PREPARATION FOR FLIGHT

1. Install RMS motor into the rocket's motor mount tube. Secure the motor into the rocket and prevent it from being ejected at the time of ejection charge firing by using a motor hook, friction fit, or wrapping tape around the junction where the motor meets the end of the rocket motor tube. If using a motor hook, be sure to hold the hook away from the motor during insertion into the motor tube to prevent the hook from scraping the motor casing. Position the hook tab into the slotted recess in the aft closure.

2. Prepare the rocket's recovery system and then launch the rocket by electrical means in the normal manner or as recommended by the rocket manufacturer.

3. MISFIRES: If a misfire occurs and a loaded AeroTech/RCS RMS motor does not ignite for any reason within two seconds of pressing the launch button, release the launch button and remove the safety key from the electrical launch controller. WAIT ONE MINUTE before approaching or allowing anyone else to approach the rocket. Keep your fingers and hands out from underneath the rocket and away from the possible path of the motor exhaust jet. Do not place any part of your body over the launch pad. Disconnect the igniter clip from the COPPERHEAD™ igniter. Carefully remove the rocket from the launch pad. Keeping the motor nozzle pointed away from your face and body - and away from any other person's face or body - remove the red plastic nozzle cap and repeat the motor preparation and launching process.

POST-RECOVERY CLEANUP

NOTE: Perform RMS motor cleanup as soon as possible after motor firing. Propellant and delay residues become difficult to remove 24 hours after motor firing. These residues can lead to corrosion of the metal parts. DISPENSE OF SPENT MOTOR COMPONENTS PROPERLY.

1. After the motor has cooled down, remove the forward and aft closures. Using a wet wipe or damp paper towel, remove all delay, propellant and ejection charge residue from the closures.

WARNING: FAILURE TO COMPLETELY REMOVE DELAY RESIDUE FROM THE INSIDE OF THE FORWARD CLOSURE CAN LEAD TO GAS LEAKAGE AROUND THE FORWARD O-RING ON A SUBSEQUENT FLIGHT AND DAMAGE TO YOUR RMS MOTOR FORWARD CLOSURE AND ROCKET VEHICLE.

2. Remove the liner assembly and forward o-ring by pushing on the nozzle and discard. Remove the aft o-ring and discard.

3. Using a wet wipe or a damp paper towel, wipe the inside of the nozzle and discard. Remove the aft o-ring and discard.

4. Apply a light coat of grease to all threads and the inside of the nozzle and discard. Remove the aft o-ring and discard.

FIRST AID

For a minor burn, apply a burn ointment. For a severe burn, immerse the burned area in ice water at once and see a physician as quickly as possible. Ingestion of the propellant, delay or ejection charge, induce vomiting and see a physician as quickly as possible. The AeroTech/RCS composite rocket propellant consists of ammonium nitrate.

DISPOSAL

Damaged or defective reloads should be returned to RCS.

NOTE: As we cannot control the storage and use of our products, once sold we cannot assume any responsibility for product storage, transportation or usage. RCS shall not be held responsible for any personal injury or property damage resulting from the handling, storage or use of our product. The buyer assumes all risks and liabilities therefrom and accepts and uses AeroTech/RCS

AeroTech Division
RCS Rocket Motor Components, Inc.
Cedar City, Utah 84720
www.aerotech-rocketry.com

24MM (D9-E28)RCS

REQUIRES 12 VOLT LAUNCH SYSTEM

RELOADABLE MOTOR SYSTEM™

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24/40

Fits All Kits Designed for Black Powder "D" Motors

DO NOT OPEN RELOAD KIT UNTIL READY TO USE

THIS PACKAGE CONTAINS:

D9W 3-PAK
D15-4T 3-PAK
E11-3J(4) 3-PAK
E28-4T(2) 3-PAK
D15-7T(6) 3-PAK
E11-5J 3-PAK
E28-7T(5) 3-PAK
D15-10T(8) 3-PAK
E28-10T(8) 3-PAK

The reload kits shown above are ONLY for use in AeroTech/RCS RMS-24/40 motors.

NOTE: SALE TO PERSONS UNDER 18 YEARS OF AGE PROHIBITED BY FEDERAL LAW. WARNING: FLAMMABLE: Read Instructions Before Use. KEEP OUT OF REACH OF CHILDREN. DO NOT SMOKE when loading these motors or use in the vicinity of open flames. FOR SAFE DISPOSAL READ INSTRUCTIONS.

