



A detailed line drawing of a model rocket launching from the surface of the Earth. The rocket has a white body with a dark base and fins. It features a small American flag patch on its side. The words "U.S. AIR FORCE" are printed vertically along the side of the body. The Earth is depicted with a textured, marbled pattern.

ALTITUDE PREDICTION CHARTS



TR-10

Model Rocket Altitude Prediction Charts

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EST 2842

PREFACE

This report presents a relatively simple method by which aerodynamic drag effects can accurately be taken into account in the prediction of model rocket peak altitudes. With this data, altitudes can be determined for any rocket using any of the Estes motors (including 2 or 3 stage vehicles and cluster-powered rockets). In addition, flight times can be easily found so that optimum engine delay times can be selected.

Using this simple method for calculating aerodynamic drag effects, many interesting experiments and research projects can be initiated which would have previously been too laborious for easy analysis. Examination of the easy-to-read graphs and a few simple arithmetic calculations will enable you to accurately predict the performances of your model rockets with different Estes engines. Also, a basic understanding of the principles of aerodynamics and the aerospace sciences can be obtained by performing the simple drag experiments suggested at the end of this report.



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INTRODUCTION

When rocketeers get together, the subject for discussion is often "How high do our rockets go?" A good solution to this problem has many uses in rocket design from building the wildest sporter to perfecting the sleekest altitude model.

This report presents the technique of conveniently calculating all the pertinent parameters you need: burnout altitude and velocity, peak altitude and coast time to peak. The technique is useful for all types of models including clustered rockets, staged rockets and boostgliders.

For example, with the information you calculate you can pick the optimum weights for the engines you use, the best engine for your model weight and the correct delay time for your engine and model combination. You can investigate the performance change due to variation of parameters such as weight, diameter and drag. Further investigation can tell you if the weight of a modification will be offset by reduced drag or vice-versa.

A complete "parameter trade-off study" could be a prize winning science fair project and should be part of any high performance rocket design.



DISCUSSION OF DRAG

THEORETICAL "NO DRAG" CONDITIONS VERSUS ACTUAL FLIGHT CONDITIONS

In the June 1964, "Rocket Math" article (reference I, page 36) it was pointed out that "typically, drag will reduce the peak altitude of a shortened Astron Streak* with a 1/2 A8-4* engine aboard from a theoretical drag free 1935 feet to an actual 710 feet". What this means is simply that merely due to the effect of air the altitude has been cut to less than half. The big question is, "Why is this effect so great and what is happening to the rocket to cause such a difference?"

To better understand the effect of the atmospheric forces that retard the forward motion of the rocket (We are talking about "drag" again) let us consider the following example. Suppose we have a one inch diameter rocket (approximate size of BT-50) traveling at 100 ft./sec. We can determine the number of air molecules which collide with our rocket each second by using Loschmidt's number, which is the number of molecules in a cubic centimeter of gas under "standard atmosphere" conditions (temperature of 32° F or 0° C) and pressure of 14.7 pounds per square inch, or 76 cm of mercury or 10.1 newton-seconds /cm).

It turns out that during each second of flight time our 100 ft./sec. rocket has to push its way through approximately 400,000,000,000,000,000,000,000 molecules that lie in its path. (Scientists and engineers usually write out such large numbers in the form 4×10^{23} , which means 4 followed by 23 zeros).

Even though molecules are very small, this extremely large number of them can add up to a drag force of about 1 ounce acting continuously at a speed of 100 ft./sec. Since drag is proportional to the square of the velocity,** we would then have 4 ounces of drag at 200 ft./sec. and 9 ounces of drag on the rocket at 300 ft./sec. (approximately 200 miles per hour).

Fortunately, the full effect of these molecules sitting in the path of our rocket can be avoided by good streamlining. In this way, most of the molecules are compressed in layers that tend to flow smoothly around the nose and body tube as the rocket passes by them. Relatively few molecules are really rammed head-on.

*This rocket or engine is no longer available.

**The square of a number is obtained by multiplying the number times itself.

These millions of impacts constitute the effects more commonly known as "aerodynamic drag" on a rocket or, more simply, as just "drag". Drag on any object has been found to follow this law:

$$D = C_D A^{1/2} \rho V^2$$

D	is the drag force.
C_D	is a dimensionless "aerodynamic drag coefficient" that depends upon the shape and the surface smoothness of the object.
A	is the reference area of the object (for model rocketeers we use the cross sectional area of the body tube as the reference)
ρ	(pronounced "row") is the density of the medium through which the object is moving (submarine designers use the density of water in their drag computations, while model rocketeers use the density of air). The density symbol " ρ " is the Greek letter RHO.
V	is the velocity of the object

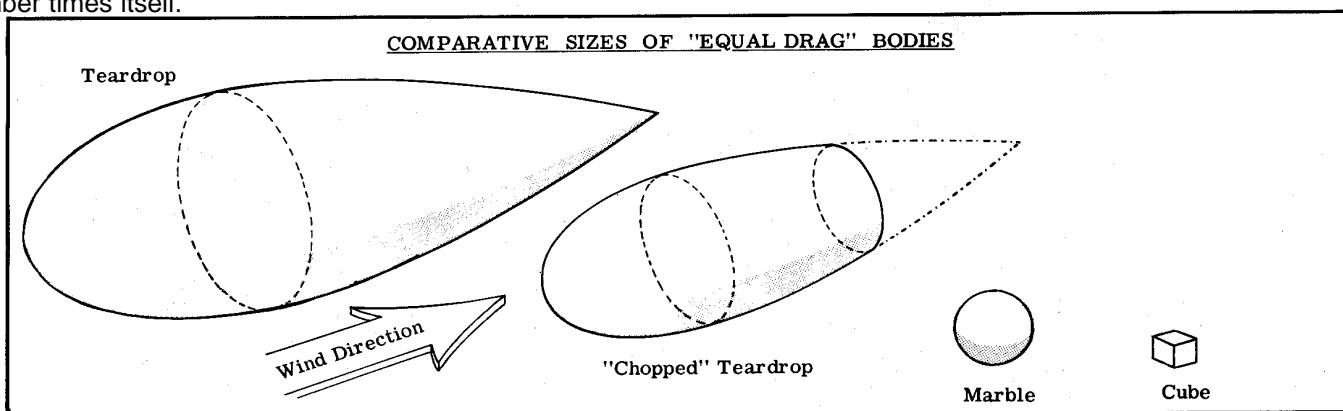
The full importance of drag has yet to be realized by most model rocketeers. It is hoped that through the use of the altitude prediction method presented herein that a more complete understanding of its effects will be acquired by all.

AERODYNAMIC DRAG COEFFICIENT

The Aerodynamic Drag Coefficient (C_D) is a measure of how easily a given shape moves "through" (passes by) the molecules of air.

For example, a cube traveling with a flat side forward has a C_D of 1.05. The following table gives you an idea of the importance of streamlining in reducing the **aerodynamic drag coefficient**.

Objects	C_D
Cube (flat side forward)	1.05
Sphere (as a marble)	.47
"Clipped" teardrop (streamlined teardrop shape with 1/3 of length removed at trailing edge)	.1
Streamlined teardrop shape	.05



DRAG FORM FACTOR

The product of the **aerodynamic drag coefficient** (C_D) and the frontal area of the object (A) is commonly referred to as the **Drag Form Factor** (C_{DA}) of the object.

Bodies with identical **drag form factor** will have identical drag value at any given speed.

For example, a one-inch cube moving with a flat side forward would have a **drag form factor** of 1.05 inch² (1.05 square inches). The data below provides additional examples to show the tremendous effect streamlining has on the drag of a body as reflected in the object's **drag form factor**. To provide easy comparisons, a **drag form factor** (C_{DA}) of 1.05 inch² has been selected.

$$\text{Frontal Area of Object} \times \text{Drag Coefficient} = \text{Drag Form Factor}$$

A	X	C_D	=	C_{DA}
1 inch ² cube	X	1.05	=	1.05 inch ²
2.23 inch ² sphere	X	.47	=	1.05 inch ²
10.5 inch ² clipped teardrop	X	.1	=	1.05 inch ²
21 inch ² teardrop	X	.05	=	1.05 inch ²

This makes quite clear the great effect streamlining has on reducing drag. A streamlined teardrop with a frontal area of 21 square inches has the same **drag form factor** as a 1 inch cube.

The **drag form factor** for most models using standard Estes body tubes may be easily determined by consulting Figure 1, page 6. This graph was derived by calculating the cross-sectional area of each body tube and plotting this as a **Pressure Drag Coefficient** (C_D) of 1.0. Although the effective drag is not 100% of the cross-sectional area, the **drag form factor** for most body tubes at any selected **pressure drag coefficient** can be readily read from the graph or calculated should it occur beyond the limits of the graph.

"Aerodynamic Drag of Model Rocket," by G.M. Gregorek (Estes Technical Report TR-11), gives a much more complete discussion on drag than is contained in this report. Refer to TR-11 on drag to gain a more complete insight into the forces affecting drag on model rockets.

DISCUSSION OF THE BALLISTIC COEFFICIENT

Model rockets with high ballistic coefficients will reach higher altitudes than models with lower ballistic coefficients for a given weight and motor type.

There are several factors that affect the altitudes our rockets will reach. These factors are: the **Drag Coefficient** (C_D), the frontal area of the rocket (A), the rocket weight (W), the amount of propellant burned during thrusting (W_p), the type of motor used (D13 down to 1/4A) and even the temperature of the air and the altitude of the launch site.

The graphs in this report were made possible by combining several of these variables into one new variable call

the **Ballistic Coefficient** β (Greek letter BETA).

$$\beta = \frac{W}{C_{DA}}$$

The **ballistic coefficient** is the ratio of the rocket weight divided by the **drag form factor** (C_{DA}), where the frontal area (A) is based on the body tube cross section area. The ballistic coefficient β is widely used by aerospace engineers as a trajectory parameter for space vehicles that are re-entering the atmosphere. It is also used by rifle designers who have to determine the best shape and weight of a bullet to use to obtain a given range and striking power.

A spacecraft with a high ballistic coefficient will come through the atmosphere faster than one with a low ballistic coefficient for a given set of initial re-entry conditions. A rifle bullet with a high ballistic coefficient will not slow down as fast as one with a lower ballistic coefficient.

SAMPLE PROBLEM

Assume that you have a model rocket that weighs 0.43 ounces without engines. An A8-3 engine is used to power the rocket. The rocket uses a BT-20 body tube. Assume an **aerodynamic drag coefficient** (C_D) of 0.75. This value is presented on page 94 of G.H. Stine's Handbook of Model Rocketry. Experiment 2 on Drag Coefficient Measurement will enable you to make your own decision on the validity of 0.75 for the C_D .

The numbers refer to the numbered steps in the instructions. (Refer to the instructions on page 3.)

1. Rocket empty weight = 0.43 oz.
A8-3 engine weight = 0.57 oz.
Weight of rocket with engine = 1.00 oz.
BT-20 tube: Diameter = .736 in.
 $C_D = .75$ (assumed)

2. Using a C_D of 0.75 and a BT-20 body tube we consult the graph labeled Figure 2 and find that the drag form factor (C_{DA}) is 0.33 in.²

3. The next step is to calculate the **ballistic coefficient** of the rocket during powered (thrusting) flight. The average weight of the rocket (includes weight of rocket and engine) is used in this calculation. The average weight is the initial weight (W_I) minus one-half of the propellant weight ($1/2 W_p$). Refer to Figure 5A for the necessary data on A8-3 engines. The equation for calculating the **ballistic coefficient** during thrusting (Thrusting β) is

$$\begin{aligned}\text{Thrusting } \beta &= \frac{W_I - \frac{1}{2} W_p}{C_{DA}} \\ &= \frac{1.00 \text{ oz.} - 0.055 \text{ oz.}}{0.33 \text{ in.}^2} \\ &= \frac{0.945 \text{ oz.}}{0.33 \text{ in.}^2} \\ &= 2.86 \text{ ounces per square inch}\end{aligned}$$

This quantity, the **thrusting ballistic coefficient**, gives you an idea of the amount of mass per square inch of frontal area. This should help you to better understand how well the rocket can travel during thrusting. The higher the ballistic coefficient during thrusting, the faster the rocket can travel for a given amount of thrust.

4. Once the **thrusting ballistic coefficient** has been determined, refer to the graphs for the A8 engine to determine the **burnout velocity** and **burnout altitude** for this rocket.

S_B = **burnout altitude** from Figure 5A = 61 ft.

V_B = **burnout velocity** from Figure 5B = 295 ft. per second

5. Once the propellant is gone, calculations for the coasting phase of the flight should use the **coasting ballistic coefficient** which is calculated using the weight of the rocket vehicle plus the weight of the engine without propellant. The equation for calculating the **ballistic coefficient** during coasting (Coasting β) is

$$\begin{aligned} \text{Coasting } \beta &= \frac{W_I W_p}{C_D A} \\ &= \frac{1.00 \text{ oz.} - 0.110 \text{ oz.}}{0.33 \text{ inch}^2} \\ &= \frac{0.89 \text{ oz.}}{0.33 \text{ inch}^2} \\ &= 2.70 \text{ ounces per square inch} \end{aligned}$$

The **coasting ballistic coefficient** gives you an idea of the amount of mass per square inch of frontal area during coasting. The higher the coasting ballistic coefficient, the greater the distance the rocket can coast for a given velocity. A low **coasting ballistic coefficient** indicates a rocket with relatively high drag.

6. The distance which the rocket will coast upward is read from the **Coasting Altitude** graph.

Coasting altitude from Figure 11A = 510 feet

7. Determine the total altitude the rocket can reach by adding together the **burnout altitude** and the **coasting altitude**.

S_B = **Burnout altitude** = 61 ft.

S_C = **Coasting altitude** = 510 ft.
571 ft.

8. The time that the rocket will coast is determined from the **Coasting Time** graph.

t_C = Coasting time from Figure 11B = 4.9 seconds

Since we selected an A8-3 engine, the rocket will not reach the maximum possible altitude before parachute ejection. The A8-5 engine (no longer available) should be used rather than the A8-3 engine if maximum altitude is to be reached.

Five problems are explained and solved on pages 26-34. To gain skill in using these graphs, you can solve a problem, then check your work against the complete solution for that problem.

ACCURACY OF THIS METHOD FOR CALCULATING ALTITUDES

Does a question arise in your mind about the accuracy of this method? Can something this easy be correct? Those of you who have the June, 1964 issue of Model Rocket News can check that the altitude found for a rocket without considering drag was 2600 feet while the same rocket launched with the old A8-4 engine (no longer available) was 750 feet.

This indicates that the altitude calculations which ignored the effects of drag had an error of over 300% as compared to altitude calculations which included drag.

EFFECTS OF STREAMLINING

Now let's take a quick look at some of the effects "streamlining" can have for the same rocket. Suppose we have two people build this same rocket. Bill's is unpainted, unsanded and the fins are square. Carl's bird, on the other hand, has a beautiful smooth paint job, is fully waxed and the fins have a nice airfoil shape. For comparison purposes let's assume Bill's **aerodynamic drag coefficient** has increased 20% over the C_D of 0.75 we previously used (Bill's C_D now equals 0.9) and Carl's **drag coefficient** has been reduced by 20% (Carl's C_D now equals 0.6).

Going through the same steps of the sample problem, you will find Bill's rocket will reach 530 feet while Carl's will reach 621 feet.

"STREAMLINING" - ITS EFFECT ON DRAG		
	Bill	Carl
Drag Coefficient (C_D)	.9	.6
Thrusting Ballistic Coefficient (β_t)	2.42 oz./in. ²	3.63 oz./in. ²
Burnout Altitude (S_B)	60 ft.	61 ft.
Burnout Velocity (V_B)	280 ft./sec.	285 ft./sec.
Coasting Ballistic Coefficient (β_C)	2.28 oz./in. ²	3.42 oz./in. ²
Coasting Altitude (S_C)	470 ft.	560 ft.
Coast Time (t_C)	4.6 sec.	5.3 sec.
Total Altitude ($S_B + S_C$)	530 ft.	621 ft.

As one becomes familiar with the method in this report you can find many other interesting aspects of aerodynamics to consider. It is very easy to investigate the effect on performance of any of the variables by just computing altitudes for various engine types, heavier and lighter rocket weights and different values of drag. With this kind of approach, one soon gains a real understanding of these previously abstract principles.

INSTRUCTIONS FOR USING THE GRAPHS ON THE FOLLOWING PAGES

The basic steps in calculating the altitude that will be reached by a specific model rocket powered by a specific type of model rocket engine are as follows:

1. Gather data on a specific example -
 - a) Find frontal area of model rocket (body tube size).

A few simple calculations using only arithmetic operations (adding, subtracting, multiplying and dividing) plus use of the graphs on the following pages will enable you to calculate with reasonable accuracy the altitudes to which your model rockets will fly with different engines.

- b) Determine weight of the model rocket without engine (from catalog or by actually weighing the model).
 c) Secure weight of the engine and weight of the propellant (from catalog).
2. Determine the drag form factor (C_{DA}). This can be done for model rockets made with standard Estes body tubes by reference to Figure 2.

3. Calculate the **ballistic coefficient** (β_t) of the model rocket during thrusting -

$$\text{Thrusting } \beta = \frac{W_I^{1/2} W_p}{C_{DA}}$$

4. Read the **burnout altitude** (S_B) and the **burnout velocity** (V_B) from the appropriate graphs.

5. Calculate the new **ballistic coefficient** (β_c) for model rocket during coasting. (All of the propellant is gone)

$$\text{Coasting } \beta = \frac{W_I W_p}{C_{DA}}$$

6. Read **coasting altitude** from the appropriate graph.

7. Determine altitude your model rocket will reach by adding the **coasting altitude** to the **burnout altitude**.

8. Determine the **coasting time** from the appropriate graph and check to be sure that you selected an engine with the proper delay.

CLUSTERED ROCKETS APPLICATION

The charts can also be used for any identical type motors clustered in a stage by making the following modifications.

During thrusting use the V_B and S_B graphs with

$$W_I = \frac{\text{Actual Weight}}{\text{Number of motors in cluster}} = \frac{W_{\text{actual}}}{N}$$

and:

$$\beta_T = \frac{W_{\text{actual}} - N(1/2 W_p)}{C_{DA}}$$

During coasting use:

$$\beta_c = \frac{W_{\text{actual}} - N(W_p)}{C_{DA}}$$

Nothing else is required.

As an example, let's look at the Gemini-Titan GT-3 (no longer available) powered by two B6-4 engines. Its body is a BT-70 tube, and let's again assume $C_D = .75$. The rocket weighs 3.8 ounces.

Now:

$$W_I = \frac{W_{\text{actual}}}{\text{Number of Motors}}$$

$$= 3.8 \text{ oz.} + 2(0.78 \text{ oz.})$$

$$= 2.68 \text{ oz.}$$

$$C_{DA} = 2.85 \text{ in.}^2$$

$$\beta_t = \frac{W_{\text{actual}} - N(1/2 W_p)}{C_{DA}}$$

$$= \frac{5.36 \text{ oz.} - 2 \left(\frac{0.22 \text{ oz.}}{2} \right)}{2.85 \text{ in.}^2}$$

$$= 1.80 \frac{\text{oz.}}{\text{in.}^2}$$

S_B from figure 7A = 84 ft.

V_B from figure 7B = 175 ft./sec.

$$\begin{aligned} \beta_c &= \frac{W_{\text{actual}} - N(W_p)}{C_{DA}} \\ &= \frac{5.36 \text{ oz.} - 2(0.22 \text{ oz.})}{2.95 \text{ in.}^2} \\ &= 1.67 \frac{\text{oz.}}{\text{in.}^2} \end{aligned}$$

S_C from figure 11A = 230 ft.

Apogee point = $S_B + S_C$

$$= 84 \text{ ft.} + 235 \text{ ft.}$$

$$= 319 \text{ ft.}$$

$$t_c = 3.3 \text{ sec.}$$

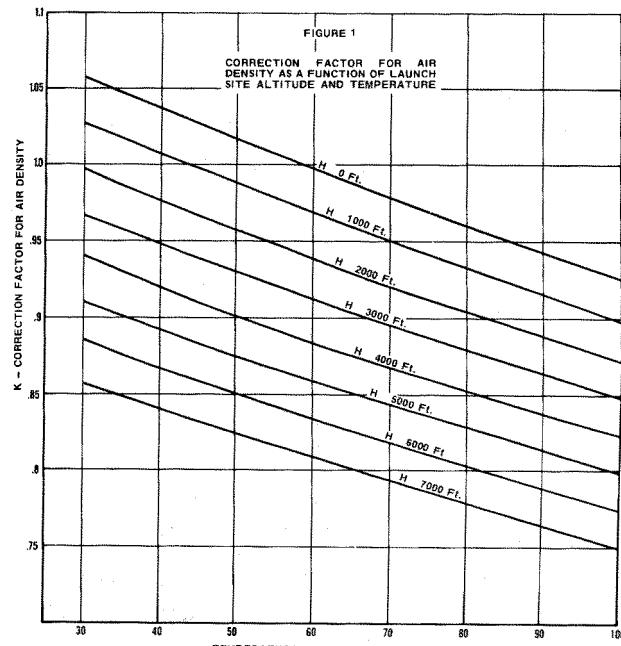
Note that our choice of a 4-second delay will pop the parachute close to the apogee.

