



REBEL News 200507

This News is available in two languages, in English and in German; the German version is listed in a separate document and will become available soon.

Dear Fliers and Customers,

For the first time this news will come to you as a word document, I have chosen for this format as it is easier to work with for me and everyone can print it out as a bulletin for info. From now on I will also list special information about products that you might want to keep for future reference.

Also this NEWS is fairly large as there has been none for 2 months and there have been a lot of developments. As a result of this I have not been able to translate it yet to German, so if someone wants to help with this I can throw in a nice rocket thingy for you when you can do this for me.

This year I had a long holiday in May and June, but orders and requests kept coming in even with the announcement on the webpage that REBEL was closed, but that is a good thing. After my holiday the main PC of REBEL slowly broke down after five years of duty, so I had some e-mail problems the last 2 weeks that will be solved very soon by a new state of the art PC system. All new orders will be processed in the first week of July.

Because of some of these problems, and also because of the fact that I am not always available constantly, and the fact that REBEL needs to expand beyond Rocketry to survive as a company; I am looking into the possibility of expanding REBEL with an employee in the very near future. A likely candidate has already been found, and he is also an expert in the field of rocketry, which will be great for all you customers. This will mean that REBEL will always be available, and turnaround times of orders will become even faster. I will make a further announcement about this in the next news, until now REBEL was a one man business.

I visited and participated in UKRA 2005, and I had a blast, what a great launch it was, again thanks to a good organization and a great field. Thank you all who made it possible again. During KLOB I interviewed Pete Davy for Extreme Rocketry and in the near future I will also be interviewing Catherine Bashford, one of the UK prefects.

Concerning the other large launches that the REBEL (Team then) will attend are KLOB and ALRS 6. ALRS 6 still looks like a problem for me personally as I have no more holidays left after KLOB this year, but I will try to arrange to be there one way or the other. At KLOB I will be present for sure and I plan to fly my REBEL RapTor 6.0 on a CTI N2500 Pro-98 6 Grain to 5K plus. UKRA will be doing the paperwork as this will be a first in the UK. It will be a REBEL demo flight using a new Pad and a great RapTor. As the RapTor was designed by Ziggy I have a request for the UK fliers if they can arrange something so that Ziggy can be there for the flight, we will also be taking the rest of the RapTor line with us. For fliers that haven't attended KLOB before, it will be a blast, there will also be a drag race of 5 or 6 PML nimbuses to more than 5 K on CTI Pro-54 6 grainers.

Performance Rocketry

I have a large backorder coming in from Performance Rocketry products that took 2 months to produce and all backorders will be sent out in one to two weeks hopefully if everything arrives on time. I will be making another stock order soon, as I think that the stock I will have coming in will vanish like the last one, they are just the best cones and parts there are on the moment. Stocking



these parts however takes a long time as Performance is a small company with a large backlog as the products are loved.

Cesaroni Technology Pro-38-54-75-98 motors and reloads

The CE approval for the Cesaroni Pro 38-54-75-98-150 motors and reloads will be in place within this week I have been promised by TNO in the Netherlands. This means that the motor shortage will come to an end within the EU. TNO in the Netherlands is working on the CE approval, and Peter Muller of Tripoli the Netherlands spend allot of time as a liaison for REBEL Rocketry between TNO and CTI. As soon as the CE is in place REBEL Rocketry will be arranging for storage of the motors in the Netherlands. Casings can be ordered already. Reloads will however only be available on pre order at launches that we attend, as there are no transport companies in

the EU that can transport these reloads any more on the moment, this is all a result of 911. We really have tried everything with a bunch of vendors, but legally it is not possible to ship these reloads any more, so you will have to pre order them and arrange to receive them at a launch. As soon as all details are done there will be a new pricelist of the CTI Pro products available.

AeroTech and dr. Rocket products

The AeroTech reloads still have not been CE approved and therefore we cannot sell them, as long as this is not in place it is illegal to import them in the European Union at all. As a result I have stopped the stocking of the dr. Rocket casings, they will still be listed on the site, but can only be ordered on special request as long as the CE of the AT reloads is not in place.

BSD Products

There is a big chance that the BSD products will be discontinued as I have been unable to reach them for the last months. I have talked to other dealers in the US and they are experiencing the same problem. So for now if the stock is gone, the BSD products are gone until this is resolved.

General Shipping and Pricing

Until now all REBEL pricing included shipping and VAT. This will stay this way except for orders under 50.00 Euro, I will have to charge a fee of 12.50 Euro shipping and handling to all orders below 50.00 Euro as a result of the rising shipping charges.

All prices will change in the coming months as I am evaluating the costs of all products, some prices will drop and some will go up, changes will be within the 5 % range however as a result of the rising US\$ and shipping costs. I will also be looking into some new shipping methods to lower overall prices.

New Products and updates

The following weeks the REBEL pages will be updated with the following new products besides the already mentioned changes;

- A new REBEL kit is in development, it will be called THE RED DRAGON. It will be a Level one HPR kit that can be modified up to Level 2. The prototype will fly at KLOB.
- There are only 2 Limited edition Eclipse 2.1 kits left; I will not be producing more soon.
- I am developing a new launch pad that will replace the BETA pad, it will be fully aluminum with 3 legs and very sturdy for MPR and HPR launches. It will be equipped