TYPICAL TIME - THRUST CURVES:

<table>
<thead>
<tr>
<th>Motor Type</th>
<th>Propellant</th>
<th>Weight</th>
<th>Total Impulse</th>
<th>Average Thrust</th>
<th>Loaded Motor Weight</th>
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<tr>
<td>D9W</td>
<td></td>
<td>10.1</td>
<td>150</td>
<td>18.5</td>
<td>46</td>
</tr>
<tr>
<td>D15T</td>
<td>0.31</td>
<td>8.9</td>
<td>150</td>
<td>18.5</td>
<td>44</td>
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<tr>
<td>E11J</td>
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<td>25.0</td>
<td>150</td>
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<td>E28T</td>
<td>0.65</td>
<td>18.4</td>
<td>150</td>
<td>18.5</td>
<td>58</td>
</tr>
</tbody>
</table>

W = White Lightning Propellant
T = Blue Thunder Propellant
J = Black Jack Propellant
**RMS™ 24/40 Assembly and Operation Instructions**

**BEFORE YOU BEGIN:**

- Study the illustrations and sequence of assembly. THE SEQUENCE OF ASSEMBLY IS EXTREMELY IMPORTANT. USE RMS™ MOTORS AND RELoad KITS ONLY IN ACCORDANCE WITH ALL INSTRUCTIONS. Review the parts list and become familiar with all parts before assembly. IF ANY PARTS ARE MISSING OR DAMAGED, CONTACT RCS AT 1 (833) 865-7100 or email at: warranty@aerotech-rocketry.com
- DO NOT USE ANY PART OF THE RMS™ SYSTEM THAT ARE DAMAGED IN ANY WAY. If in doubt, contact RCS at the number above for assistance.
- DO NOT MODIFY THE MOTOR IN ANY WAY. Modification of the motor or the reload kit could result in motor failure, lead to the destruction of both your rocket and motor and may cause personal injury, death and/or property damage. Modification of the motor or reload kit in any way will invalidate your motor warranty.
- USE ONLY AeroTech/RCS RMS™ RELoad KITS AND MOTOR PARTS TO REFURBISH YOUR RMS™ MOTOR. The AeroTech/RCS reload kits have been designed specifically for use in your particular AeroTech/RCS RMS™ Motor. Use of imitation components may destroy your motor, rocket and payload. These components have been designed specifically for use in your particular AeroTech/RCS Motor. DO NOT INTERCHANGE PARTS! Do not use AeroTech/RCS RMS™ reload kits or motor components for any other purpose than to refurbish an AeroTech/RCS motor.
- DO NOT REUSE ANY OF THE DISPOSABLE PARTS OF THE RMS™ RELoad KIT. This includes the liner, nozzle and o-rings. These components have been designed for one use only and must be discarded after firing. Reuse can result in motor failure during subsequent operation and invalidate your motor warranty.

**PARTS:**

- RMS-24/40 MOTOR
  - 24mm Aft Closure
  - 24mm Case
  - 24mm Forward Closure
  - Grease

- RELOAD KIT (3-Pak)
  - Liner (7/8” O.D. tube) 3
  - Propellant Grain (long slotted part) 3
  - Grain Adapter (25/32” O.D. tube) 0 or 3
  - Delay Grain (short solid part) 3
  - Delay Spacer (9/16” O.D. washer, O-ring or Tube) 2 or 3
  - Delay Insulator (5/8” O.D. tube) 3
  - Delay O-Ring (5/8” O.D. x 3/32” thick) 3
  - Forward Insulator (7/8” O.D. washer) 3
  - Aft-O-Ring (3/32” thick x 7/8” O.D.) 3
  - Forward-D-Ring (3/16” thick x 7/8” O.D.) 3
  - Nozzle (Black plastic part) 3
  - COPPERHEAD™ Igniter 3
  - Ejection Charge Container/Nozzle Cap 3

**ITEMS NEEDED FOR USE:**
- Wet wipes or damp paper towels
- Hobby knife or scissors
- Masking tape

**MOTORS:**

Motors are hot after firing. Although the RMS™ operates at a lower temperature than most disposable motors, the higher thermal conductivity of the aluminum motor parts may make it seem otherwise. It is necessary to handle a motor before it has cooled down, use a rag or similar article.

- Read and follow the safety codes of the National Association of Rocketry (NAR) and the Tripoli Rocketry Association and comply with all federal, state and local laws in all activities with hobby rockets.