THE EFFECT OF LAUNCH ALTITUDE AND LAUNCH TEMPERATURE VARIATIONS

Our basic drag equation $D = C_{DA} 1/2 \rho V^2$ shows that the drag force (D) is among other things proportional to air density (ρ). Density of the air is both a function of altitude and temperature. Figure 1 presents a correction factor (K) for density that is based on the tabular data presented on page 92 of G.H. Stine's Handbook (reference 4). This factor (K) can fortunately be included in the ballistic coefficient (β) as follows:

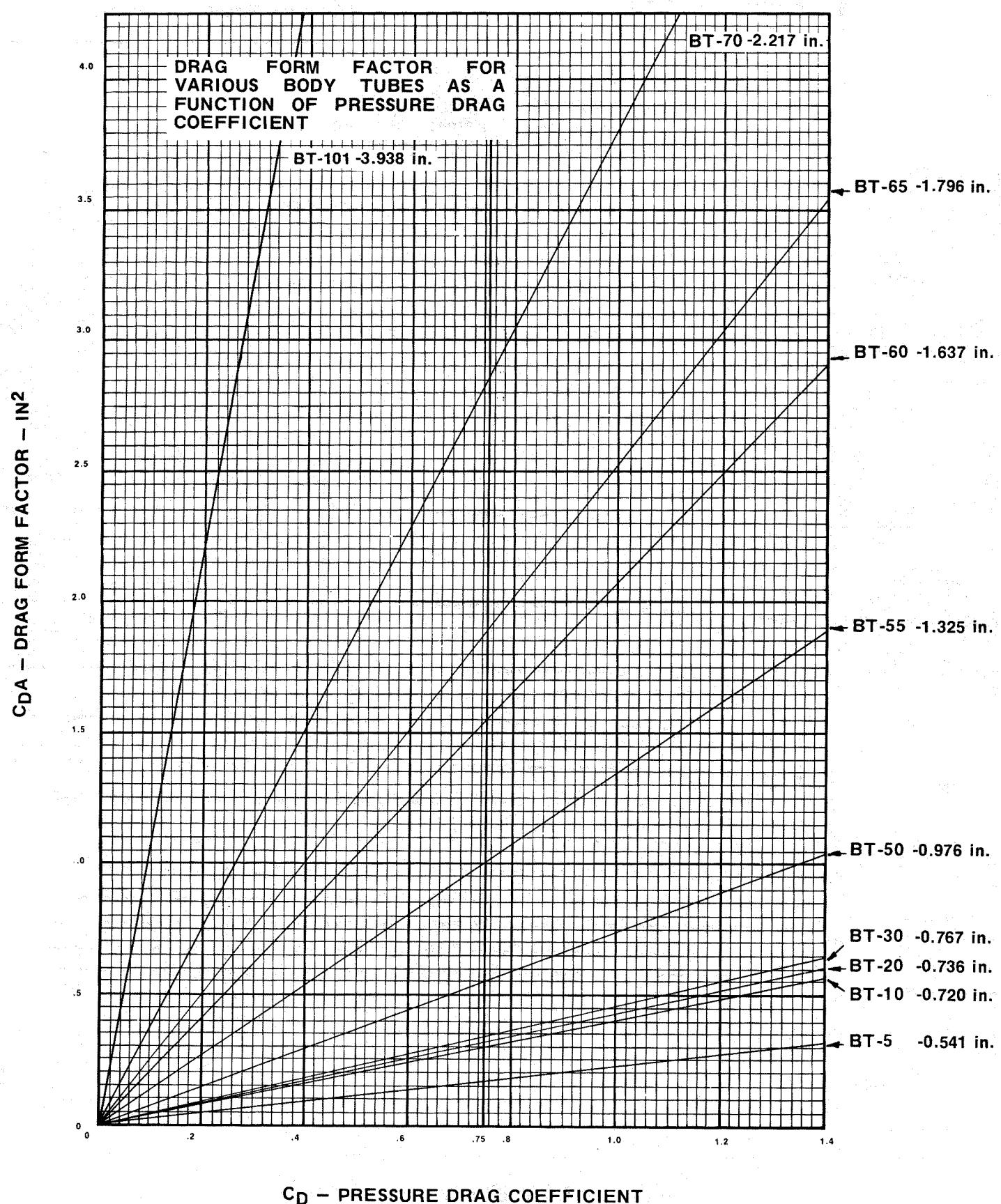
$$\beta = \frac{W}{C_{DA} K}$$

Altitude calculations are performed just as described before with the exception of this single modification. The reason it can be included at right in the ballistic coefficient will become apparent to those who follow the derivation of the motion equations.



Drag Form Factors

FIGURE 2



C_D - PRESSURE DRAG COEFFICIENT

1/4A3

1/4 A3

Burn Time $t_b = .24$ Sec.

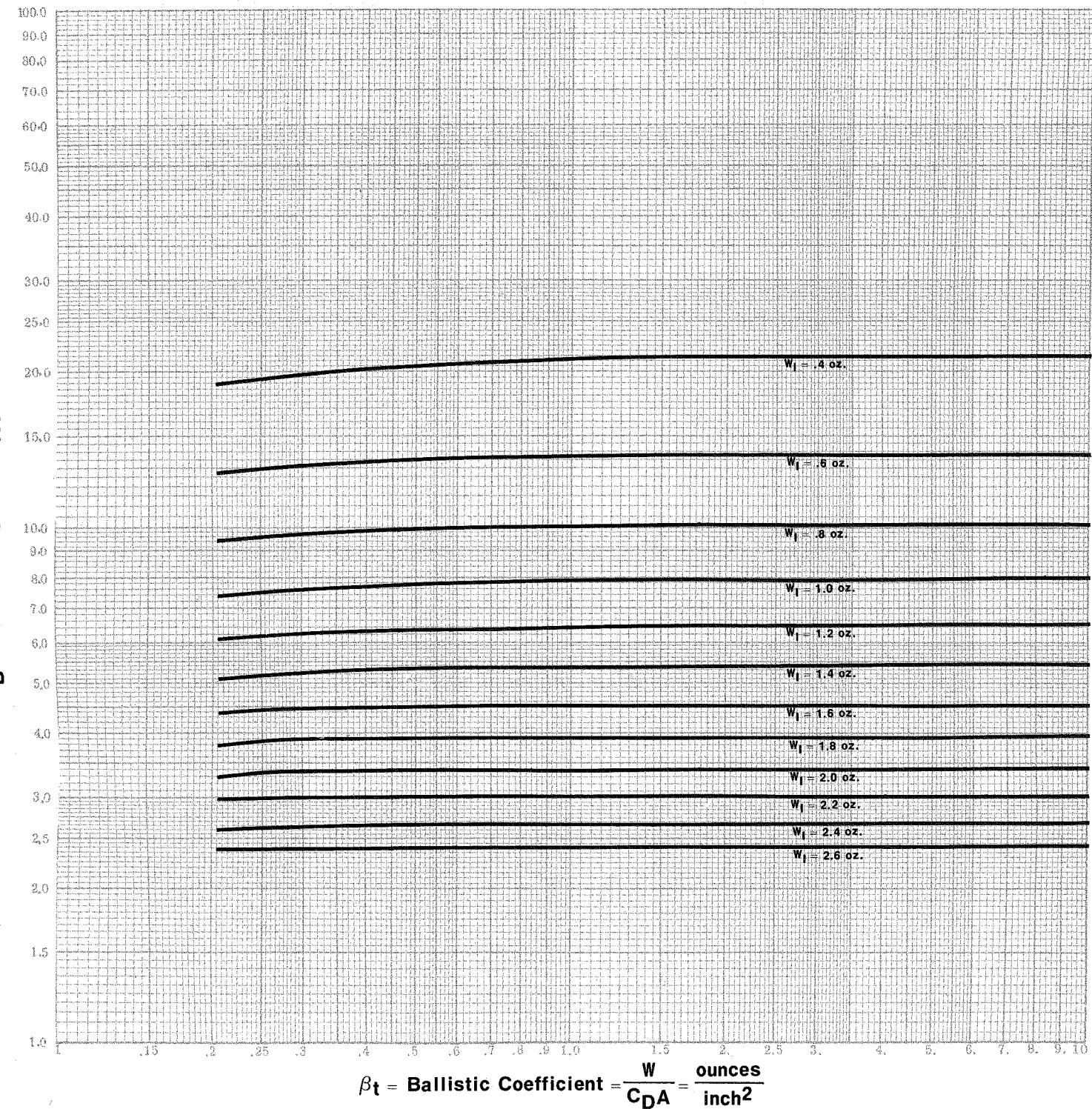
Propellant Weight $W_p = .0270$ Oz.

$1/2 W_p = .0135$ Oz.

Average Thrust $T = 9$ Oz.

FIGURE 2A

Burnout Altitude (S_B) as a function of Initial Weight (W_I) and Ballistic Coefficient (β_t).



1/4A3

1/4 A3

Burn Time $t_b = .24$ Sec.

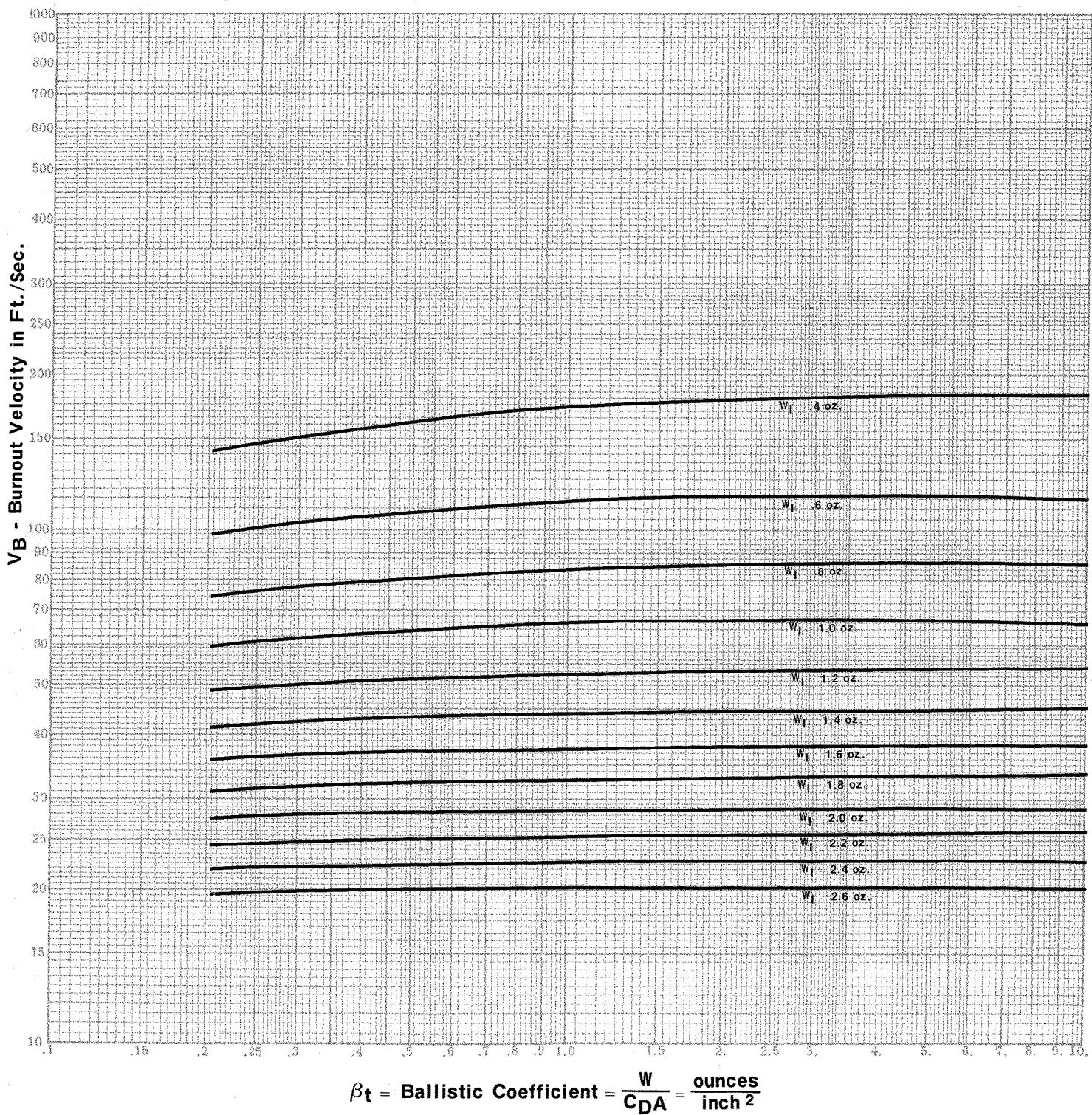
Propellant Weight $W_p = .0270$ Oz.

1/2 $W_p = .0135$ Oz.

Average Thrust $T = .9$ Oz.

FIGURE 2B

Burnout Velocity (V_B) as a function of Initial Weight (W_I) and Ballistic Coefficient (β_t).



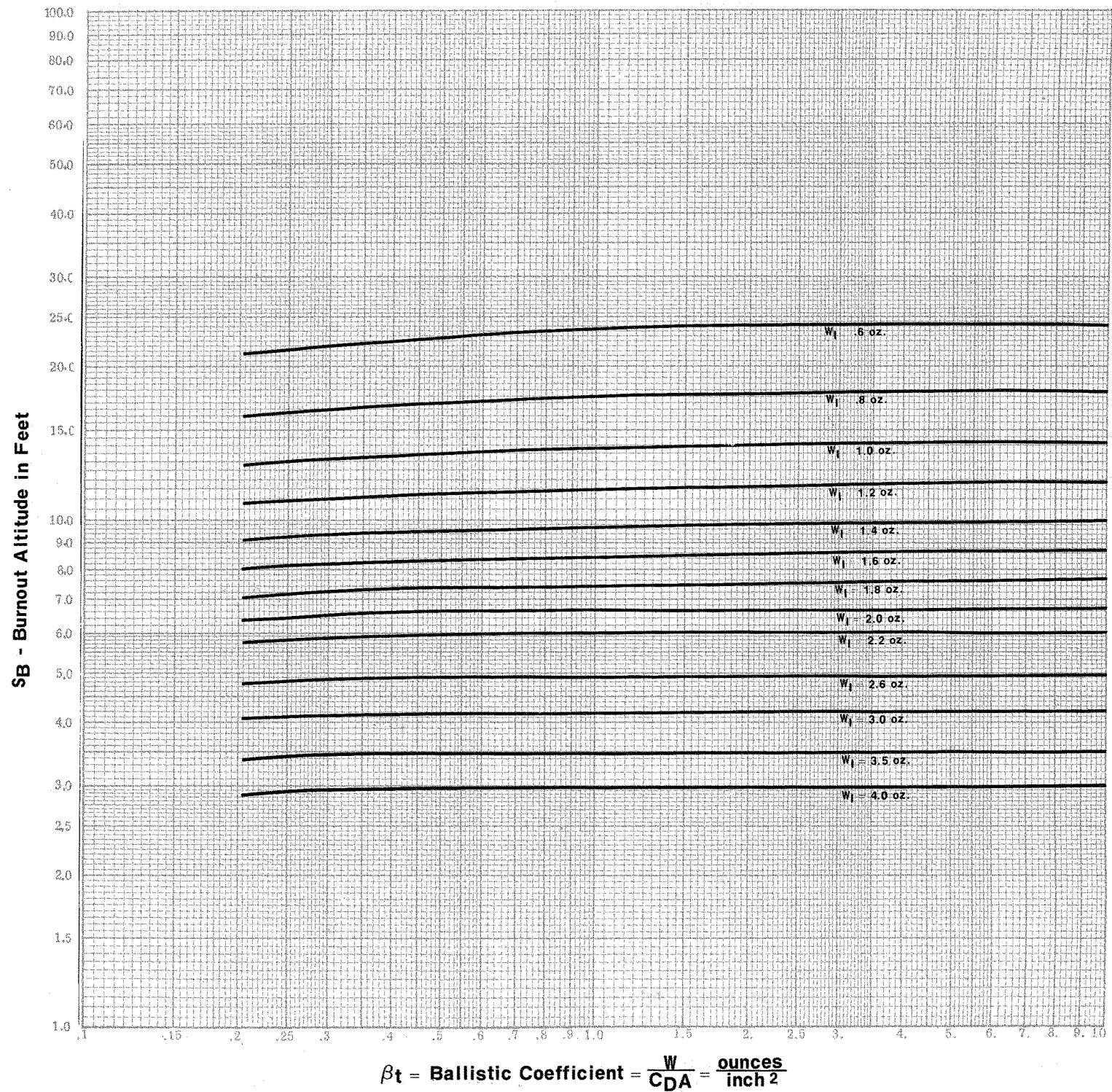
$$\beta_t = \text{Ballistic Coefficient} = \frac{W}{C_{DA}} = \frac{\text{ounces}}{\text{inch}^2}$$

1/2A6

1/2A
Burn Time $t_b = .20$ Sec.
Propellant Weight $W_p = .055$ Oz.
 $1/2W_p = .0275$ Oz.
Average Thrust $T = 22$ Oz.

FIGURE 3A

Burnout Altitude (S_B) as a function of Initial Weight (W_I) and Ballistic Coefficient (β_t).



$$\beta_t = \text{Ballistic Coefficient} = \frac{W}{CDA} = \frac{\text{ounces}}{\text{inch}^2}$$

1/2A6

1/2 A6

Burn Time $t_b = .20$ Sec.

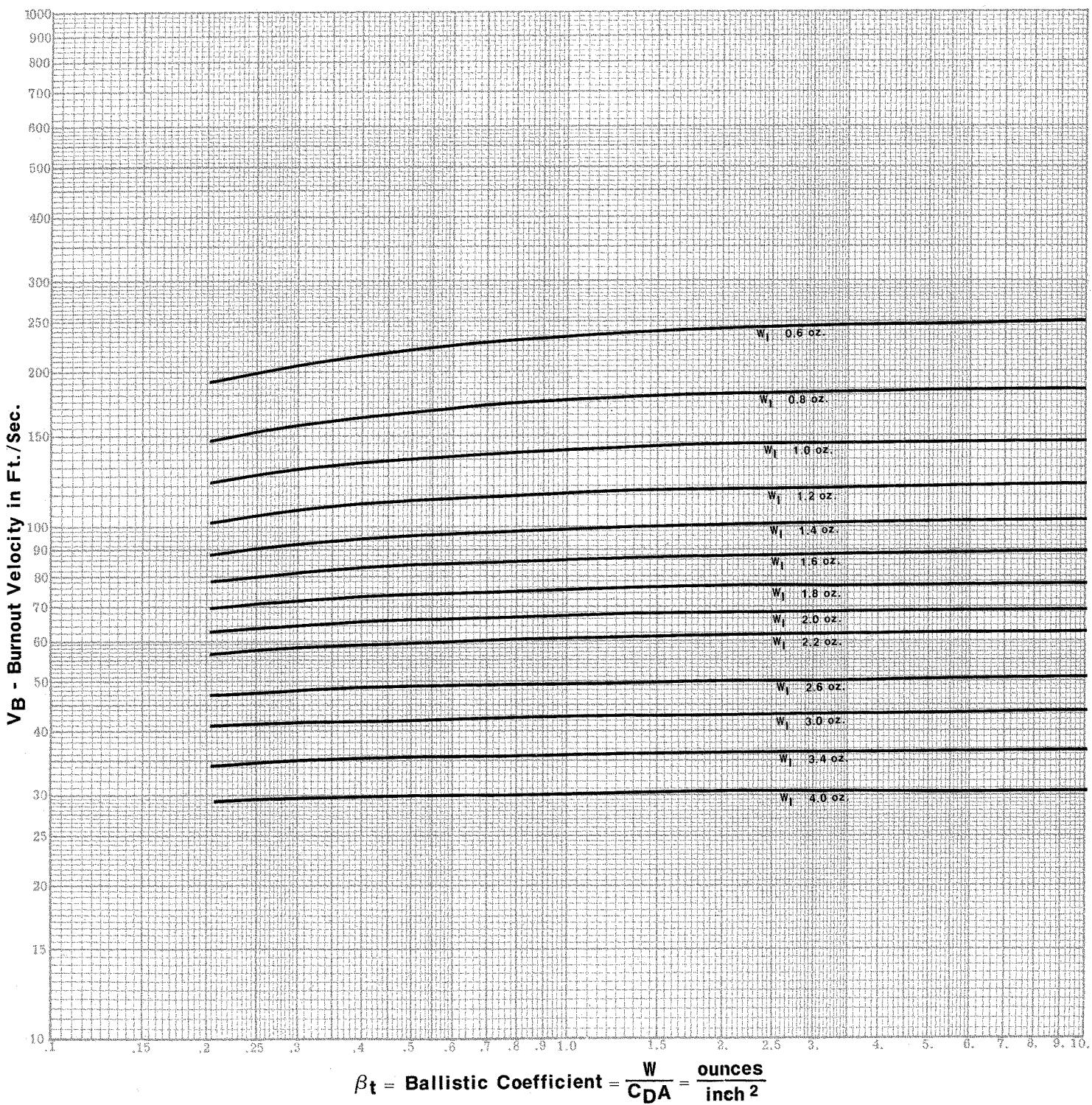
Propellant Weight $W_p = .055$ Oz.

