



TRIPOLI CENTRAL CALIFORNIA **Central Valley Rocket News**

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**Lance Wright's Level 3 certification
rocket lifts off on an M1297W**

I wasn't able to attend the August 2007 launch, but thanks to the efforts and contributions of Jim Norton, Lance and Bobby Wright, and Cliff Sojourner, this issue contains some great photos and the experiences of a Level 3 attempt.

Gary Walker
Outgoing Editor - CVRN

It was a great launch - a little breezy in the AM but cut out in the PM. Not many launches, but friendly and fun anyways.

Cliff S.

Flyer List

Luke	C6	
"	B6	
Luke Goss	B6	
"	B6	
Aidan Sojourner	A6	
"	I117FJ	Nike Smoke
Matthew & Aidan	C6	Tiny Pterodactyl
Cliff Sojourner	A6	
"	C6	Cyclone
"	I357	Thumper
Robert Agnew	C6	OI' Red
"	A8	Glitter-ific
"	C6	Outlaw
"	C6	Whitie
"	G77	Lil Diter
Jim Norton	B6	Commander
"	A10	Scimitar
"	H153	Minnie Magg
"	I305FJ	Nike Smoke
John Martin	C6	Hanford
Austin Corfield	C6	Black Dot
"	C6	"
"	C6	"
Shea Duffy	H123	EZI 65??
Bobby Wright	G77	October Skies Kit
Richard King	K700	Party Like a Pirate
Lance Wright	M1297	Modified V2



Photos by Cliff Sojourner

To all,

It was pretty exciting to launch my first M-motor at LDRS-26 and go for a Level 3 certification. I had modified a Polecat Aerospace V-2 to add an electronics bay for dual deployment. The extended V-2 matched the dimensions of the Russian R-2. The rocket made it up to 9,140 feet, but the main parachute lines tangled in the drogue shock cord. I repaired the cracked fin, and ordered some air frame and tube connector sections from Andy.

I picked up the airframe sections at the Tripoli Central California August launch, and planned to do the repairs on site and go for another Level 3 certification flight. I used some screws and 5-minute epoxy to add the airframe sections to the main and drogue parachute bays. The longer rocket now matched the dimensions of an MX-774. With very slight variations in the diameter of the tail cone, the four airframe sections, and the nose cone, the rocket did look a little cobbled together. I drilled and finished the new vent and shear pin holes. Bobby and I prepared the motor, ejection charges, and an igniter. Jack Garibaldi observed the packing of the chutes and made sure we didn't mess that up. He gave us one of his "instant" igniters to use instead of the one we prepared. It was getting late and I guess he was anxious to get the rocket up in the air. The rocket motor did ignite real fast, but I did manage to get some photographs (attached). It lifted off and headed slightly north. One altimeter indicated that it reached 6,566' and the other indicated 6,952', so the average is 6,759'. My RockSim model had predicted 6,700'. It had used a 40', 1" tubular nylon shock cord with the drogue positioned near the electronics bay/nose cone, and that worked fine. The main ejected at 1,300' and opened up nicely. Unfortunately the nose cone separated at that point and went off on its own.

Bobby volunteered to retrieve the rocket, and jumped in the truck with the Rocket Hunter, and headed north. Unfortunately, the rocket landed in a corn field, and he spent around 45

minutes before he found it. Another rocketeer located the nose cone, which had practically no damage. It was a long day by the time we got back home. Examining the parts, the next day, it was clear that I could have done a much better job of attaching the nose cone bulkplate.

The amazing thing is that after two, less-than-perfect flights, the rocket has survived to fly again.

I am anxious to try again with the MX-774. Next time it should have a nice paint job. The road towards Level 3 is very rewarding considering all you learn along the way. I have also learned that with the bigger rockets, they cease being solo projects. You become very dependent on assistance from others. Fortunately that assistance is pretty easy to come by.

Until the next launch,
Lance Wright



Lance Wright prior to flight - Photo by Bobby Wright



Photos by Lance and Bobby Wright





Photos by Jim Narton





Photos by Cliff Sojourner





Photos by Cliff Sojourner

