitely not least, Tom Broussard made a successful Level 1 Certification flight with a Loki H144 powered 4 inch Patriot rocket. Congrats, Tom!

Breaking News from Giant Leap

Giant Leap Rocketry has a new product on the verge of appearing on the website and Ed was kind enough to give me a sneak preview. The soon to be released item is called the "Slim Shot" and is an apogee deployment altimeter and avionics bay. The device consists of an accelerometer based altimeter housed in an aluminum avionics bay that attaches directly to the forward closure of a 38mm or 54mm motor to replace the motor delay and ejection charge. The instrument may also be mounted to a bulkhead if needed. Keep your eye on the Giant Leap website.



TRA-LA October Launch

Again, the regular scheduled TRA-LA launch had to be postponed in October, but this time by only one week. The October launch was held on the 20th so reports are just trickling in but from the comments so far, the weather was just about as nice as can be expected for a day of launching.

Dave Landry toted his daughter along with him and she made a couple of LPR flights with her Estes HeatSeeker. Dave's flights included a LOC Lil Nuke on and F10 which rolled over into a horizontal flight. The long burn motor resulted in a long recovery effort, but no damage was found. He also launched an Apogee Aspire on a G77. The loud, fast flight was estimated to reach the 5K mark but the stock shock cord proved to be inadequate (note taken) resulting in a separation and only the nose cone was recovered. "Mostly Carbon" made another appearance this month and again was loaded with an I110. However, Dave adjusted the delay element a little too much resulting in an early ejection, fast descent and an encounter with Paul's truck. No damage to the truck was observed and only slight damage to the rocket. Dave's final flight for the October launch was his Army Hawk, this time on a J528. He reported that the flight was really loud and fast but did not whistle as impressively as the previous flight on an I motor possibly due to the altitude at end of motor thrust. Still, the dual deployment work just as planned and the rocket was recovered a short distance away.

Whitney Richard reported four flights of his own this time. His first flight was a LOC Aura on an AT G79 producing

lots of flame and smoke and a beautiful flight. Next for Whit was his Performance Rocketry Little Dog on a G61. Whit commented that it appeared to be a little under-powered but still acceptable for a maiden flight. His third flight was his Aspire on a G80. He was able to find one onlooker who didn't blink and said it was a pretty flight. His final flight of the day was a scratchbuilt 54mm minimum diameter rocket named "Bones". Whit had previously flown this rocket on an I364, but decided to turn it up a little and load up a K185. The long burn motor carried the rocket up to 9,335 feet and out of sight of everyone. Luckily he had it equipped with a Beeline transmitter which functioned perfectly for recovery. Whit has plans to send this one up on one of the new Aerotech long burn K270 motors soon.



Scott Taylor and his "Triangle Rocket"

Whitney also reported a few flights by other members including Eric Williams' J570 powered Transonic, a beautiful "triangle rocket" that Scott Taylor built and launched, and a Giant Leap Talon launched by Clarence and Doug Mumphrey.

TRA-LA High Power Schedule

As noted, the Fall High Power season is officially underway with two of the four scheduled launches already in the books. The remainder of the schedule is as follows:

November 17
December 15



Rain out dates are tentatively the weekend following the scheduled date.

All launches will take place in Winnsboro, LA (see the website for directions) beginning at 9am. Launch fees are as follows:

High Power (H & larger)	\$10 members/\$20 non-members
Mid-Power (E thru G)	\$5 members/\$10 non-members
Low Power (Up thru E)	Free to all



A Giant Leap Talon launched by Clarence and Doug Mumphrey

"Fly 50,000 for our 50th" (October Update)

No new names to submit for the campaign from our fliers, but we are now officially shown as making a "contribution" on the NAR website. We aren't at the bottom of the list, but we certainly could be a little higher.



Team America 2008

Registration continues for the 2008 TARC. A listing of registered teams now appears on the website with one team listed from Louisiana so far, that team being from the Lake Charles area. Hopefully at least a few more will appear soon. Again, if you know of any schools or other eligible youth organizations, make sure you let them know to get registered if they are interested. Official rules and other information is posted at the following website:

<http://www.rocketcontest.org/>



Editor's Notes

Well, this issue is a little late getting out, like that is a surprise. Lots of things going on during this time of the year and trying to cram everything in is tough sometimes.

SOLAR has actually had another launch (October) that was not reported on here. I will get that report into the next issue.

Some of you probably notice some familiar photos in this issue. I took a little liberty to borrow some that were posted in some launch reports. However, I was not absolutely certain as to the owner. I hope I did not offend anyone and if the owner(s) will let me know who they are, I would gladly credit you in the next newsletter.

As most of you may already know, our group suffered a loss this week when Jerry Boudreaux lost his fight with skin cancer. Although Jerry was diagnosed a while back, it was still a shock when the news came through. The last time I got to talk with him, I got the idea that the outlook was hopeful. I know we talked about his plans to make his certification flights as soon as he recovered from his surgery. It certainly shows how uncertain life is. We lost a good friend. I know he'll be watching all of our launches though, just from a little different angle.

We'll miss ya, Jerry!



Jerry Boudreaux

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