1/2 $W_p = .0275$ Oz.

Average Thrust $T = 22$ Oz.

FIGURE 3B

Burnout Velocity (V_B) as a function of Initial Weight (W_I) and Ballistic Coefficient (β_t).



$$\beta_t = \text{Ballistic Coefficient} = \frac{W}{C_{DA}} = \frac{\text{ounces}}{\text{inch}^2}$$

A5 (no longer available)

A5

Burn Time $t_b = .50$ Sec.

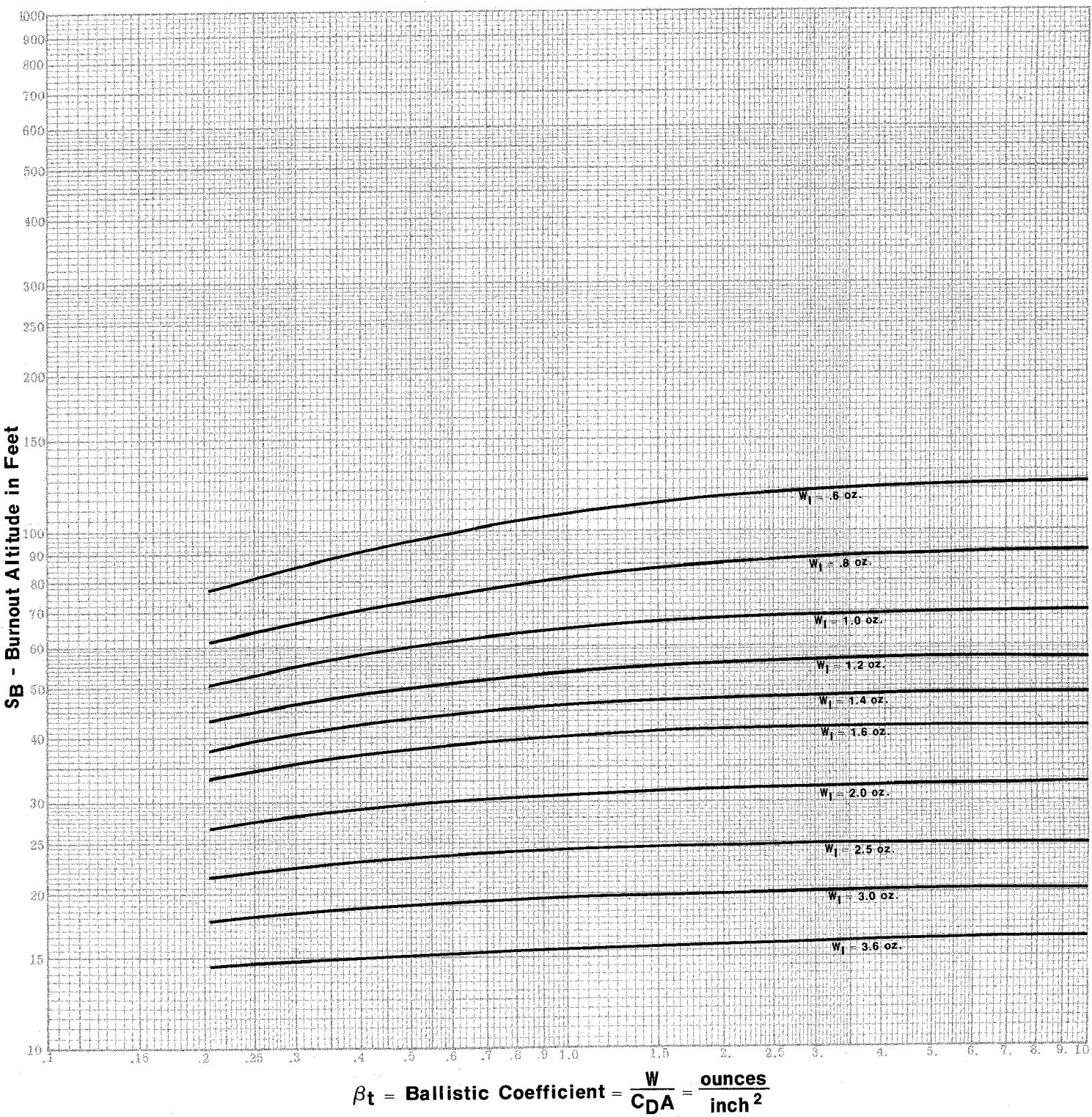
Propellant Weight $W_p = .1100$ Oz.

$1/2 W_p = .0550$ Oz.

Average Thrust $T = 18$ Oz.

FIGURE 4A

Burnout Altitude (S_B) as a function of Initial Weight (W_I) and Ballistic Coefficient (β_t).



A5

A5

Burn Time $t_b = .50$ Sec.

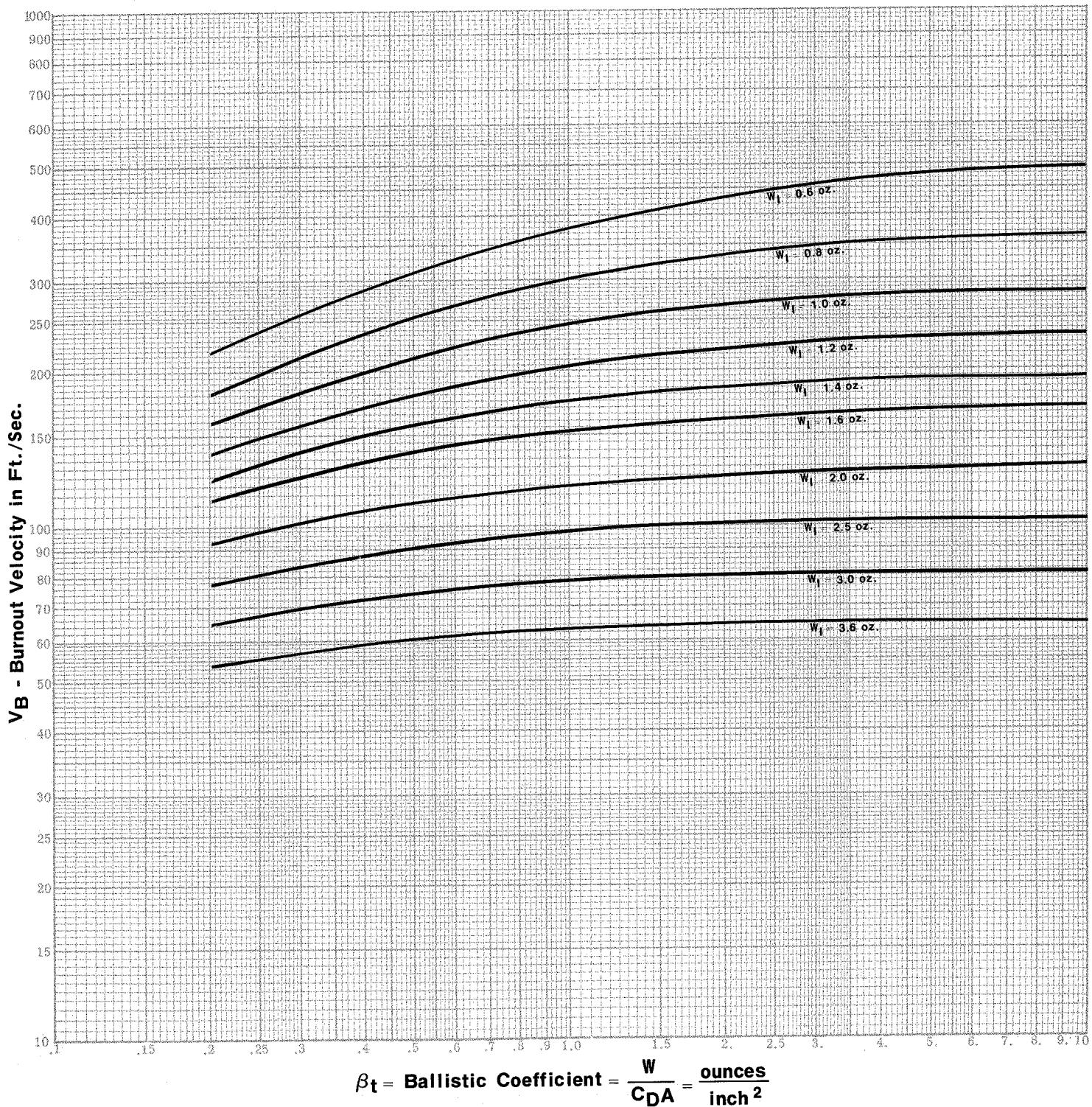
Propellant Weight $W_p = .1100$ Oz.

$1/2 W_p = .0550$ Oz.

Average Thrust $T = 18$ Oz.

FIGURE 4B

Burnout Velocity (V_B) as a function of Initial Weight (W_I) and Ballistic Coefficient (β_t).



A8

A8

Burn Time $t_b = .32$ Sec.

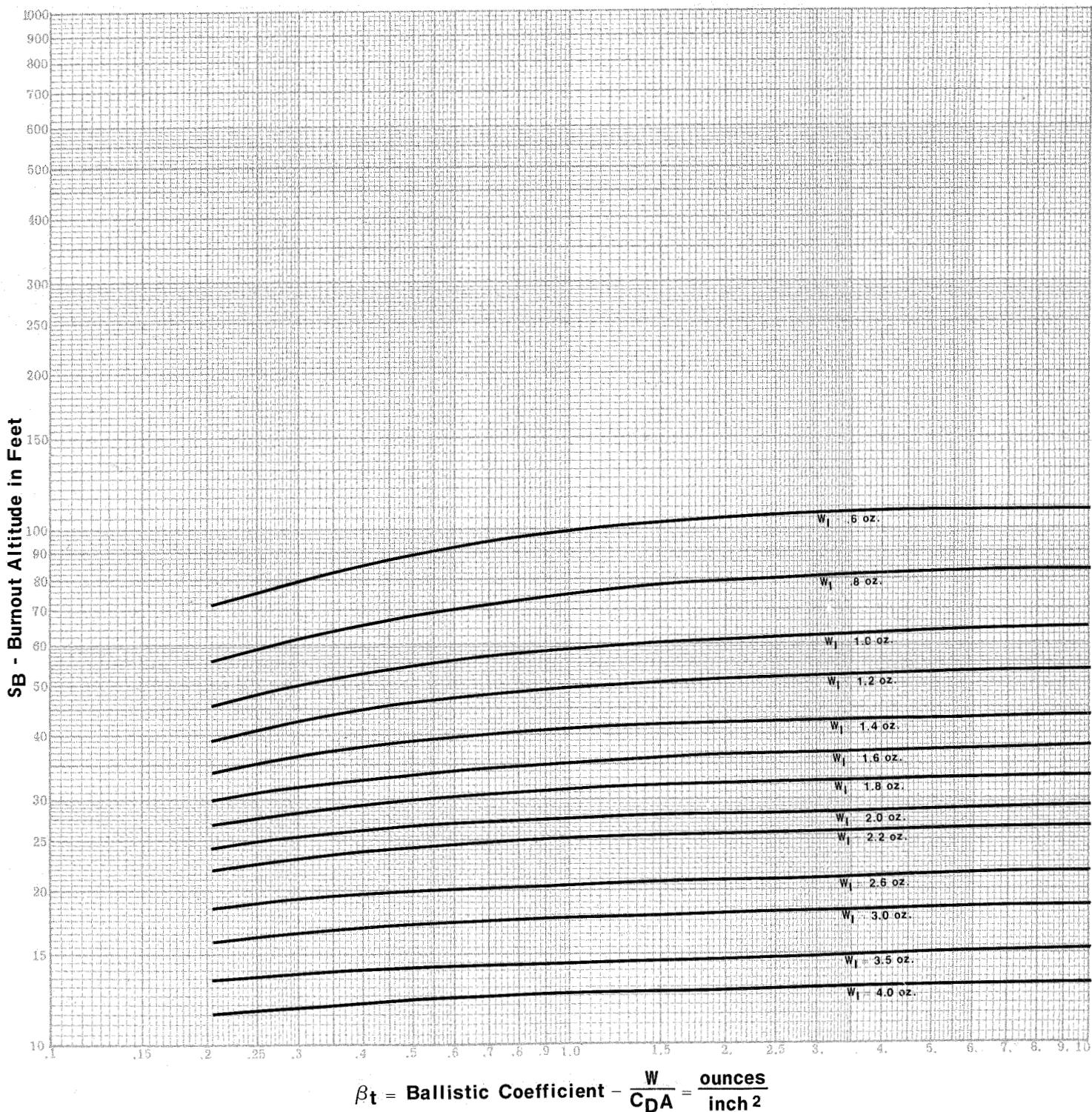
Propellant Weight $W_p = .110$ Oz.

$1/2 W_p = .055$ Oz.

Average Thrust $T = 28$ Oz.

FIGURE 5A

Burnout Altitude (S_B) as a function of Initial Weight (W_I) and Ballistic Coefficient (β_t).



A8

A8

Burn Time $t_b = .32$ Sec.

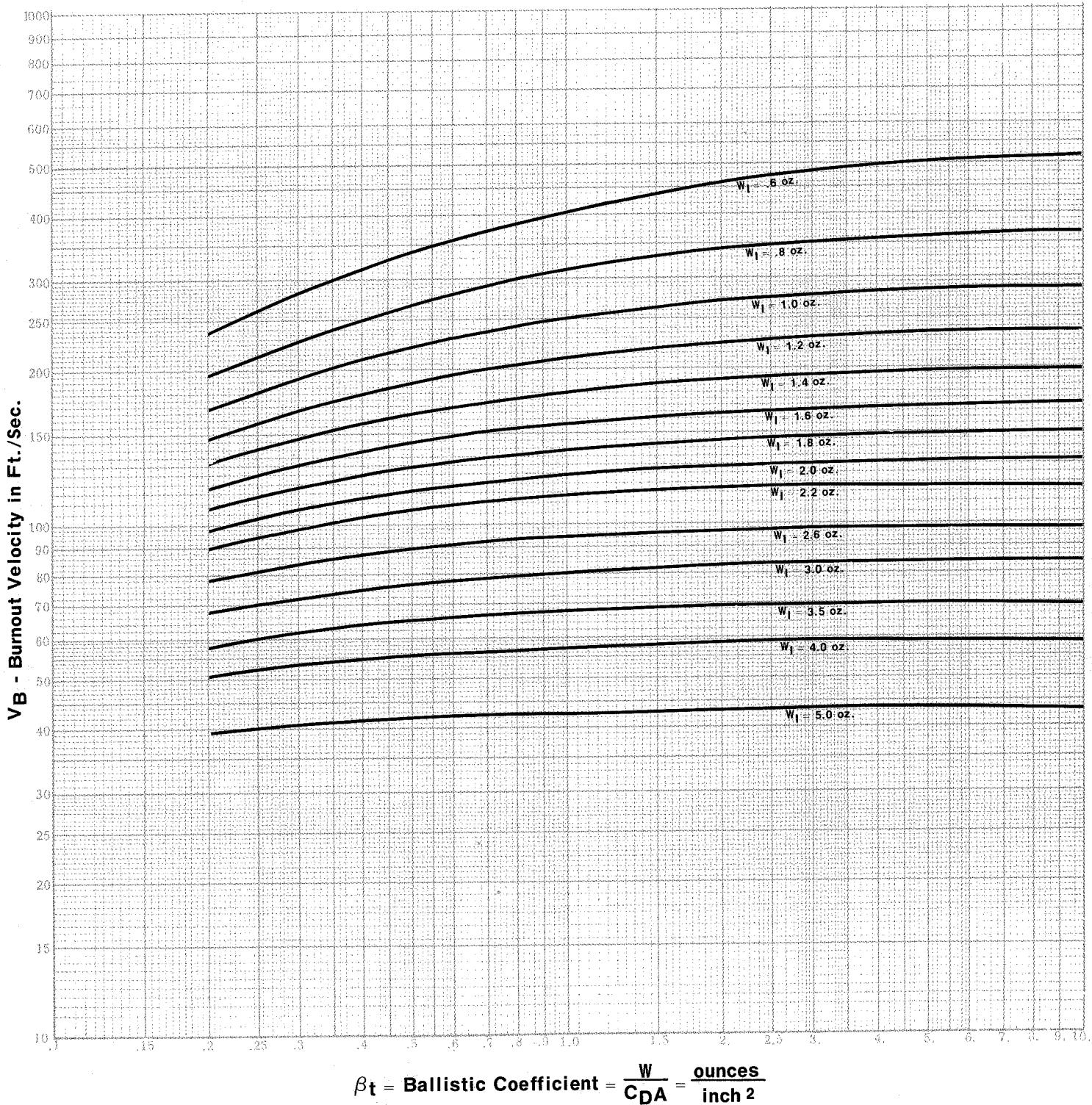
Propellant Weight $W_p = .110$ Oz.

$1/2 W_p = .055$ Oz.

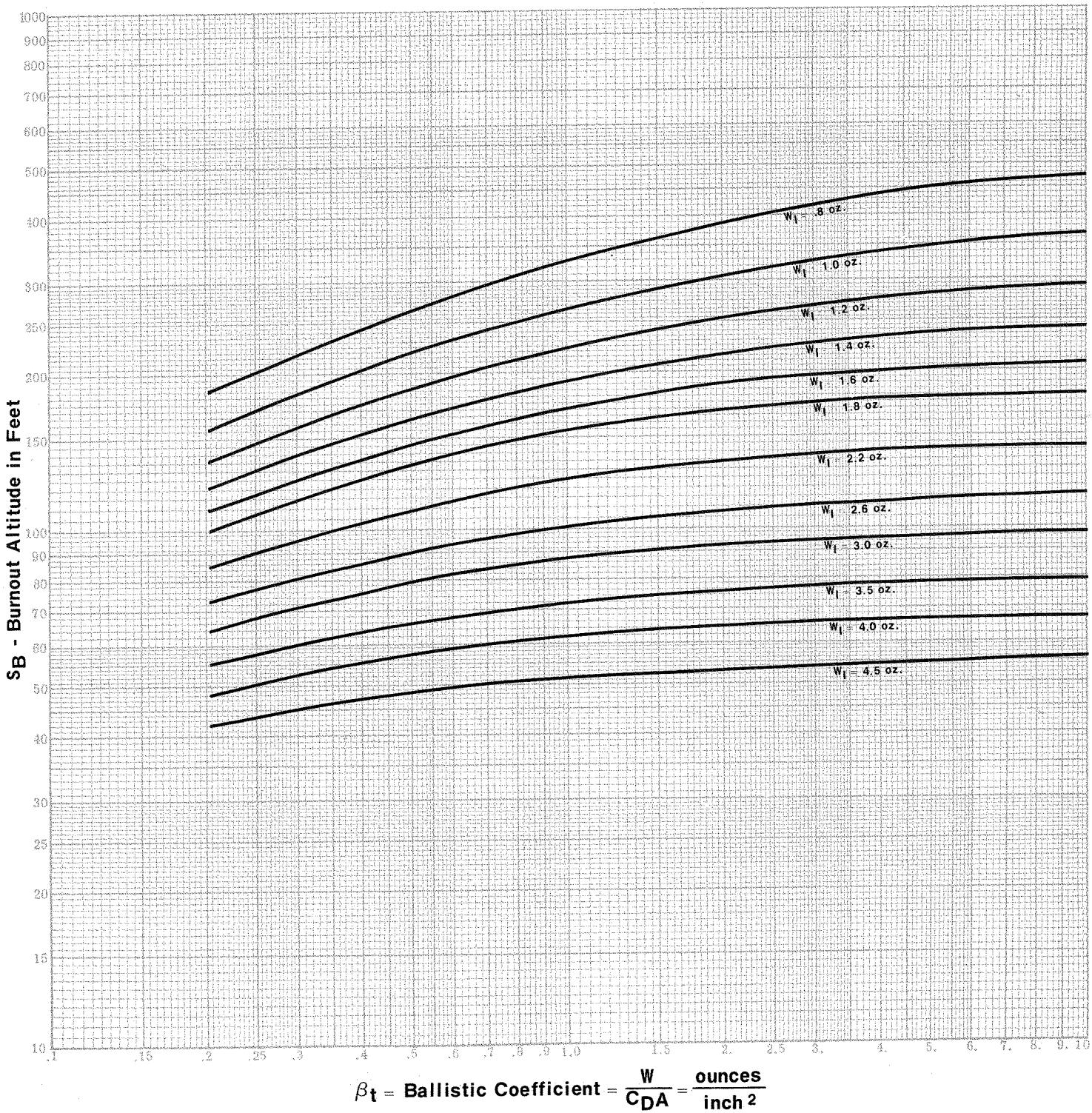
Average Thrust $T = 28$ Oz.

FIGURE 5B

Burnout Velocity (V_B) is a function of Initial Weight (W_I) and Ballistic Coefficient (β_t).