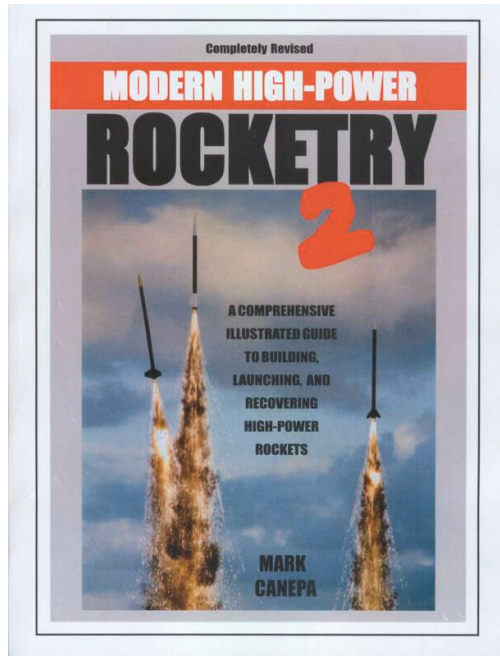


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- with the standard rail and a stainless steel blast deflector. After this pad is done I will produce the ALFA pad for Low and Mid Power Rockets and there also will be a design of a GAMMA pad for the Level 3 projects, this will be a product that will be available on special order only as they will be custom made.
- REBEL has become a dealer of the PELI equipment cases; and will bring you the whole range of products from them. They are very expensive, but virtually indestructible and great for the storage of your motor casings and or electronic equipment. They are also used for the REBEL launch equipment. The cases are water tight and specially designed for all kinds of rough use.
 - The book Modern HPR has been revised and is twice as thick as the first issue, the book will be in stock soon.



- And last but not least REBEL will be able to provide you with the Glass Fiber and Carbon Fiber Sleeves products from Aero Sleeves in the USA.

CTI bulletins

Cesaroni Technology publishes dealer bulletins to its official dealers to answer problems of their products to their customers. In the future these bulletins will be available in the REBEL technique section, but here are the two latest developments concerning HyperTec and the Pro line of products; if you have any comments or questions regarding these bulletins, let me know or contact Mike Dennet at CTI.

Pro bulletin;

Mike Dennet;

In the last bulletin I discussed the testing of a new liner material for Pro38 reloads, with the goal of eliminating the sporadic cracking problem that has plagued us for a while now. This problem has been the cause of nearly every Pro38 warranty claim in the last 2+ years.



Testing has been completed, and I am pleased to say that the new material works very well. We just received a large shipment for production, and effective immediately all Pro38 reloads will be manufactured using the new liner material. A change notice has been filed with the Canadian Association of Rocketry's Motor Certification Committee, who in turn will advise the other rocketry associations of this running change.

Please note that henceforth, the nozzle assemblies will not be glued into the liner – unfortunately you can't bond to this stuff. The nozzle assembly is a snug fit into the liner and therefore in most cases will stay in place during assembly. However, there may be cases where the nozzle assembly pops out of the liner during handling – no worries, just fit it back into place when assembling the motor. The glue bond between the old liners and the nozzle assemblies was there strictly for convenience, and serves *no purpose in the function of the motor*.

The downside is that when disassembling the motor, in most cases you won't be able to pull the reload out as you are accustomed to. Instead, push on the forward closure with your finger or some appropriate tool, until the liner protrudes from the end of the case. Then, pull it out and discard as usual.

NOTE from REBEL, in the near future these new liners will be updated for the CE certification, this is normal as something in a product changes it has to be implemented in the CE certification, otherwise this certification is not valid any more..

While there has not been an epidemic of failures, there have been more than there should be from a statistical standpoint. It is my sincere hope that this change greatly reduces the number of troublesome warranty claims.

Of course, there are a large number of reloads in the pipeline right now, so we can expect that we will hear of the occasional problem until the old is replaced with the new.

HyperTec bulletin;

There have been a couple of problems in the field caused by the lack of a face seal o-ring above the factory-installed orifice. It appears that at some point in time a batch of M bells was assembled without the o-rings installed. We don't have a record of the production date, or how many were assembled this way as the problem surfaced so long after the fact.

If this o-ring is missing, nitrous oxide will spiral-leak through the threads and may chill the grain during fill, resulting in brittle fracture at ignition.

We ask that if possible you check the motor systems before they go out to customers, or else ask your customers to verify the installation of an o-ring before using the system. Unfortunately the instructions do not suggest doing this, as originally the M bell was supplied with only the .300" orifice and thus did not require changing or inspection before or after flight.

If you require any face seal o-rings for bells or systems in your stock or in your customer's hands, please advise Sandi at swhite@cesaroni.net, and she will have some sent out to you.

We apologize for the inconvenience.

Mike Dennet CTI.



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Note from REBEL; Peter Muller his catastrophic Level 3 failure as a result of this problem in 2003 at KLOB. Together with some fliers we discovered the same problem just before his successful flight in 2004 with the repaired rocket. Peter was reimbursed with some reloads by CTI for this problem.

Picture by Jeroen Leclercq of Holland foto.

www.hollandfoto.com

Finally

Well off to a great season and I hope to see you at a launch and I hope to find some building time myself the coming weeks and to prep the RAPTOR and build the large GAMMA pad.

If you want to publish this News or parts of it I would like to be contacted beforehand.

If you want to publish in Extreme Rocketry, please contact me and I will get it arranged so we get more EU coverage in the magazine, in the July number there is an interview of Charles Simpson (UKRA Chairman) and a great article about ALRS 5 by Mark Canepa.

If you have any pics for the customers section, please send them in and I will put them on the website with the next update.

If you have any special requests or just rocket questions, remember we also built and fly rockets ourselves at REBEL from model rockets up to all HPR levels and Experimental so do not hesitate to contact us at rebel@rebelrocketry.com or for recovery questions at redbaron@rebelrocketry.com

Greetings, and thanks for the confidence in REBEL Rocketry.

Frank De Brouwer

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