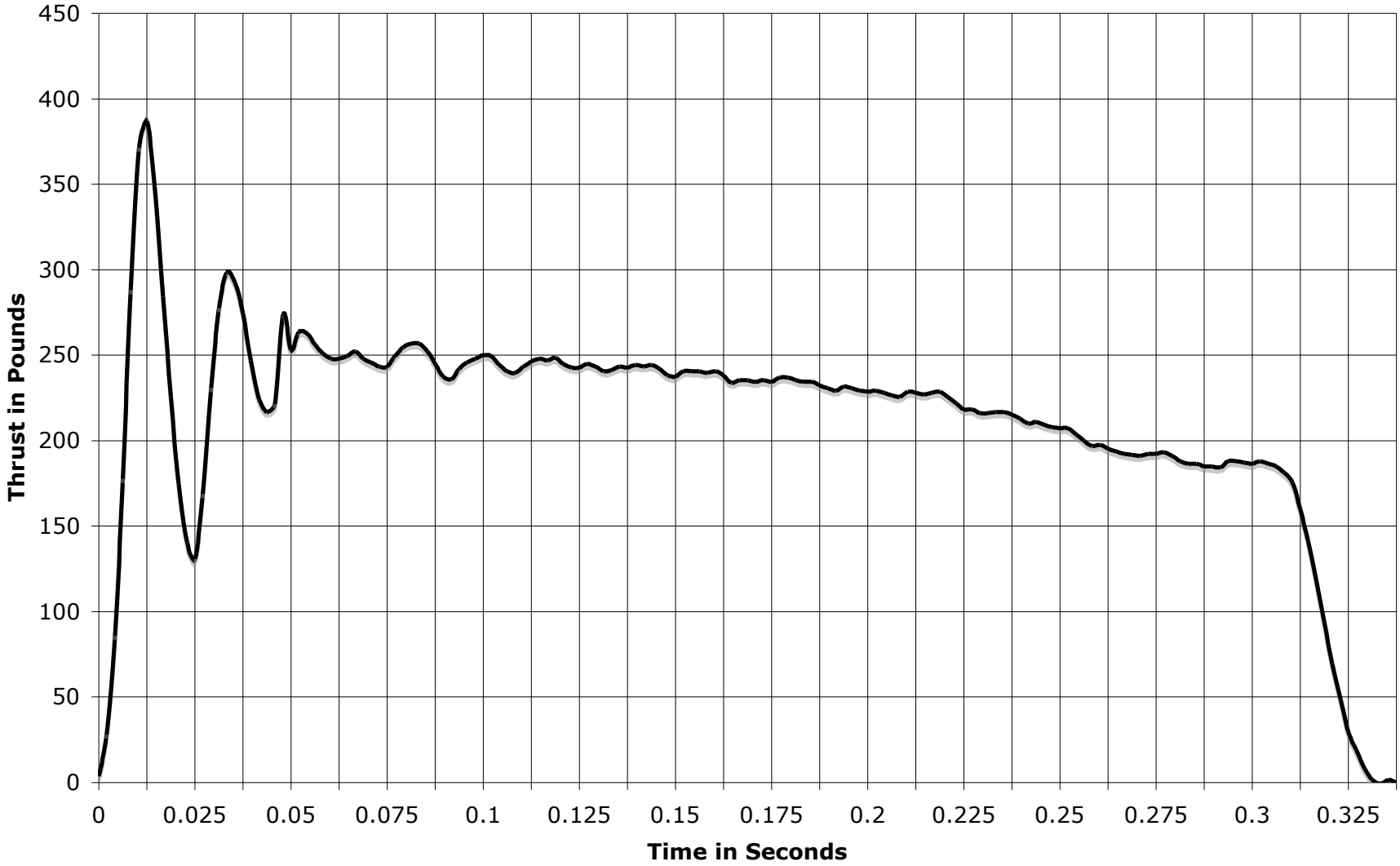
H999N-P Time-Thrust



H999N-P Tripoli Certification Announcement

From: Paul Holmes

To all,

I am very pleased to announce a new motor certification and commercial propellant type from RCS/AeroTech. Gary has certified a commercial version of his Warp Nine Propellant, initially for his offering in the LDRS 26 Bowling Ball competition, specifically the H Duration Contest.

The H999N-P is a 3 grain BATES, 38 MM motor using the standard 38-360 RMS case. The motor provides 319.94 Newton-Seconds of impulse over a .33 second burn time. Loaded weight is 327 grams, burnout is 178, total propellant weight is 147 grams, center core diameter is .609". TMT Metric (and tested average) is H981 as a 99% H class motor. AeroTech provided 9 motors for testing optimum certified grain core size, and all motors in the three sets had max 1 percent deviation in each triplet, a very stable motor line. The Curve is extremely flat with 250 pounds of thrust over from 0 to .28 seconds with a tail-off to zero at the .32-.34 second point. Lighting was instantaneous with FirstFire igniters, and the motor was done before I could release the igniter button. The flame pattern of the Warp Nine Propellant (a very distinctive green grain) was a mach diamond studded yellow-white flame, with minimal smoke. Lastly this motor is not certified with any delays due to the prevalence of the speed of the motor causing delays to snuff, although only one out of the nine did so. There is a small delay charge provided for tracking purposes only.

Gary has also informed me there are additional plans for this propellant, with a high speed J class motor in the works, in the very near future. It's real nice to see AeroTech back in the development game, with a very unique type propellant and this is a motor combination worthy of Gary's reputation for quality.

In addition, all of the 54 MM RMS motors have finished recertification for the single throat nozzle configuration along with the original Medusa nozzle reload, with the motors being interchangeable in application.

With the expected new motors from RCS, as well as other manufacturers, this looks to be an exiting year for motors to watch.

Now if we could get Warp Nine in a 38-1080 case..... Congrats to Gary and his team!

Paul Holmes
Chairman, TMT