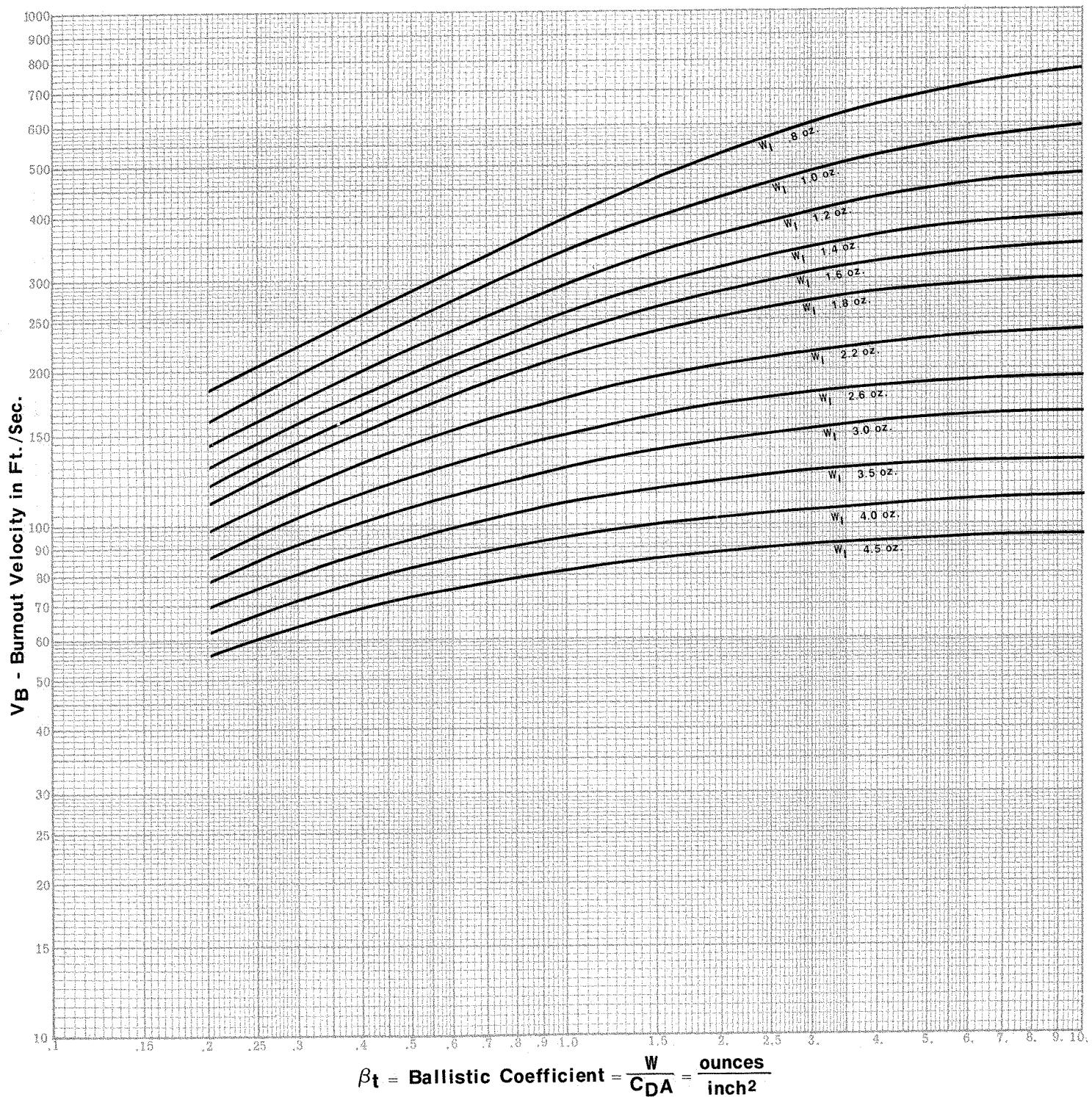


$$\beta_t = \text{Ballistic Coefficient} = \frac{W}{C_{DA}} = \frac{\text{ounces}}{\text{inch}^2}$$

B4**B4**Burn Time $t_b = 1.20$ Sec.Propellant Weight $W_p = .294$ Oz. $1/2 W_p = .147$ Oz.Average Thrust $T = 15$ Oz.**FIGURE 6A****Burnout Altitude (S_B) as a function of Initial Weight (W_I) and Ballistic Coefficient (β_t).**

B4**B4**Burn Time $t_b = 1.20$ Sec.Propellant Weight $W_p = .294$ Oz. $1/2W_p = .147$ Oz.Average Thrust $T = 15$ Oz.**FIGURE 6B**

Burnout Velocity (V_B) as a function of Initial Weight (W_I) and Ballistic Coefficient (β_t).

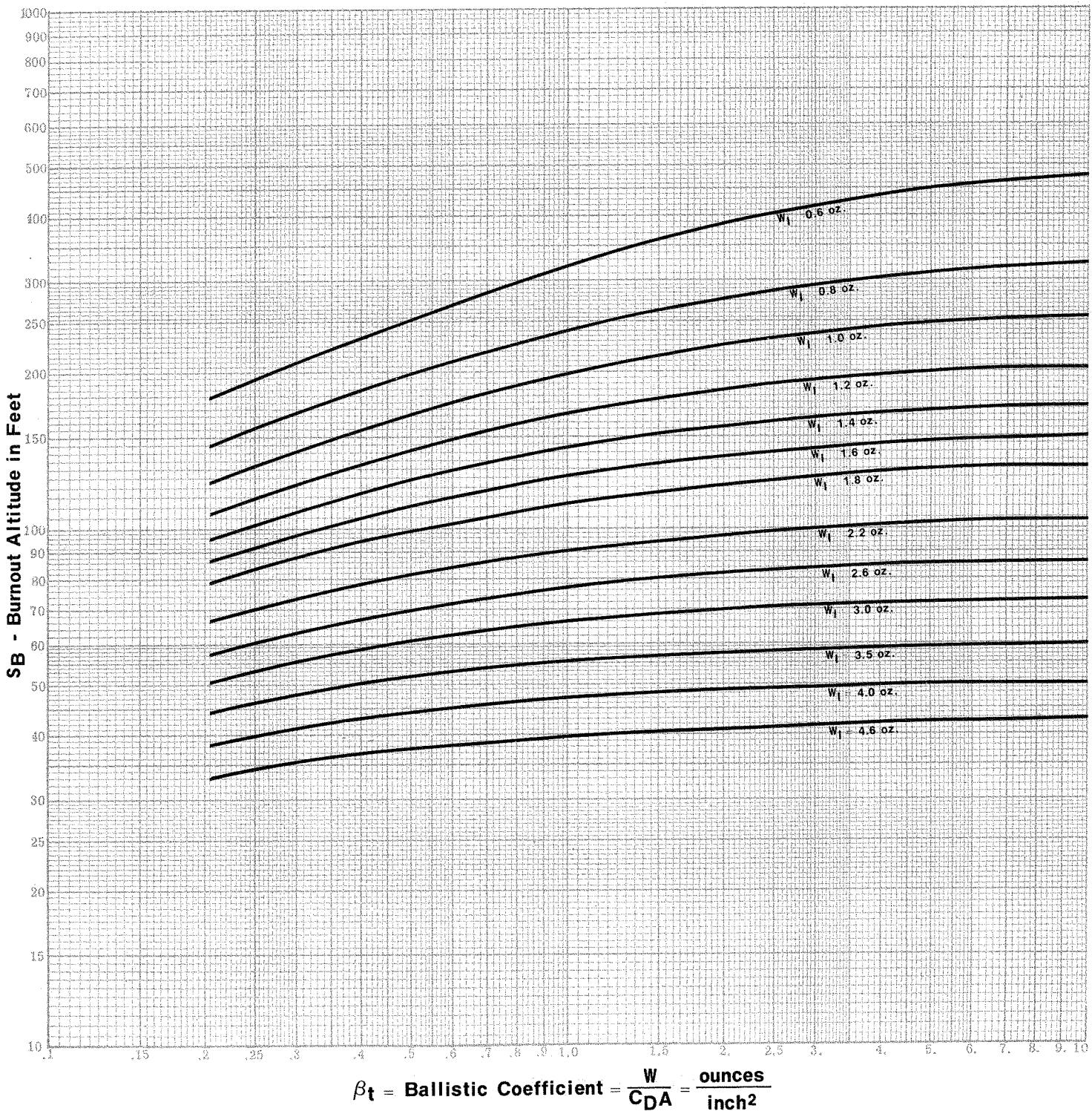


B6

B6
Burn Time $t_b = .83$ Sec.
Propellant Weight $W_p .220$ Oz.
 $1/2 W_p .110$ Oz.
Average Thrust $T = 22$ Oz.

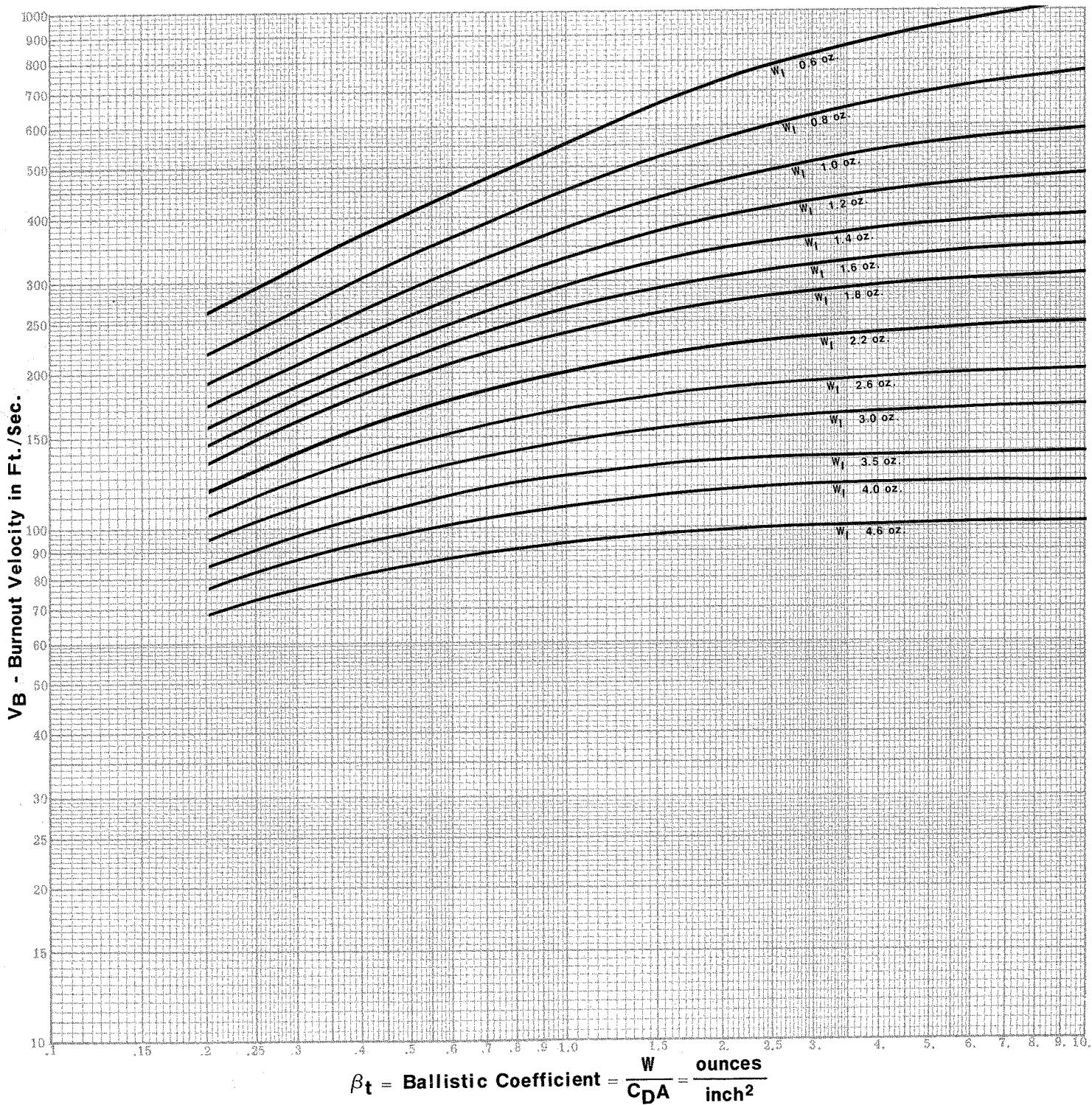
FIGURE 7A

Burnout Altitude (S_B) as a function of Initial Weight (W_I) and Ballistic Coefficient (β_t).



B6**B6**Burn Time $t_b = .83$ Sec.Propellant Weight $W_p = .220$ Oz. $1/2 W_p = .110$ Oz.Average Thrust $T = 22$ Oz.**FIGURE 7B**

Burnout Velocity (V_B) as a function
of Initial Weight (W_I) and
Ballistic Coefficient (β_t).

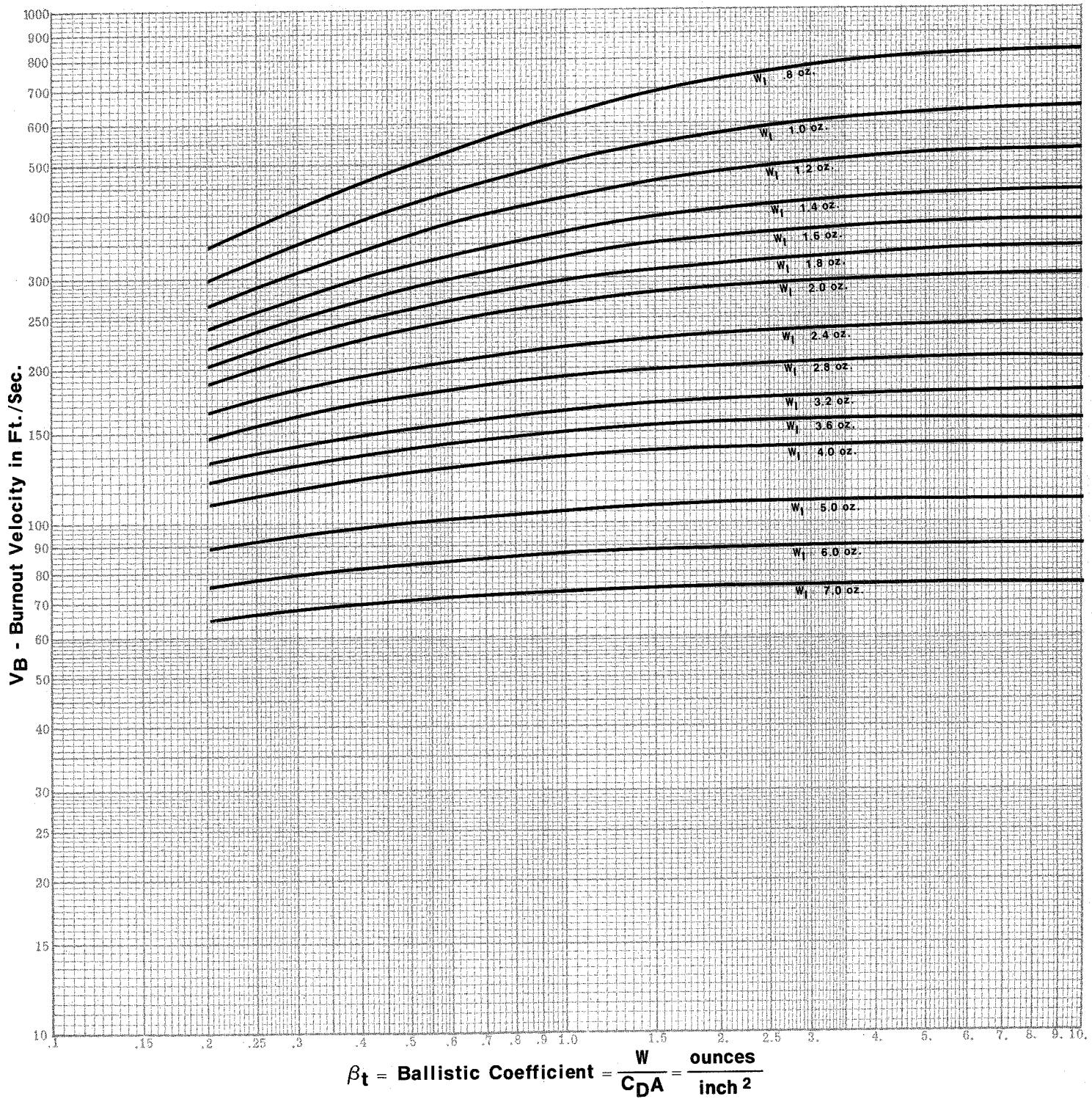


B14 (no longer available)

B14
 Burn Time $t_b = .35$ Sec.
 Propellant Weight $W_p = .220$ Oz.
 $1/2 W_p = .110$ Oz.
 Average Thrust $T = 51$ Oz.

FIGURE 8B

Burnout Velocity (V_B) as a function of Initial Weight (W_I) and Ballistic Coefficient (β_t).



B14

B14

Burn Time $t_b = .35$ Sec.

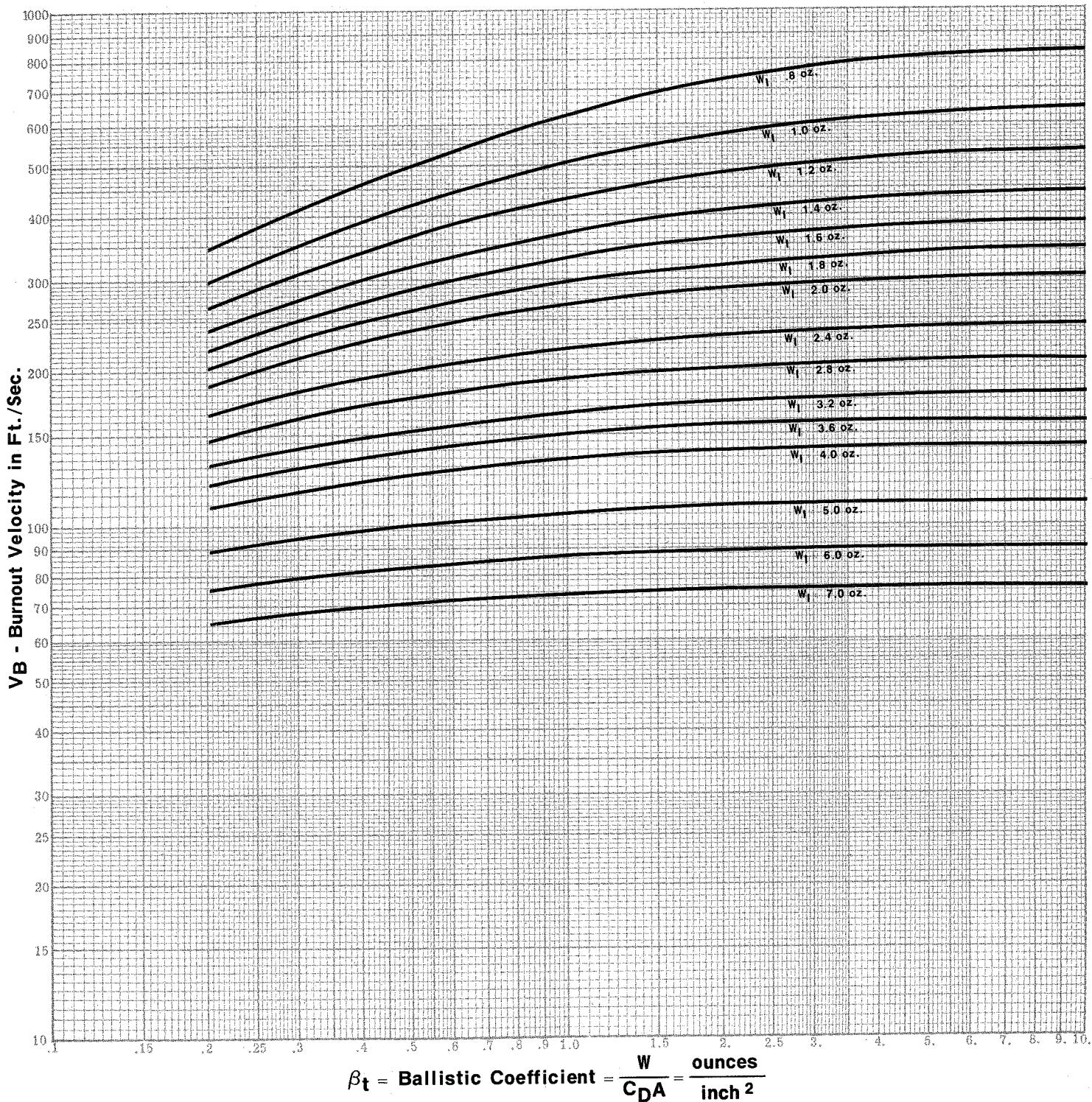
Propellant Weight $W_p = .220$ Oz.

$1/2 W_p = .110$ Oz.

Average Thrust $T = 51$ Oz.

FIGURE 8B

Burnout Velocity (V_B) as a function of Initial Weight (W_I) and Ballistic Coefficient (β_t).



C6

C6

Burn Time $t_b = 1.7$ Sec.

