



## HOW TO USE COPPERHEAD™ IGNITERS

The AeroTech Copperhead™ igniter is different from other hobby rocket motor igniters both in form and function. Because of this, certain precautions must be observed if the user is to expect maximum reliability from the Copperheads™. Please follow the following simple rules when using your Copperhead™ igniters:

- Handle Copperhead™ igniters carefully. The Copperhead™ lead consists of a mylar substrate with thin layer of copper foil applied to each side. Bending the lead sharply will cause the copper foil and/or pyrotechnic coating to break and the igniter to fail.
- Before installing the igniter in the motor, use a hobby knife to gently scrape both edges of the igniter lead. This removes small "threads" of copper foil occasionally left attached to the igniter during the manufacturing process. These threads can short out the igniter, preventing ignition.
- Bend the coated end of the igniter at a slight angle before installation to promote contact with the propellant surface.
- Ensure that the igniter is placed at the head (bulkhead) end of the propellant grain.
- When securing the igniter to the motor nozzle, do not push the igniter cap on the nozzle any more than necessary to hold the igniter in place. Pushing the cap on too tightly can cause the copper foil on the igniter lead to crack and the igniter to fail.
- Use the AeroTech Interlock™ igniter clip for hookup whenever possible.
- If using standard "micro-clips" for igniter hookup, ensure that only one jaw from each clip contacts each side of the igniter lead. This can be accomplished by applying a piece of masking tape to each opposite side of the igniter lead where the clip jaws are to be attached.
- Do not attach the Interlock™ or other igniter clip to the igniter until just before launch after the rocket is on the pad. The weight and motion of the dangling clip(s) can cause the copper foil on the igniter lead to crack and the igniter to fail.
- Make sure that your launch controller power supply is capable of delivering 12 volts at a minimum of 3 amps to the igniter. A fully-charged car battery or 12 volt gel-cell is recommended.
- **NEVER** use Copperhead™ igniters in motor clusters.



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