Construction Notes:
1. Reinforce all air frame tubing with three wraps of 6 oz fiberglass
2. Reinforce motor coupler and altimeter bay coupler with internal fiberglass
3. Reinforce parachute bay with 1/2" anti-zipper steel band below fiberglass
4. Reinforce fin to motor tube connection with fiberglass strips
5. Use 1/4" threaded rods in fin can
6. Use 5/16" threaded rod in altimeter bay
7. Use 5/16-18 x 2.500L x 1.375W U-bolts
8. Shield altimeter bay from electrical interference from payload transmitters.

Body tubes: 5.500 OD

Top View, Bulkhead B6

2 Each, PVC ejection charge cups

Bottom View, Bulkhead B5

PVC wire seal cup

Drill 5/8" for Transmitter holder

Top View, Bulkhead B4

Drill 1/4" (3 pcs)

Drill 13/32"

Drill 5/16" (2 pcs)

Offset threaded rods between fins so that they do not interfere with rail button mount points.

Fin mount tabs are 1 inch angle brackets

Top View Bulkhead B1

Motor tube: 31.375
Booster coupler: 9.750
Threaded rods: 32.500
Anti-zipper steel band: 0.016 x 0.500

0.5" Bulkhead (B3)
Slot tube 22.625 for fins

3 each, 10-32 Tee nuts for motor retention plate

Bottom View Bulkhead B1

0.5" Bulkhead (B2)

3-3/16 inch diameter bore in bottom bulk head to accept aft motor closure

1.00" Bulkhead (B1)
Retainer Plate

2.75" diameter center hole

Drill 3 holes 7/32" diameter 120 degrees apart

2.00" radius to hole pattern

4.75" outside diameter

0.10" to 0.125" aluminum disk with one large center hole and three small holes

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Vern Knowles