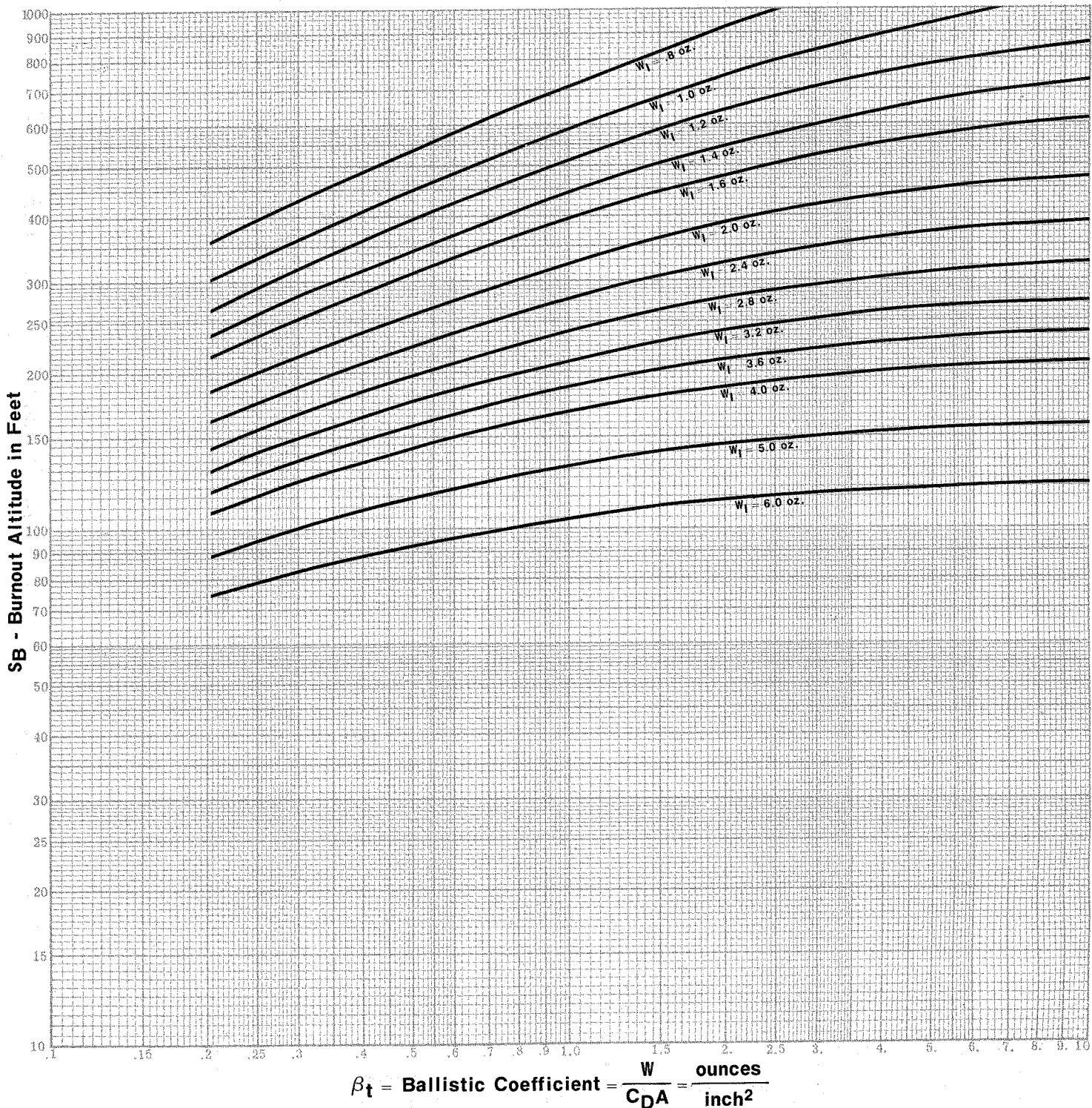
Propellant Weight $W_p = .440$ Oz.

$1/2 W_p = .220$ Oz.

Average Thrust $T = 21$ Oz.

FIGURE 9A

Burnout Altitude (S_B) as a function of Initial Weight (W_I) and Ballistic Coefficient (β_t).



A8

A8

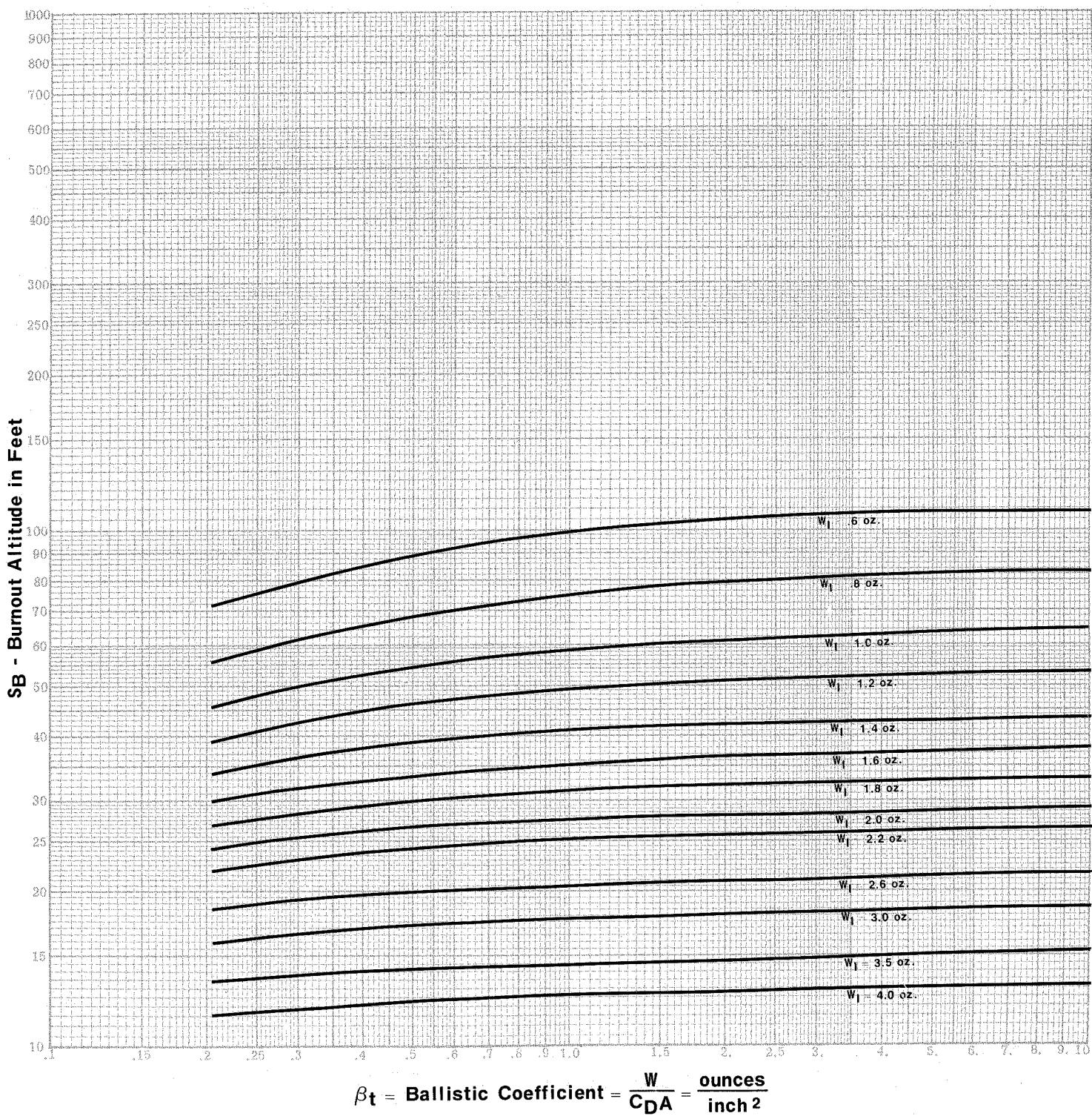
Burn Time $t_b = .32$ Sec.

Propellant Weight $W_p = .110$ Oz.

$1/2 W_p = .055$ Oz.

Average Thrust $T = 28$ Oz.

FIGURE 5A
Burnout Altitude (S_B) as a function
of Initial Weight (W_I) and
Ballistic Coefficient (β_t).



D12

D12

Burn Time $t_b = 1.48$ Sec.

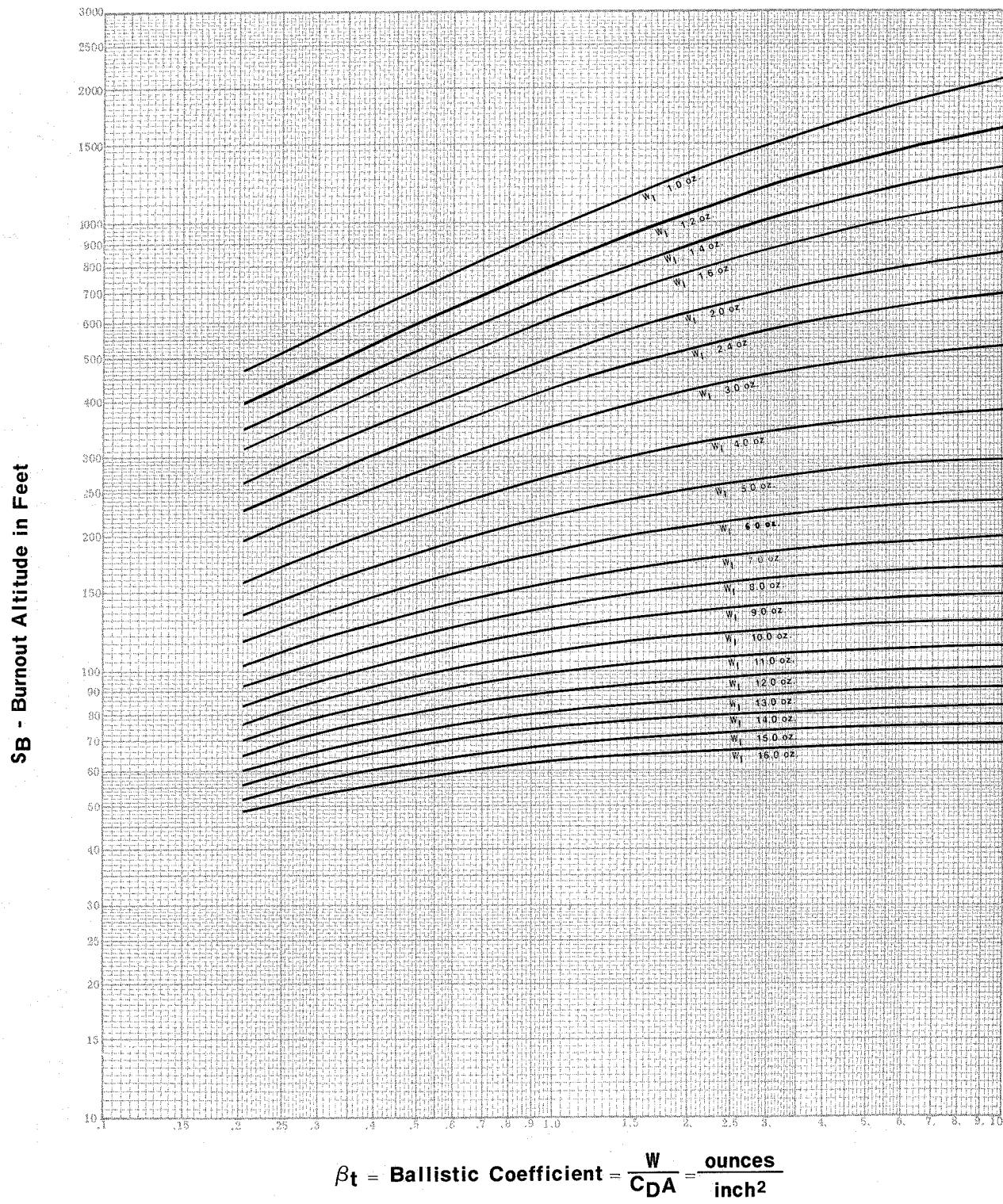
Propellant Weight $W_p = .879$ Oz.

1/2 $W_p = .4395$ Oz.

Average Thrust $T = 48$ Oz.

FIGURE 10A

Burnout Altitude (S_B) as a function
of Initial Weight (W_I) and
Ballistic Coefficient (β_t).



$$\beta_t = \text{Ballistic Coefficient} = \frac{W}{C_{DA}} = \frac{\text{ounces}}{\text{inch}^2}$$

D12

D12

Burn Time $t_b = 1.48$ Sec.

Propellant Weight $W_p = .879$ Oz.

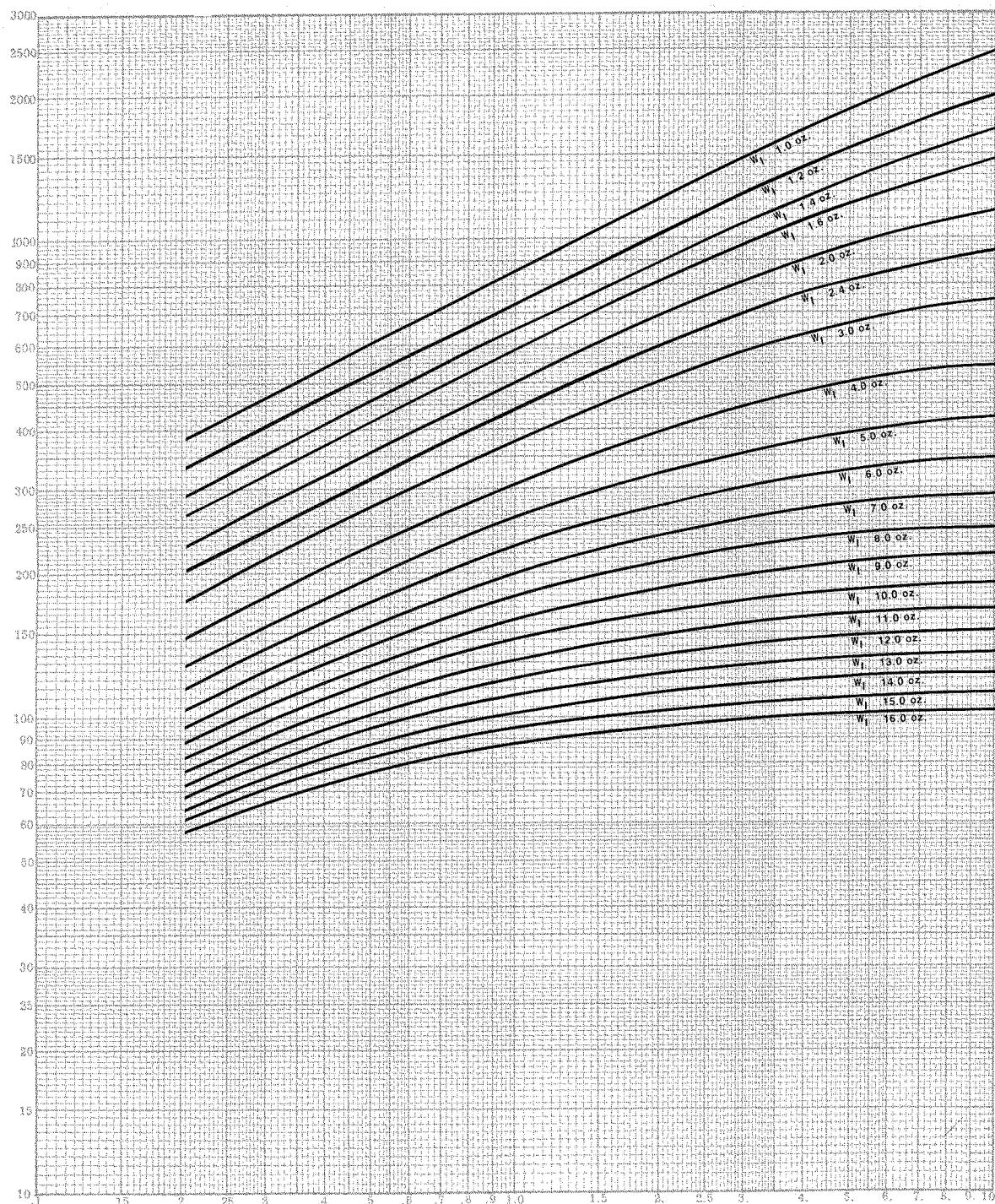
1/2 $W_p = .4395$ Oz.

Average Thrust $T = 48$ Oz.

FIGURE 10B

Burnout Velocity (V_B) as a function
of Initial Weight (W_I) and
Ballistic Coefficient (β_t).

V_B - Burnout Velocity in Ft./Sec.

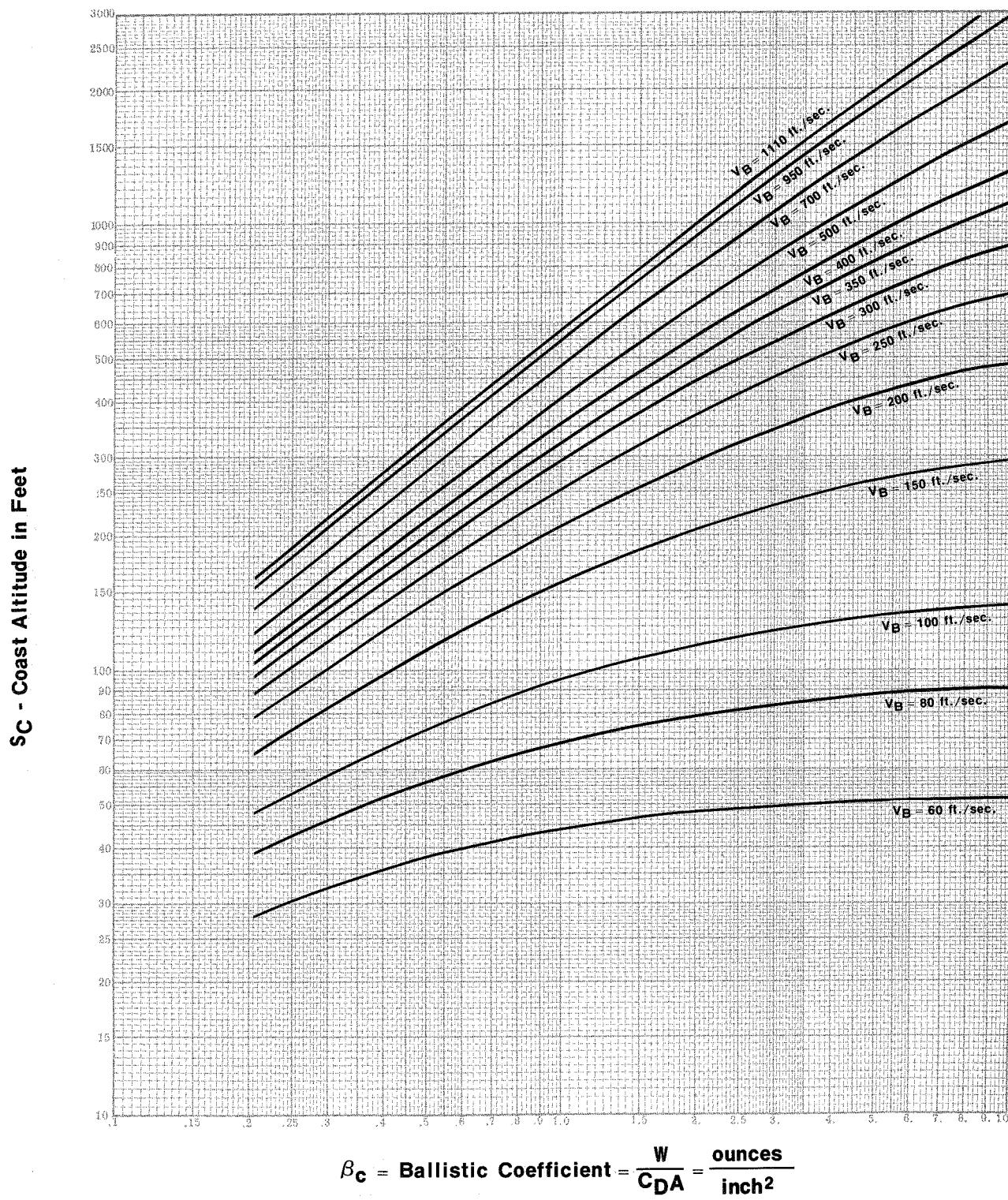


$$\beta_t = \text{Ballistic Coefficient} = \frac{W}{C_{DA}} = \frac{\text{ounces}}{\text{inch}^2}$$

COAST ALTITUDES

11A

FIGURE 11A
**Altitude (S_C) Gained During
 Coast Phase as a Function of
 Burnout Velocity (V_B) and
 Ballistic Coefficient (β_c).**