1. Select one each of the reload parts and raco the reload kit package securely to prevent loss of parts.
2. Apply a tight coat of grease to the 3 O-rings and all threaded surfaces. This will facilitate assembly and prevent the threads from seizing. NOTE: When all the grease that comes with the motor has been consumed, use petroleum jelly or similar grease.
3. Using your fingernail or a blunt object, remove the burr (rough raised edge) from both inside and outside ends of the delay insulator tube by pressing or scraping and rotating the tube at the same time.
4. Fig. 1: If supplied with the reload kit, press the delay spacer into one end of the delay insulator tube until FLUSH with the end of the tube.
5. Fig. 1: Press the delay element into the other end of the delay insulator tube until it is FLUSH with the other end of the tube.
6. Fig. 2: Place the greased 5/8” O.D. x 3/32” thick o-ring in the forward closure, seated against the forward end of the delay cavity.
7. Fig. 3: Insert the delay charge/delay insulator assembly into the delay cavity until it is seated against the delay o-ring.
8. Fig. 4: Remove the burr from the inside of the ends of the liner tube. Insert the grain adapter tube (if provided) into the liner tube until FLUSH with one end of the liner tube.
9. Fig. 4: Place a small piece of masking tape over the slot on one end of the propellant grain. (“E” reload only). NOTE: The tape allows the proper positioning of the igniter when it is installed. Insert the propellant grain into the liner tube with the masking tape facing the grain adapter tube.
10. Fig. 5: Insert the liner assembly into the motor case until it is recessed equally from both ends of the case. Hold the liner assembly in place with your fingers.
11. Fig. 6: Place the forward insulator into the case, seated against the liner assembly (grain adapter end). Place the greased 1/16” x 7/8” forward o-ring against the forward insulator as shown.
12. Fig. 6: Thread the forward (black) closure into the same end of the motor case by hand until it stops against the case.
13. Fig. 7: Insert the black coated end of the COPPERHEAD™ igniter into the slot in the propellant grain until it stops against the tape on the end of the propellant (“E” reload) or the delay element (“F” reload).
14. Fig. 8: Using the point of a pencil, remove any plastic “flushing” which may still remain in the nozzle throat. Insert the nozzle into the open end of the motor case, with the igniter lead threaded through the nozzle throat, until the nozzle is seated against the end of the liner tube.
15. Fig. 9: Place the greased aft o-ring (3/32” thick) into the groove between the nozzle and case.
16. Fig. 10: Thread the aft (gold) closure into the motor by hand until it stops against the end of the case. A rag or paper towel may be used to get a better grip on the closure.
17. Fig. 11: Hold the ejection charge container/nozzle cap assembly by the nozzle cap (the wider plastic cap) pointing up. CAREFULLY remove the nozzle cap from the ejection charge container. Holding the motor in a vertical position with the FORWARD (black) closure pointing down, snap the ejection charge container over the matching end of the FORWARD closure. WARNING: DO NOT LOOSEN THE FORWARD CLOSURE ONCE THE EJECTION CHARGE CONTAINER HAS BEEN SNAPED INTO POSITION. Loosening the forward o-ring and may lead to seal failure.
18. With the motor held in a NOZZLE DOWN position, gently shake the motor several times to settle the ejection charge into the delay cavity above the delay element.

**WARNING, FAILURE TO INSTALL THE DELAY ASSEMBLY CORRECTLY AS SHOWN MAY RESULT IN THE EJECTION CHARGE FUNCTIONING AT THE TIME OF IGNITION OF THE MOTOR, POSSIBLY DAMAGING YOUR MOTOR AND ROCKET.**

- Thread the aft (gold) closure into the motor by hand until it stops against the case. A rag or paper towel may be used to get a better grip on the closure.
- Hold the ejection charge container/nozzle cap assembly by the nozzle cap (the wider plastic cap) pointing up. CAREFULLY remove the nozzle cap from the ejection charge container. Holding the motor in a vertical position with the FORWARD (black) closure pointing down, snap the ejection charge container over the matching end of the FORWARD closure. WARNING: DO NOT LOOSEN THE FORWARD CLOSURE ONCE THE EJECTION CHARGE CONTAINER HAS BEEN SNAPED INTO POSITION. Loosening the forward o-ring and may lead to seal failure.
- With the motor held in a NOZZLE DOWN position, gently shake the motor several times to settle the ejection charge into the delay cavity above the delay element.

**NOTE:** If it becomes necessary to remove the AFT (gold) closure to replace the igniter due to misuse, hold the motor in a nozzle-up position and avoid moving the liner assembly in the case during the operation.