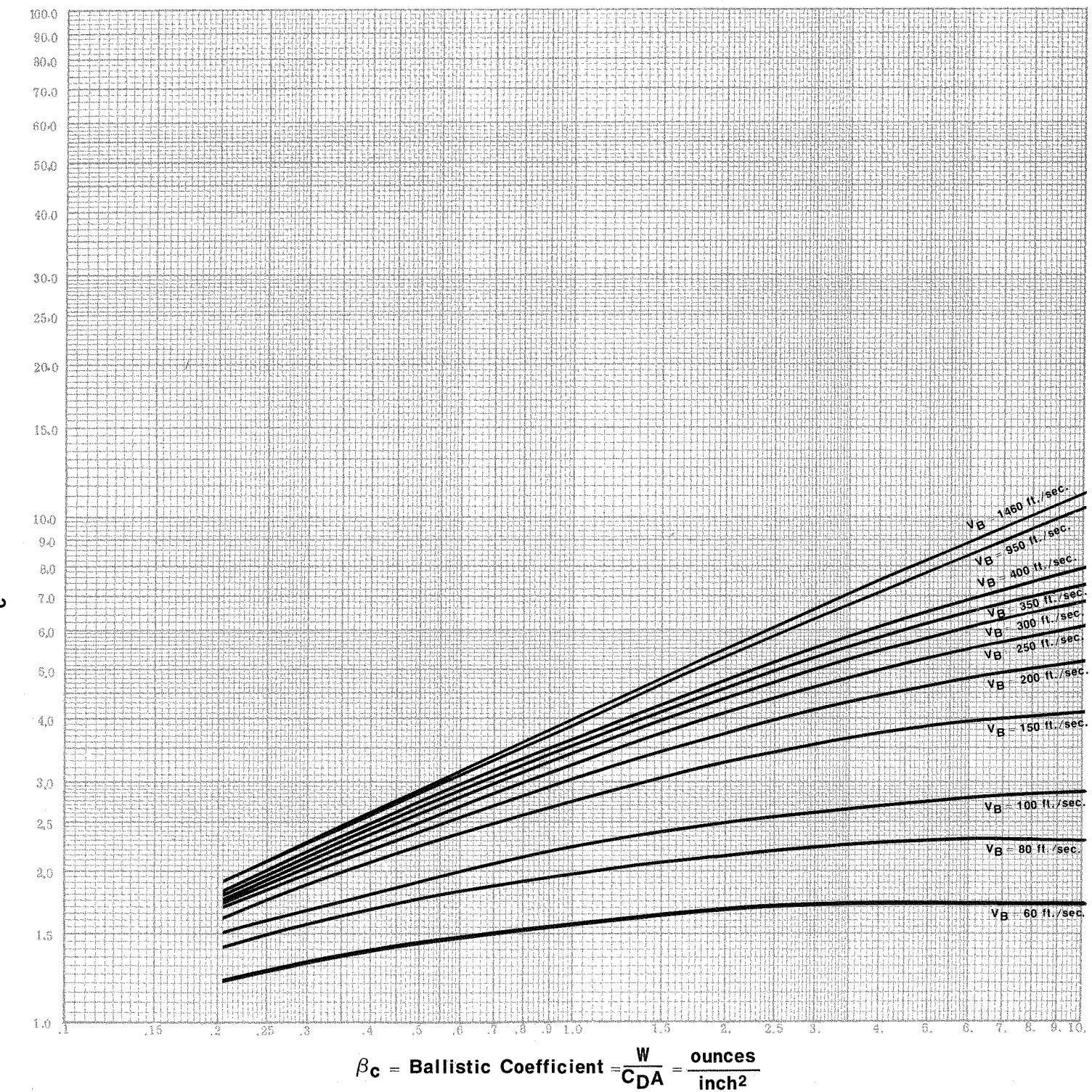


$$\beta_c = \text{Ballistic Coefficient} = \frac{W}{C_{DA}} = \frac{\text{ounces}}{\text{inch}^2}$$

COAST TIMES

FIGURE 11B

Time (t_c) in Seconds from Burnout to Peak Altitude as a function of Burnout Velocity (V_B) and Ballistic Coefficient (β_c).



1A Astron Alpha (no longer available)

WORK AREA

Now let's try a simple problem with a real model rocket, using only the necessary information. If you do not understand a step, refer back to the instructions and the sample problem.

1. Body diameter =

Rocket empty weight =

Engine = A8-3

Weight =

Propellant weight =

$W_I =$

=

=

2. $C_D A =$

3. Thrusting $\beta =$ _____

= _____

= _____

= _____

=

4. Burnout Altitude from Figure 5A =

Burnout Velocity from Figure 5B =

5. Coasting $\beta =$ _____

= _____

= _____

=

6. Coasting Altitude =

7. Apogee point =

=

= 379 ft.

8. Coasting Time = 4.0 sec.

Since our A8 engine also comes with a 4-second delay, and the coasting time is 4 seconds rather than 3 seconds, the A8-5 (no longer available) engine should be used.

Refer to page 28 for a complete solution to this problem.

2A BIG BERTHA®

WORK AREA

To gain experience in understanding and using this system, calculate the performance of a Big Bertha®. After completing your calculations, check your results with the results shown on the next page.

1. Body diameter =

Rocket empty weight =

Engine = B4-2

Weight =

Propellant weight =

W_I =

=

=

2. C_{DA} =

3. Thrusting β = _____

= _____

= _____

= _____

=

4. Burnout Altitude from Figure 6A =

Burnout Velocity from Figure 6B =

5. Coasting β = _____

= _____

= _____

=

6. Coasting Altitude =

7. Apogee point =

=

=

8. Coasting time =

Check your answers with those on the next page.

1B ASTRON ALPHA (no longer available)

1. Body diameter = BT - 50 - 0.976 in.
Rocket empty weight = 0.8 oz.
Engine = A8-3
Weight = 0.57 oz.
Propellant weight = 0.110 oz.

$$W_I = \text{Rocket empty weight} + \text{Engine weight}$$

$$= 0.8 \text{ oz.} + 0.57 \text{ oz.}$$
$$= 1.37 \text{ oz.}$$

$$2. C_{DA} = 0.55 \text{ in.}^2$$

$$3. \text{Thrusting } \beta = \frac{W_I - 1/2 W_p}{C_{DA}}$$
$$= \frac{1.37 \text{ oz.} - 1/2(0.110 \text{ oz.})}{0.55 \text{ in.}^2}$$
$$= \frac{1.37 \text{ oz.} - 0.055 \text{ oz.}}{0.55 \text{ in.}^2}$$
$$= \frac{1.315 \text{ oz.}}{0.55 \text{ in.}^2}$$
$$= 2.39 \text{ oz./in.}^2$$

4. Burnout Altitude from Figure 5A = 44 ft.
Burnout Velocity from Figure 5B = 210 ft./sec.

$$5. \text{Coasting } \beta = \frac{W_I - W_p}{C_{DA}}$$
$$= \frac{1.37 \text{ oz.} - 0.110 \text{ oz.}}{0.55 \text{ in.}^2}$$
$$= \frac{1.26 \text{ oz.}}{0.55 \text{ in.}^2}$$
$$= 2.29 \text{ oz./in.}^2$$

$$6. \text{Coasting Altitude} = 335 \text{ ft.}$$

$$7. \text{Apogee point} = \text{Burnout Altitude} + \text{Coasting Altitude}$$
$$= 44 \text{ ft.} + 335 \text{ ft.}$$
$$= 379 \text{ ft.}$$

$$8. \text{Coasting Time} = 4.0 \text{ sec.}$$

2B BIG BERTHA®

1. Body diameter = BT-60-1.637 in.
Rocket empty weight = 2.2 oz.
Engine = B4-2
Weight = 0.70 oz.
Propellant weight = 0.294 oz.

$$W_I = \text{Rocket empty weight} + \text{Engine weight}$$
$$= 2.2 \text{ oz.} + 0.70 \text{ oz.}$$
$$= 2.9 \text{ oz.}$$

$$2. C_{DA} = 1.55 \text{ in.}^2$$

$$3. \text{Thrusting } \beta = \frac{W_I - 1/2 W_p}{C_{DA}}$$
$$= \frac{2.90 \text{ oz.} - 1/2(0.294 \text{ oz.})}{1.55 \text{ in.}^2}$$
$$= \frac{2.90 \text{ oz.} - 0.147 \text{ oz.}}{0.55 \text{ in.}^2}$$
$$= \frac{2.753 \text{ oz.}}{0.55 \text{ in.}^2}$$
$$= 1.78 \text{ oz./in.}^2$$

4. Burnout Altitude from Figure 6A = 98 ft.
Burnout Velocity from Figure 6B = 145 ft./sec.

$$5. \text{Coasting } \beta = \frac{W_I - W_p}{C_{DA}}$$
$$= \frac{2.90 \text{ oz.} - 0.294 \text{ oz.}}{1.55 \text{ in.}^2}$$
$$= \frac{2.606 \text{ oz.}}{1.55 \text{ in.}^2}$$
$$= 1.68 \text{ oz./in.}^2$$

$$6. \text{Coasting Altitude} = 185 \text{ ft.}$$

$$7. \text{Apogee point} = \text{Burnout Altitude} + \text{Coasting Altitude}$$
$$= 98 \text{ ft.} + 185 \text{ ft.}$$
$$= 283 \text{ ft.}$$

$$8. \text{Coasting time} = 2.9 \text{ sec.}$$

The B4 engine comes with a 4 second delay.
According to our figures, the B4-4 engine would be preferable to the B4-2 engine.

3A ASTRON STREAK (no longer available)

WORK AREA

Just to be certain you have mastered this system, calculate the apogee for an Astron Streak launched with an A5-4 engine (no longer available).

1. Body diameter =
Rocket empty weight =
Engine = A5-4
Weight =
Propellant weight =

W_I =

=
=

2. C_{DA} =

3. Thrusting β = _____

= _____
= _____
= _____
= _____
= _____

4. Burnout Altitude from Figure 4A =
Burnout Velocity from Figure 4B =

5. Coasting B = _____
= _____
= _____

6. Coasting Altitude =

7. Apogee point =

=
=

8. Coasting time =

Check your answers with those on the next page.

3B ASTRON STREAK (no longer available)

1. Body diameter = BT-10-0.720 in.
Rocket empty weight = 0.1 oz.
Engine = A5-4 (no longer available)
Weight = 0.64 oz.
Propellant weight = 0.110 oz.

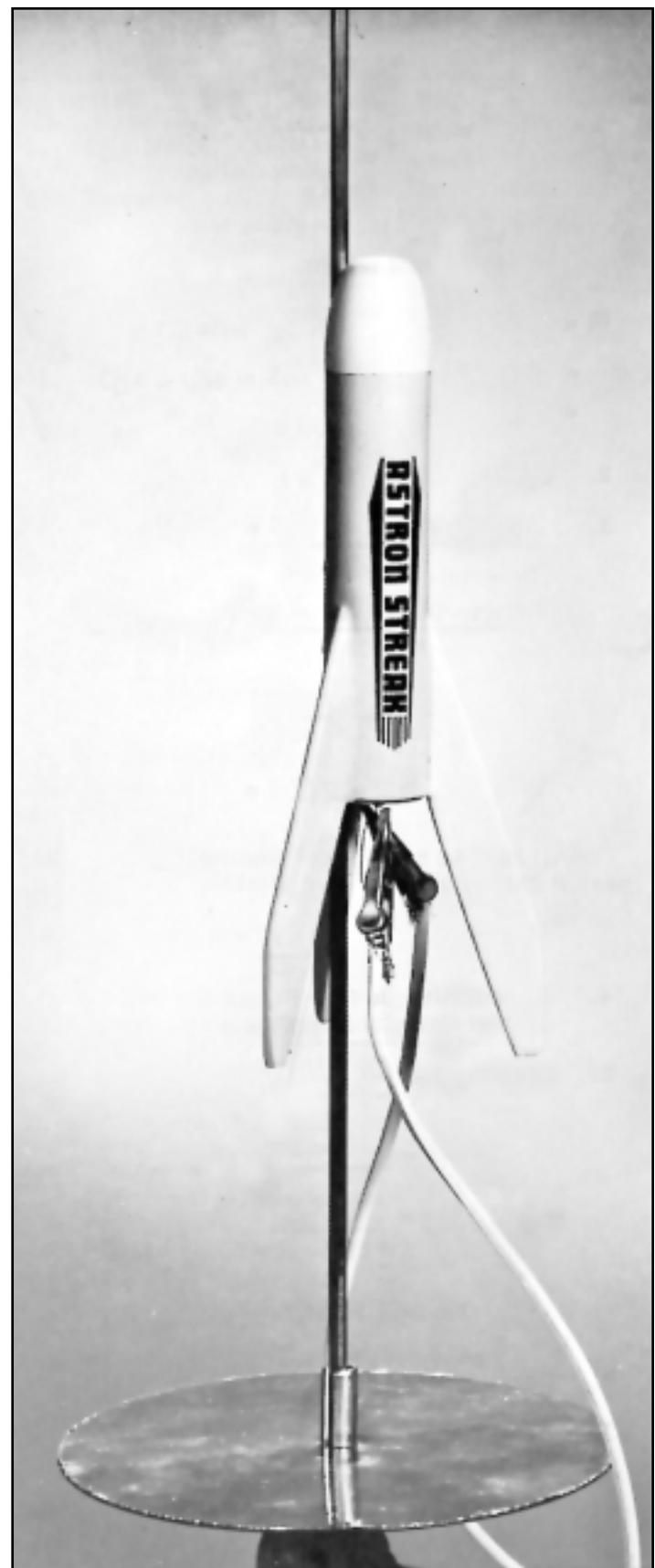
$$W_I = \text{Rocket empty weight} + \text{Engine weight}$$

$$= 0.1 \text{ oz.} + 0.64 \text{ oz.}$$

$$= 0.74 \text{ oz.}$$

2. $C_{DA} = 0.30 \text{ in.}^2$
3. Thrusting $\beta = \frac{W_I - 1/2 W_p}{C_{DA}}$
 $= \frac{0.74 \text{ oz.} - 1/2(0.110 \text{ oz.})}{0.30 \text{ in.}^2}$
 $= \frac{0.74 \text{ oz.} - 0.055 \text{ oz.}}{0.30 \text{ in.}^2}$
 $= \frac{0.685 \text{ oz.}}{0.30 \text{ in.}^2}$
 $= 2.28 \text{ oz./in.}^2$
4. Burnout Altitude from Figure 4A = 93 ft.
Burnout Velocity from Figure 4B = 370 ft./sec.
5. Coasting $\beta = \frac{W_I - W_p}{C_{DA}}$
 $= \frac{0.74 \text{ oz.} - 0.110 \text{ oz.}}{0.30 \text{ in.}^2}$
 $= \frac{0.630 \text{ oz.}}{0.30 \text{ in.}^2}$
 $= 2.10 \text{ oz./in.}^2$
6. Coasting Altitude = 550 ft.
7. Apogee point = Burnout Altitude + Coasting Altitude
 $= 93 \text{ ft.} + 550 \text{ ft.}$
 $= 643 \text{ ft.}$
8. Coasting time = 4.6 sec.

The A5 engine does not come with a delay of over 4 seconds. We can go ahead and use the A5-4 with the understanding that the ejection discharge will occur before the rocket has reached the apogee point.



4A Scrambler (no longer available)

WORK AREA

1. Body diameter =
Rocket empty weight =
3 engines = C6-5
Weight =
Propellant weight =

As for the Scrambler, rockets powered by a cluster of engines employ modified formulas, since the graphs are designed for single engine calculations. Thus we work with the proportionate weight of the rocket being lifted by any one of the cluster of motors.

Weight actual =

$W_{\text{actual}} =$

=

=

$W_I =$ _____

= _____

=

2. $C_D A =$

3. Thrusting $\beta =$ _____

= _____

= _____

= _____

= _____

=

4. Burnout Altitude from Figure 4A =
Burnout Velocity from Figure 4B =

5. Coasting $\beta =$ _____

= _____

= _____

= _____

= _____

6. Coasting Altitude =

7. Apogee point =

=

=

8. Coasting time =

Check your answers with those on the next page.

4B SCRAMBLER (no longer available)

- Body diameter = BT-65-1.796 in. (using the diameter of the payload section, since it is the largest diameter of the rocket)
Rocket empty weight = 2.8 oz.
3 engines = C6-5
Weight = 0.91 oz. each
Propellant weight = 0.440 oz. each

Weight actual =
Rocket empty weight + Engine weight

$$W_{\text{actual}} = 2.8 \text{ oz.} + 3(0.91 \text{ oz.})$$

$$= 2.8 \text{ oz.} + 2.73 \text{ oz.}$$

$$= 5.53 \text{ oz.}$$

$$W_I = \frac{W_{\text{actual}}}{N}$$

$$= \frac{5.53 \text{ oz.}}{3}$$

$$= 1.84 \text{ oz.}$$

- $C_{DA} = 1.90 \text{ in.}^2$

- $\text{Thrusting } \beta = \frac{W_{\text{actual}} - N(1/2 W_p)}{C_{DA}}$

$$= \frac{5.53 \text{ oz.} - 3(\frac{0.440 \text{ oz.}}{2})}{1.90 \text{ in.}^2}$$

$$= \frac{5.53 \text{ oz.} - 3(0.22 \text{ oz.})}{1.90 \text{ in.}^2}$$

$$= \frac{5.53 \text{ oz.} - 0.660 \text{ oz.}}{1.90 \text{ in.}^2}$$

$$= \frac{4.87 \text{ oz.}}{1.90 \text{ in.}^2}$$

- Burnout Altitude from Figure 9A = 440 ft.

Burnout Velocity from Figure 9B = 420 ft./sec.

- $\text{Coasting } \beta = \frac{W_{\text{actual}} - N(W_p)}{C_{DA}}$

$$= \frac{5.53 \text{ oz.} - 3(0.440 \text{ oz.})}{1.90 \text{ in.}^2}$$

$$= \frac{5.53 \text{ oz.} - 1.32 \text{ oz.}}{1.90 \text{ in.}^2}$$

$$= \frac{4.21 \text{ oz.}}{1.90 \text{ in.}^2}$$

$$= 2.22 \text{ oz. / in.}^2$$

- Coasting Altitude = 640 ft.

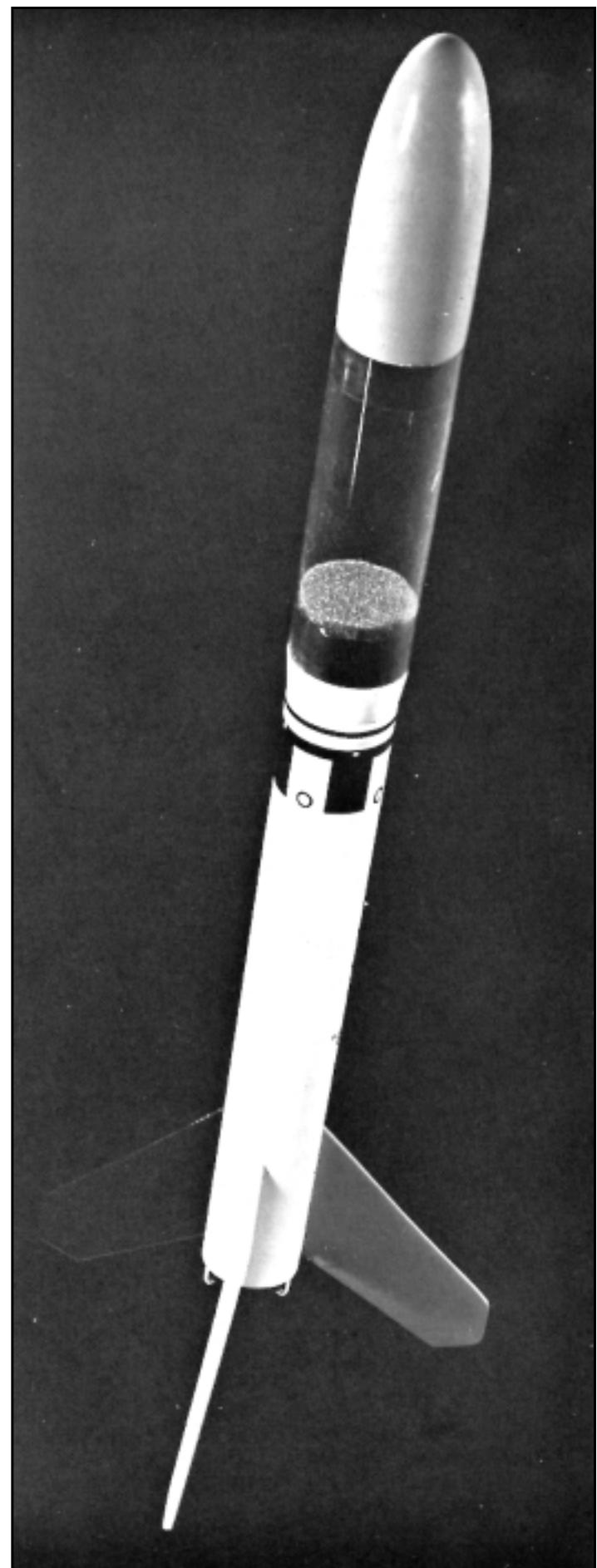
- Apogee point = Burnout Altitude + Coasting Altitude

$$= 440 \text{ ft.} + 640 \text{ ft.}$$

$$= 1080 \text{ ft.}$$

- Coasting time = 5.0 sec.

This choice of delay time was a good one.



5A CHEROKEE-D (no longer available)

WORK AREA

1. Body diameter =
Rocket empty weight =
Engine = D13-7 (no longer available)
Weight =
Propellant weight =

W_I =

=

=

2. $C_D A$ =

3. Thrusting β = _____

= _____

= _____

= _____

= _____

4. Burnout Altitude from Figure 10A =
Burnout Velocity from Figure 10B =

5. Coasting β = _____

= _____

= _____

6. Coasting Altitude =

7. Apogee point =

=

=

8. Coasting time =

Check your answers with those on the next page.

5B CHEROKEE-D (no longer available)

1. Body diameter = BT-55-1.325 in.
Rocket empty weight = 2.75 oz.
Engine = D13-7 (no longer available)
Weight = 1.55 oz.
Propellant weight = 0.879 oz.

$$W_I = \text{Rocket empty weight} + \text{Engine weight}$$

$$= 2.75 \text{ oz.} + 1.55 \text{ oz.}$$

$$= 4.30 \text{ oz.}$$

2. $C_{DA} = 1.00 \text{ in.}^2$

3. Thrusting $\beta = \frac{W_I - 1/2 W_p}{C_{DA}}$
 $= \frac{4.30 \text{ oz.} - 1/2(0.879 \text{ oz.})}{1.00 \text{ in.}^2}$
 $= \frac{4.30 \text{ oz.} - 0.440 \text{ oz.}}{1.00 \text{ in.}^2}$
 $= \frac{3.86 \text{ oz.}}{1.00 \text{ in.}^2}$
 $= 3.86 \text{ oz./in.}^2$

4. Burnout Altitude from Figure 10A = 320 ft.
Burnout Velocity from Figure 10B = 430 ft./sec.

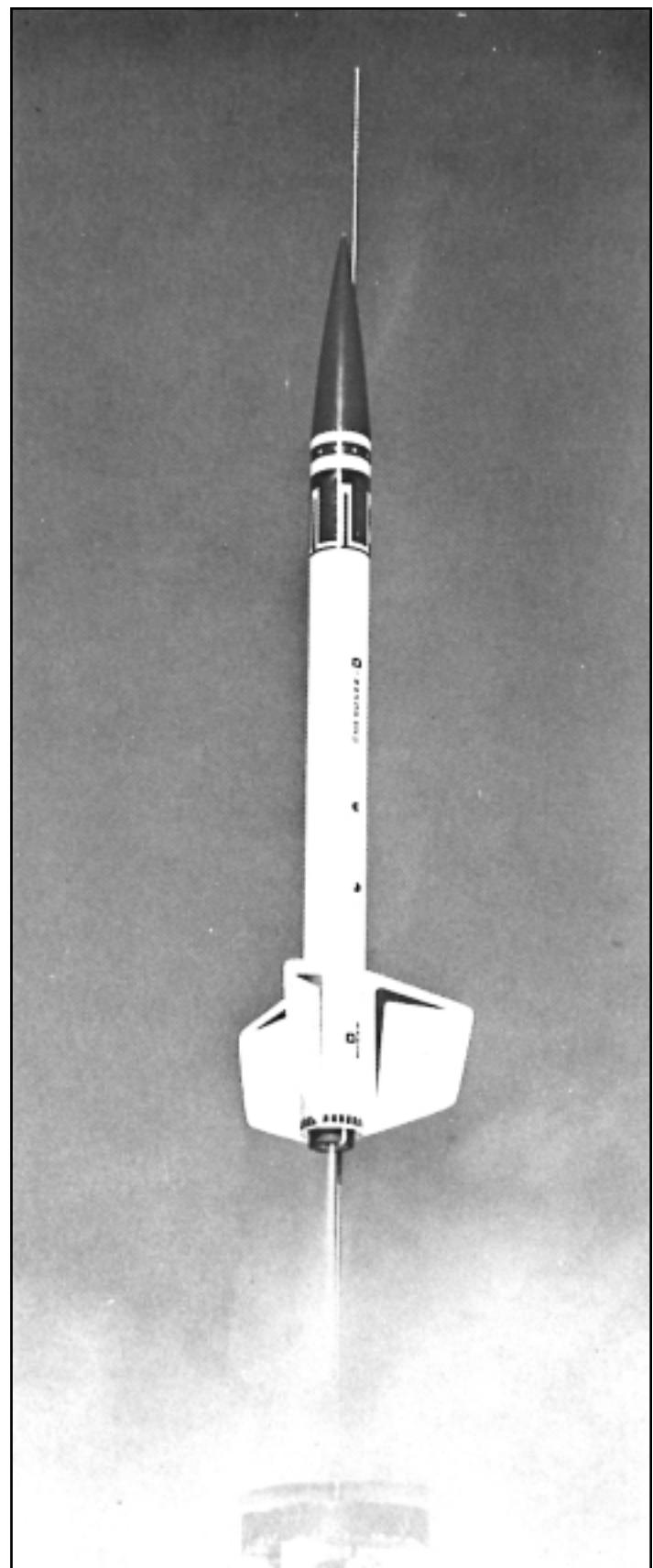
5. Coasting $\beta = \frac{W_I - W_p}{C_{DA}}$
 $= \frac{4.3 \text{ oz.} - 0.879 \text{ oz.}}{1.00 \text{ in.}^2}$
 $= \frac{3.421 \text{ oz.}}{1.00 \text{ in.}^2}$
 $= 3.421 \text{ oz./in.}^2$

6. Coasting Altitude = 820 ft.

7. Apogee point = Burnout Altitude + Coasting Altitude
 $= 320 \text{ ft.} + 820 \text{ ft.}$
 $= 1140 \text{ ft.}$

8. Coasting time = 5.8 sec.

To minimize lateral drift of the rocket as it descends under its parachute during recovery, it is desirable to use an engine with a delay to permit the rocket to begin to descend before the parachute ejection occurs. Thus, the D13-7 (no longer available) would be an appropriate engine to use.



APPENDIX I - THE EQUATIONS ASSUMPTIONS

The assumptions used in deriving these equations are essentially the same as used in the June, 1964 Model Rocket News (reference 1) article. In review:

- Weight is assumed to be constant during thrusting (an average value is used).
- Drag is proportional to V^2

$$D = C_D A 1/2 \rho V^2 \text{ (which is quite reasonable up to 700 ft/sec.)}$$

- Thrust is constant during burning (again an average value is used):

$$T = \frac{\text{Total Impulse}}{\text{Burn Time}}$$

- The rocket is launched straight up and no cross-wind or turbulence exists, so the flight continues straight up at zero angle-of-attack.

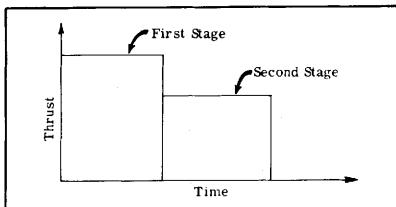
- Thrust due to smoke delay burnoff is negligible.

- The overall drag coefficient does not increase during the coast phase due to base drag (i.e., the smoke delay burnoff cancels it).

- Additional weight losses due to smoke delay burnoff are neglected.

- Atmospheric density is uniform and does not vary from the launch pad value.

- Second and subsequent stages have no time delay for ignition and buildup to the average thrust value of the next stage. An example of the assumed time history is shown:



TERMINOLOGY

The terminology used is as follows:

\sinh = hyperbolic sine

\cosh = hyperbolic cosine

\tanh = hyperbolic tangent

\tanh^{-1} = arc hyperbolic tangent

\ln = natural logarithm

\cos = cosine

\tan = tangent

\tan^{-1} = arc tangent

W = weight of rocket in pounds

(a) use average weight during thrusting

(b) use final weight during coasting

C_D = aerodynamic drag coefficient

A = reference area in ft^2 for professional rocketry or in in^2 for model rocketry

ρ = sea level density of air

$$= .002378 \frac{\text{lb-sec}^2}{\text{ft}^4}$$

T = average thrust in pounds for professional rocketry or ounces for model rocketry

g = earth's gravitational constant

$$= 32.174 \text{ ft/sec}^2$$

t = time in seconds

S = altitude in feet

V = velocity in feet per second

Subscript terminology:

B	= refers to burnout
C	= refers to coasting
I	= refers to first stage
2	= refers to second stage

ly with weights in ounces instead of pounds and frontal areas in square inches instead of square feet we use the additional conversion factors:

1 pound = 16 ounces

1 square foot = 144 square inches

We can also shorten the repetitive calculations considerably by precomputing the ballistic coefficient (β)

$$\beta = \frac{W}{C_D A} \text{ in } \frac{\text{ounces}}{\text{Square inches of frontal area}}$$

and the drag-free acceleration (a)

$$a = \left(\frac{T}{W} - 1 \right) \text{ in g's of acceleration}$$

(Note that the drag-free acceleration (a) is non-dimensional so both thrust (T) and weight (W) must be in ounces.

With these modifications the A, B, and C equations for altitude and velocity reduce to the following:

A. THRUSTING

- Altitude as a function of time

$$S = \frac{1}{g} \frac{W}{C_D A 1/2 \rho} \ln \cosh \left\{ g \sqrt{\frac{T}{W} - 1} \frac{C_D A 1/2 \rho}{W} t \right\}$$

- Velocity as a function of time

$$V = \sqrt{\frac{W}{C_D A 1/2 \rho} \left(\frac{T}{W} - 1 \right)} \tanh \left\{ g \sqrt{\frac{T}{W} - 1} \frac{C_D A 1/2 \rho}{W} t \right\}$$

Note that when time (t) is the burnout time (t_B) that the altitude (S) becomes the burnout altitude (S_B) and the velocity (V) becomes the burnout velocity (V_B).

B. COASTING

- The coast altitude (S_C) is the distance gained between the time of burnout and the time when the rocket reaches its peak.

$$S_C = \frac{1}{2g} \frac{W}{C_D A 1/2 \rho} \ln \left\{ 1 + \frac{C_D A 1/2 \rho V_B^2}{W} \right\}$$

- The coast time (t_C) is the time it takes the rocket to slow down to zero velocity ($V=0$). That is, the peak is reached and the rocket will now begin to fall back to the ground.

$$t_C = \frac{1}{g} \sqrt{\frac{W}{C_D A 1/2 \rho}} \tan^{-1} \frac{C_D A 1/2 \rho V_B^2}{W}$$

- Additional altitude gained as a function of time from burnout.

$$S = S_C + \frac{1}{g} \frac{W}{C_D A 1/2 \rho} \ln \cosh \left\{ g \sqrt{\frac{C_D A 1/2 \rho}{W}} (t_C - t) \right\}$$

- Velocity as a function of time from burnout

$$V = \sqrt{\frac{W}{C_D A 1/2 \rho}} \tan \left\{ g \sqrt{\frac{C_D A 1/2 \rho}{W}} (t_C - t) \right\}$$

C. SECOND AND SUBSEQUENT STAGES

- Altitude gained as a function of time from the previous stage's burnout.

$$S_2 = \frac{1}{g} \frac{W}{C_D A 1/2 \rho} \ln \cosh \left\{ g \sqrt{\frac{C_D A 1/2 \rho}{W}} \left(\frac{T}{W} - 1 \right) t \right\} + V_{B1} \sqrt{\frac{C_D A 1/2 \rho}{W} \frac{1}{\left(\frac{T}{W} - 1 \right)}} \sinh \left\{ g \sqrt{\frac{C_D A 1/2 \rho}{W}} \left(\frac{T}{W} - 1 \right) t \right\}$$

- Velocity as a function of time

$$V_2 = \sqrt{\frac{W}{C_D A 1/2 \rho} \left(\frac{T}{W} - 1 \right)} \tanh \left\{ g \sqrt{\frac{C_D A 1/2 \rho}{W}} \left(\frac{T}{W} - 1 \right) t \right\} + \tanh^{-1} \frac{C_D A 1/2 \rho V_{B1}^2}{W} \frac{1}{\left(\frac{T}{W} - 1 \right)}$$

Again note that when time (t) is the burnout time (t_B) for this stage that the altitude (S_2) becomes the second (or third) stage altitude increment (S_{B2}) and the velocity (V_2) becomes the second (or third) stage burnout velocity (V_{B2}).

GENERAL EQUATIONS CONVERTED FOR MODEL ROCKETRY APPLICATIONS

The basic equations are converted for model rocketry calculation use by first substituting the known values for the constants ρ and g . Also since we deal primarily with weights in ounces instead of pounds and frontal areas in square inches instead of square feet we use the additional conversion factors:

1 pound = 16 ounces

1 square foot = 144 square inches

We can also shorten the repetitive calculations considerably by precomputing the ballistic coefficient (β)

$$\beta = \frac{W}{C_D A} \text{ in } \frac{\text{ounces}}{\text{Square inches of frontal area}}$$

and the drag-free acceleration (a)

$$a = \left(\frac{T}{W} - 1 \right) \text{ in g's of acceleration}$$

(Note that the drag-free acceleration (a) is non-dimensional so both thrust (T) and weight (W) must be in ounces.

With these modifications the A, B, and C equations for altitude and velocity reduce to the following:

A. THRUSTING

- Altitude as a function of time

$$S = 235.26 \beta \ln \cosh \left[.36981 \frac{t}{\beta} \right]$$

- Velocity as a function of time

$$V = 87.0 \beta \sqrt{a} \tanh \left[.36981 \frac{t}{\beta} \right]$$

Again note that when time (t) is equal to the motor burnout time (t_B) that the altitude (S) equals the burnout altitude (S_B) and the velocity (V) equals the burnout velocity (V_B).

B. COASTING

- The coast altitude (S_C) is the distance gained between the time of burnout and the time at which the rocket reaches its peak.

$$S_C = 117.63 \beta \ln \left[1 + \frac{V_B^2}{7569.386 \beta} \right]$$

- The coast time (t_C) is the time it takes the rocket to slow down to zero velocity ($V=0$). That is, the peak is reached on the rocket and will now begin to fall back down.

$$t_C = 2.7041 \beta \tan^{-1} \frac{V_B}{87.0 \beta}$$

Express t^{-1} in radians.

- Additional altitude gained as a general function of time from burnout.

$$S = S_C + 235.26 \beta \ln \cos \left[.36981 \frac{(t_C - t)}{\beta} \right]$$

- Velocity as a general function of time from burnout.

$$V = 87.0 \beta \sqrt{a} \tan \left[.36981 \frac{(t_C - t)}{\beta} \right]$$

C. SECOND AND SUBSEQUENT STAGES

- Altitude gained as a function of time from burnout of the previous stage.

$$S_2 = 235.26 \beta \ln \left\{ \cosh \left[.36981 \frac{t}{\beta} \right] + \frac{V_{B1}}{87.0 \beta \sqrt{a}} \sinh \left[.36981 \frac{t}{\beta} \right] \right\}$$

- Velocity of the second (or third) stage as a function of time from burnout of the previous stage.

$$V_{B2} = 87.0 \beta \sqrt{a} \tanh \left[.36981 \frac{t}{\beta} + \tanh^{-1} \frac{V_{B1}}{87.0 \beta \sqrt{a}} \right]$$

Again note that when time (t) is equal to the burnout time (t_B) for this stage that the altitude (S_2) becomes the second (or third) stage altitude increment (S_{B2}) and the velocity (V_2) becomes the second (or third) stage burnout velocity (V_{B2}).



HOW TO ANALYZE TWO — OR THREE STAGE ROCKETS

WORK AREA

In order to predict altitudes for multiple stage rockets one must resort to suing equation (C1) and (C2). A book of mathematical tables (such as reference 5) must be obtained in order to evaluate the hyperbolic sines, cosines, tangents and arc tangents (perhaps one of your teachers can help you the first time through).

The first stage burnout velocity and altitude can be found using the charts in the usual way. The ballistic coefficient (β) and drag-free acceleration (a) are then calculated for the second stage. Equations (C1) and (C2) use these value in conjunction with the burnout velocity of the first stage (V_{B_1}) and the motor burn time of second stage (t_B) to obtain the altitude gained during second stage thrusting (S_{B_2}) and the new velocity at second stage burnout (V_{B_2}).

If it is just a two-stage vehicle it will now coast to the peak; and so the coasting chart data can be utilized as usual.

A three-stage vehicle on the other hand has to make use of equations (C1) and (C2) again to find the third stage burnout velocity and the increment of altitude gained during third-stage thrusting. The coast altitude and time can then be found as a function of the ballistic coefficient (as based on the empty weight of the third stage) and the third stage burnout velocity.

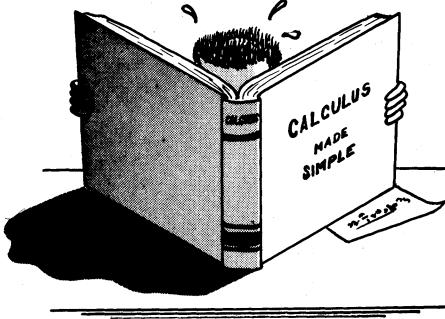
Needless to say, it is important to use weight values in your calculations that properly reflect the effect of the booster stages falling away after they burn out.

The reason that the second and third stage data had to be calculated, instead of just simply read from a chart, is that there were too many variable factors.

You will notice that four variables affect the velocity and altitude gained during second or third stage thrusting: 1) type of rocket motor, 2) weight of rocket, 3) drag of rocket, and 4) initial velocity due to previous stage. Single-stage rockets only have three variables that effect velocity and altitude: 1) type of rocket motor, 2) weight of rocket, and 3) drag of rocket. Plotting each motor type as a separate graph for single-stage rockets essentially reduces the number of variables from 3 to 2, thus lending itself to plotting on two-dimensional graph paper. Using this same procedure for multiple-stage rockets still leaves us with trying to plot mathematical functions of three variables on two-dimensional graph paper.

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DISCUSSION OF CALCULUS

Calculus is the branch of mathematics which allows one to analyze movement and change. Complex motions can essentially be broken into small increments, and the changes occurring at each instant can be investigated.

Prior to this report, model rocket altitudes with aerodynamic drag effects were frequently determined by using small time interval step-by-step computation methods. At a given velocity the drag can be computed and subtracted from the thrust to find the net force acting on the rocket. This, in turn, gives the net acceleration for that time period. The assumption is then made that this acceleration will be constant for the next short time period. Next the increase in velocity due to the assumed constant acceleration is computed and the entire process is ready to be repeated. We do know, however, that the velocity and drag do not take small jumps after each time period but in reality are smoothly increasing during thrusting, and are smoothly decreasing during coasting.

The step-by-step method thus introduces slight errors in the predicted altitude. Taking smaller time periods increases the accuracy. With calculus the time periods are infinitely small and as a result the velocity and drag become the perfectly smooth variables with time that we know them to be. A very well illustrated, interesting and simple to understand layman's description of calculus is given in Chapter 5 of the "Mathematics" volume of the Life Science Library (reference 6). This chapter helps very much to convey the importance of calculus as a fundamental tool in today's modern world of spacecraft and electronics.

The following two sections of the report can be bypassed with no loss in continuity. These detailed derivations of the thrusting and coasting equations for model rockets are presented primarily for those persons with the prerequisite background in the calculus operations of "differentiation" and "integration", who desire a more complete understanding of where the equations for the altitude prediction charts originate.

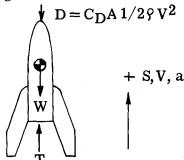
DERIVATION OF THE THRUSTING EQUATIONS

The equation of motion for the rocket during thrusting is obtained by applying Sir Isaac Newton's first law, which can be written as:

$$F = ma \quad (1)$$

Where: F = The summation of all external forces applied to the rocket.
 m = The mass of the rocket.
 and: a = The acceleration of the rocket.

A free body diagram of the rocket with the proper forces is shown.



Let us, for convenience, choose the displacement S , the velocity V , and the acceleration a , as positive in the upward direction. Since we are interested only in the one-dimensional upward trajectory of the rocket we eliminate all possible forces acting in any other direction than S .

The following forces are acting on the rocket:

1. THRUST (T)

The thrust is considered to be constant from ignition to burnout. It is easily seen that the thrust is acting in the positive direction and thus is a positive force.

2. WEIGHT (W)

This is the earth's gravitational field acting on the mass of the rocket. We assume that the weight loss from ignition to burnout is small enough so that taking the average weight during this period gives sufficient accuracy. Thus, the weight will be a constant and, of course, can be seen to be acting in the negative direction.

3. DRAG (D) $D = C_D A 1/2 \rho V^2$

The aerodynamic drag is assumed to hold to the V^2 law for all flight speeds. It too is a negative force.

Thus, equation (1) becomes:

$$T - D - W = ma \quad (2)$$

From physics we know the mass (m) is equal to the weight (W) divided by

$$m = \frac{W}{g} \quad \text{the acceleration due to gravity}$$

Substituting the values of m and D into equation (2) we obtain:

$$T - C_D A 1/2 \rho V^2 - W = \frac{W}{g} a$$

For a given rocket the term $C_D A 1/2 \rho$ is a constant.

Instead of carrying all these terms through the derivation we call it the constant K .

$$K = C_D A 1/2 \rho$$

Thus, our equation becomes:

$$T - W - KV^2 = \frac{W}{g} a$$

Now the acceleration (a) is the rate of change of velocity with respect to time. In calculus this is written as:

$$a = \frac{dv}{dt} \quad \text{and is called the first derivative of velocity.}$$

our equation now becomes:

$$T - W - KV^2 = \frac{W}{g} \frac{dv}{dt} \quad (3)$$

This is called a first order differential equation. Luckily, with a bit of rearranging it can be integrated.

Multiplying both sides by $\frac{dt}{T-W-KV^2}$

We obtain:

$$dt = \frac{W}{g} \frac{dv}{T-W-KV^2} \quad (4)$$

Next we integrate both sides:

dt from an initial time (t_0) to some time (t), and dv from an initial velocity (V_0) to velocity (V) at time (t).

$$\int_{t_0}^t dt = \frac{W}{g} \int_{V_0}^V \frac{dv}{T-W-KV^2}$$

The more difficult right-hand side can be reduced to the standard integral form given on page 29 of reference 5. This is accomplished by making the following substitutions:

$$\begin{aligned} a^2 &= T - W \\ b^2 &= K \\ U &= V \end{aligned}$$

Reference 5 gives the solution as:

$$\int \frac{du}{a^2 - b^2 u^2} = \frac{1}{ab} \tanh^{-1} \left(\frac{bu}{a} \right)$$

When applied to our equation we find that:

$$\int_{t_0}^t dt = \frac{W}{g} \frac{1}{\sqrt{T-W-K}} \tanh^{-1} \left(\frac{\sqrt{K}}{\sqrt{T-W}} V \right) \Big|_{V_0}$$

or:

$$t - t_0 = \frac{W}{g} \frac{1}{\sqrt{(T-W)K}} \tanh^{-1} \left(\frac{\sqrt{K}}{\sqrt{T-W}} V \right) - \frac{W}{g} \frac{1}{\sqrt{(T-W)K}} \tanh^{-1} \left(\frac{\sqrt{K}}{\sqrt{T-W}} V_0 \right)$$

Now at ignition time $t_0 = 0$. We will have the rocket's velocity $V_0 = 0$. Upon substitution of these values we get:

$$t = \frac{W}{g} \frac{1}{\sqrt{(T-W)K}} \tanh^{-1} \left(\frac{\sqrt{K}}{\sqrt{T-W}} V \right) \quad (5)$$

since the value of $\tanh^{-1}(0)$ is zero.

We now find it convenient to define a constant β_0 called the density ballistic coefficient

$$\beta_0 = \frac{W}{C_D A 1/2 \rho} = \frac{W}{K}$$

Where K is the constant previously defined. Note that the "density ballistic coefficient" must be distinguished from the "ballistic coefficient" defined in the introduction and subsequently used throughout the report.

Seeing the "density ballistic coefficient" terms appearing in each of the final equations summarized earlier should give one a clue as to why the density correction factor due to temperature and launch altitude variations can be included right in the "ballistic coefficient". This correction factor is simply the ratio of density at any altitude and temperature ($\rho_{H,T}$) to the sea level density (ρ).

Thus, the actual density is simply: $\rho_{H,T} = \left(\frac{\rho_{H,T}}{\rho} \right) \rho$

where $\left(\frac{\rho_{H,T}}{\rho} \right)$ is the correction factor for air density presented in Figure 9.

For values of density other than sea level we will have

$$\beta_o = \frac{W}{C_D A 1/2 \rho_{HT}} = \frac{W}{C_D A 1/2 (\frac{\rho_{HT}}{\rho})} = \frac{W}{1/2 \rho}$$

Where our regular β includes the density correction term in a mathematically acceptable manner.

$$\beta = \frac{W}{C_D A (\frac{\rho_{HT}}{\rho})}$$

We also find it convenient to use the drag free acceleration in g's

$$a_0 = \frac{T}{W} - 1$$

Note that we now use the subscript "0" for the drag free acceleration as a means for distinguishing it from the true rocket acceleration term (a) as used in Newton's basic motion equation $F = ma$.

a_0 and β_0 can be utilized by working with the constants of equation (5). These constants are re-arranged in the following manner:

$$\begin{aligned} \frac{W}{g} \sqrt{\frac{1}{(T-W)K}} &= \frac{1}{g} \sqrt{\frac{W^2}{(T-W)K}} \\ &= \frac{1}{g} \sqrt{\frac{W}{K} \frac{1}{(T/W)}} \\ &= \frac{1}{g} \sqrt{\frac{W}{K} \frac{1}{(\frac{T}{W}-1)}} \\ &= \frac{1}{g} \sqrt{\frac{\beta_0}{a_0}} \end{aligned}$$

$$\text{also: } \sqrt{\frac{K}{T-W}} = \sqrt{\frac{K}{(T-W)W}} = \sqrt{\frac{1}{\frac{(T-W)}{W}}} = \sqrt{\frac{1}{\frac{1}{\beta_0 a_0}}} = \frac{1}{\sqrt{\beta_0 a_0}}$$

thus, equation (5) becomes:

$$t = \frac{1}{g} \sqrt{\frac{\beta_0}{a_0}} \tanh^{-1} \left(\frac{V}{\beta_0 a_0} \right) \quad (6)$$

Noting that the identity form $M = \tanh^{-1}(N)$ means that $N = \tanh(M)$ gives us a method by which we can obtain velocity (V) as a function of time (t) from equation (6) so

$$V = \beta_0 a_0 \tanh \left[g \sqrt{\frac{\beta_0}{a_0}} t \right] \quad (7)$$

which is equation (A2) as can be verified by substituting in the terms represented by β_0 and a_0 .

This equation gives us the velocity of the rocket at any time (t) as long as the motor is burning. At the time (t_B) when the motor burns out, we then have the burnout velocity (V_B) of the rocket.

To find the height that the rocket will achieve as a function of time during thrusting, we note that velocity (V) is the rate of change of displacement (or distance if you like) with respect to time. In calculus this is written as

$$V = \frac{ds}{dt} \quad \text{called the first derivative of displacement.}$$

Thus for equation (7) we have:

$$\frac{ds}{dt} = \beta_0 a_0 \tanh \left[g \sqrt{\frac{\beta_0}{a_0}} t \right]$$

This is another first order differential equation and can be solved as before;

$$ds = \beta_0 a_0 \tanh \left[g \sqrt{\frac{\beta_0}{a_0}} t \right] dt$$

Integrating both sides for "ds" from an initial displacement (S_0) to some displacement (S), and "dt" from the initial time (t_0) to the corresponding time (t) we obtain:

$$\int_{S_0}^S ds = \beta_0 a_0 \int_{t_0}^t \tanh \left[g \sqrt{\frac{\beta_0}{a_0}} t \right] dt$$

A standard integral form on Page 155 of reference 5 is:

$$\int \tanh X dX = \ln \cosh X$$

In our case

$$X = g \sqrt{\frac{\beta_0}{a_0}} t$$

and the differential "dX" must have the value

$$dX = g \sqrt{\frac{\beta_0}{a_0}} dt$$

This value is inserted as follows:

$$\int_{S_0}^S ds = \beta_0 a_0 \int_{t_0}^t \tanh \left[g \sqrt{\frac{\beta_0}{a_0}} t \right] \frac{g \sqrt{\beta_0}}{a_0} dt$$

$$S - S_0 = \frac{\beta_0 a_0}{g \sqrt{\frac{\beta_0}{a_0}}} \int_{t_0}^t \tanh \left[g \sqrt{\frac{\beta_0}{a_0}} t \right] \left(g \sqrt{\frac{\beta_0}{a_0}} dt \right)$$

and is now integrable. Performing the integration we obtain:

$$S - S_0 = \frac{\beta_0}{g} \ln \cosh \left[g \sqrt{\frac{\beta_0}{a_0}} t \right] - \frac{\beta_0}{g} \ln \cosh \left[g \sqrt{\frac{\beta_0}{a_0}} t_0 \right]$$

Note that at ignition time $t_0 = 0$, we have zero distance $S_0 = 0$ and zero velocity. Thus we obtain:

$$S = \frac{\beta_0}{g} \ln \cosh \left(g \sqrt{\frac{\beta_0}{a_0}} t \right)$$

Since the value of

$$\cosh(0) = 1$$

and

$$\ln(1) = 0$$

or

$$\ln \cosh(0) = 0$$

The above equation is identical to (A1) and again can be verified by substituting in all the terms represented by β_0 and a_0 . This equation gives the burnout altitude (S_B) by substituting the burnout time (t_B) for t.

DERIVATION OF THE COASTING EQUATIONS

We now return to our initial equation.

$$T - D - W = m a = \frac{W}{g} \frac{dv}{dt}$$

It is easily seen that we have a coasting situation when thrust (T) = 0, and weight (W) equals the final weight of the rocket at burnout. Therefore, our coasting equation becomes:

$$-KV^2 - W = \frac{W}{g} \frac{dv}{dt} \quad (8)$$

Multiplying both sides by $\frac{dt}{-KV^2 - W}$ we get:

$$dt = \frac{W}{g} \frac{dv}{(W+KV^2)} \quad (9)$$

which will be integrated from the burnout time (t_B) to some time (t), and from the burnout velocity (V_B) to the velocity (V) which corresponds to time (t).

$$\int_{t_B}^t dt = - \frac{W}{g} \int_{V_B}^V \frac{dv}{W+KV^2} \quad (10)$$

The right-hand side can be reduced to the standard integral form given on page 25 of reference 5 by the following substitutions:

$$a^2 = W$$

$$b^2 = K$$

$$U = V$$

The standard form is:

$$\frac{du}{a^2 + b^2 u^2} = \frac{1}{ab} \tan^{-1} \frac{bu}{a}$$

Applying the standard form to equation (10) we obtain:

$$\int_{t_B}^t dt = - \frac{W}{g} \frac{1}{W+KV^2} \tan^{-1} \left(\frac{KV}{W} \right) V \Big|_{V_B}^V$$

or:

$$t - t_B = - \frac{W}{g} \frac{1}{W+KV^2} \tan^{-1} \left(\frac{KV}{W} V \right) + \frac{W}{g} \frac{1}{W+KV^2} \tan^{-1} \left(\frac{KV}{W} V_B \right)$$

In order to predict delay times easily we start counting time from the time of motor burnout (t_B). This is accomplished by setting t_B to zero. Thus:

$$t = - \frac{W}{g} \frac{1}{W+KV^2} \tan^{-1} \left(\frac{KV}{W} V \right) + \frac{W}{g} \frac{1}{W+KV^2} \tan^{-1} \left(\frac{KV}{W} V_B \right) \quad (11)$$

where t is the time from motor burnout.

Now we again introduce the "density ballistic coefficient" in order to reduce the complexity of the equation.

$$\beta_0 = \frac{W}{C_D A 1/2 \rho} = \frac{W}{K}$$

$$\text{now: } \frac{W}{g} \frac{1}{W+KV^2} = \frac{1}{g} \frac{\sqrt{W^2}}{\sqrt{W^2 + KV^2}} = \frac{1}{g} \sqrt{\frac{W}{W+KV^2}} = \frac{1}{g} \sqrt{\frac{W}{K}} = \frac{1}{g} \sqrt{\beta_0}$$

also: $\frac{\sqrt{K}}{W} = \sqrt{\frac{1}{\beta_0}}$

$$= \frac{1}{\sqrt{\beta_0}}$$

Therefore, equation (11) becomes:

$$t = - \frac{1}{g} \sqrt{\beta_0} \tan^{-1} \left(\frac{V}{\sqrt{\beta_0}} \right) + \frac{1}{g} \sqrt{\beta_0} \tan^{-1} \left(\frac{V_B}{\sqrt{\beta_0}} \right) \quad (12)$$

which can be rearranged as follows to solve for velocity (V) as a function of time (t).

$$\frac{gt}{\beta_0} = - \tan^{-1} \left(\frac{V}{\sqrt{\beta_0}} \right) + \tan^{-1} \left(\frac{V_B}{\sqrt{\beta_0}} \right)$$

$$\tan^{-1} \left(\frac{V}{\sqrt{\beta_0}} \right) = \tan^{-1} \left(\frac{V_B}{\sqrt{\beta_0}} \right) - \frac{gt}{\beta_0}$$

Noting that the following is true;

$$\text{If } M = \tan^{-1}(N)$$

$$\text{then } N = \tan(M)$$

we can proceed to solve for V. Thus:

$$V = \sqrt{\beta_0} \tan \left\{ \tan^{-1} \left(\frac{V_B}{\sqrt{\beta_0}} \right) - \frac{gt}{\beta_0} \right\} \quad (13)$$

which is essentially equation (B4), a general equation for rocket velocity after burnout as a function of time after burnout. (Further manipulations will get (13) into the exact form as presented in the report.) We can also use (13) to determine the coast time (t_C) of the rocket. This will be the time at which the rocket slows down to zero vertical velocity.

Substituting V=0 on the left side of (13) and noting that tan(0)=0 we obtain:

$$0 = \tan^{-1} \left(\frac{V_B}{\sqrt{\beta_0}} \right) - \frac{gt_C}{\sqrt{\beta_0}}$$

$$\text{Therefore: } t_C = \frac{1}{g} \sqrt{\beta_0} \tan^{-1} \left(\frac{V_B}{\sqrt{\beta_0}} \right) \quad (14)$$

which is equation (B2)' with the proper β_0 substitution.

Next we want to find the distance the rocket coasts as a function of time from motor burnout. We can make a first order differential equation relating distance (S) and time (t) by again using the substitution:

$$V = \frac{ds}{dt}$$

thus, for equation (13) we get:

$$\frac{ds}{dt} = \sqrt{\beta_0} \tan \left\{ \tan^{-1} \left(\frac{V_B}{\sqrt{\beta_0}} \right) - \frac{gt}{\sqrt{\beta_0}} \right\} \quad (15)$$

A reduction in complexity can be accomplished by multiplying both sides of equation (14) by β_0 .

$$\frac{gt_C}{\beta_0} = \frac{g}{\beta_0} \left[\frac{1}{g} \sqrt{\beta_0} \tan^{-1} \left(\frac{V_B}{\sqrt{\beta_0}} \right) \right] = \tan^{-1} \frac{V_B}{\sqrt{\beta_0}} \quad (16)$$

thus, (15) becomes:

$$\frac{ds}{dt} = \sqrt{\beta_0} \tan \left\{ \frac{gt_C}{\beta_0} - \frac{gt}{\sqrt{\beta_0}} \right\}$$

$$\frac{ds}{dt} = \frac{V}{\sqrt{\beta_0}} \tan \left[\frac{g}{\sqrt{\beta_0}} (t_C - t) \right] \quad (17)$$

Note that the velocity (equation 17) is now in the form as presented in equation (B4). Now rearranging equation (17) and integrating dS from the burnout displacement (S_B) to some displacement (S) and dt from the burnout time (t_B) to the time (t) corresponding to the displacement (S), we obtain:

$$\int_S^{S_B} dS = \int_{t_B}^t \sqrt{\beta_0} \tan \left[\frac{g}{\sqrt{\beta_0}} (t_C - t) \right] dt$$

and can use the standard integral form on page 110 of reference 5 to solve the right-hand side;

$$\int \tan X dX = -\ln \cos X$$

$$\text{in this situation our } X = \frac{g}{\sqrt{\beta_0}} (t_C - t)$$

and so the differential dX must have the value

$$dX = -\frac{g}{\sqrt{\beta_0}} dt$$

The factor is included as before and the result is:

$$\int_S^{S_B} dS = \frac{\sqrt{\beta_0}}{-g} \int_{t_B}^t \tan \left[\frac{g}{\sqrt{\beta_0}} (t_C - t) \right] \left(-\frac{g}{\sqrt{\beta_0}} dt \right)$$

which is now integrable. Thus:

$$\begin{aligned} S - S_B &= -\frac{\beta_0}{g} \ln \cos \left[\frac{g}{\sqrt{\beta_0}} (t_C - t) \right] \\ &- (-)\frac{\beta_0}{g} \ln \cos \left[\frac{g}{\sqrt{\beta_0}} (t_C - t_B) \right] \end{aligned}$$



In order to have the burnout conditions as a reference point to measure coast altitude and delay time, we set SB=0 and tB=0, our equation becomes:

$$S_c = + \frac{\beta_0}{g} \ln \cos \left[\frac{g}{\beta_0} (t_c - t) \right] - \frac{\beta_0}{g} \ln \cos \left(\frac{g}{\beta_0} t_c \right) \quad (18)$$

it can readily be seen that when (t) the flight time equals the coast time to peak (t_c) the rocket will have reached its maximum altitude from burnout (S_c).

$$S_c = - \frac{\beta_0}{g} \ln \cos \left(\frac{g}{\beta_0} t_c \right) \quad (19)$$

Since cos (0)=1 and ln(1)=0 therefore ln cos (0)=0. Note that equation (19) is an alternate form of equation (B1) and is useful when coast time (t_c) is also computed.

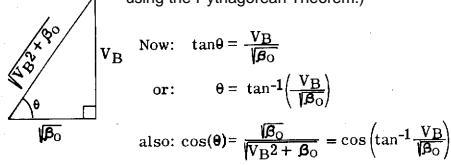
Substitution for the value of t_c from equation (14) into this latest equation yields:

$$S_c = - \frac{\beta_0}{g} \ln \cos \left[\frac{g}{\beta_0} \left(\frac{\beta_0}{g} \tan^{-1} \left(\frac{V_B}{\beta_0} \right) \right) \right]$$

$$S_c = - \frac{\beta_0}{g} \ln \cos \tan^{-1} \left(\frac{V_B}{\beta_0} \right) \quad (20)$$

The dual trigonometric functions suggest some simplifying can be done. Let us look at the right triangle:

(The Value for the hypotenuse is found by using the Pythagorean Theorem.)



Thus our coasting altitude formula (20) can be simplified to:

$$S_c = - \frac{\beta_0}{g} \ln \frac{\beta_0}{\sqrt{V_B^2 + \beta_0^2}}$$

$$= - \frac{\beta_0}{g} \ln \frac{1}{\sqrt{\frac{V_B^2}{\beta_0^2} + 1}}$$

$$= - \frac{\beta_0}{g} \ln \left(\frac{V_B^2}{\beta_0^2} + 1 \right)^{-1/2}$$

$$= - (-1/2) \frac{\beta_0}{g} \ln \left(\frac{V_B^2}{\beta_0^2} + 1 \right)$$

$$S_c = \frac{\beta_0}{2g} \ln \left[1 + \frac{V_B^2}{\beta_0^2} \right]$$

This is equation (B1)* for the coast altitude as can be verified by substitution of the terms comprising (β_0).

The general equation for distance at any time between burnout and peak altitudes, which is presented in the report as equation (B3)*, is found by substituting the value of (S_c) found in equation (19), directly into equation (18).

Thus we obtain equation (B3) as:

$$S = S_c + \frac{\beta_0}{g} \ln \cos \left(\frac{g}{\beta_0} (t_c - t) \right)$$

Some of you may be interested in verifying that the equations degenerate to the drag free projectile equations when drag equals zero. This can easily be done by applying L'hopital's limit rule for C_D → 0.

NOTE: An easy method for finding natural logarithms of numbers less than 1.0 that should prove useful when doing hand computations involves noting:

that $\ln(AB) = \ln A + \ln B$
and $\ln(A/B) = \ln A - \ln B$

Next, assume we want to compute ln(.572). This can easily be accomplished as follows:

$$\ln (.572) \ln \left(\frac{5.72}{10} \right) = \ln (5.72) - \ln (10)$$

$$= 1.7440 - 2.3026$$

$$\ln (.572) = .5586$$

A remark or two concerning the use of the equations and graphs are in order at this point. No calculated value or burnout altitude, burnout velocity, coast altitude and coast time can be regarded as perfectly exact. The formulas used are based on certain assumptions as to the magnitude and repeatability of the average thrust durations for each type engine. Also, the slight decrease in air density as the rocket climbs, the minor perturbations to the flight path that will surely occur and the true propellant weight burnoff time history are

not taken into consideration.

The mathematical analysis, on the other hand, is exact and perhaps elaborate and impressive to the uninitiated. The disadvantage in the using of these allegedly "precise" formulas is the possibility of being misled into thinking that the results they yield correspond exactly to the real condition. It must be kept in mind that the results in reality are just close approximations and are limited by the basic assumptions made.

In actuality for this work, as in altitude tracking, great precision in numerical work is not justified and slide rule calculations giving results to three significant figures are sufficient. Admittedly, though, the crudest results obtained using the methods of this report will be much more realistic than the grossly erroneous altitudes calculated without any consideration of aerodynamic drag effects.

Perhaps the main value of this paper lies in the fact that it is simple to use for all rocketeers and at the same time contains some scientific aspects which will keep the more advanced rocketeers busy investigating and eventually understand the more sophisticated principles involved.

APPENDIX II SUGGESTIONS FOR EXPERIMENTS

The following experiments will require precise altitude measurement. Setting up a two station tracking system as outlined in Estes Industries Technical Report TR-3, "Altitude Tracking", should be adequate. In addition, you will need a scale to weigh your rockets. A stopwatch to time the ascent will also be useful.

coefficient of C_D=.75 to start with and be sure to use a motor that has a delay time slightly greater than the computed coast time (t_c). This will insure that your model will reach its peak altitude prior to nosecone ejection. Calculate your model's altitude in the same manner as outlined in the sample problem.

By performing this experiment with both large and small diameter rockets for both large and medium total impulse motors, you will have gained a real understanding of the importance of aerodynamic drag. It will also help you realize that neglecting the effects of drag gives completely ridiculous results.

Experiment 2

DRAG COEFFICIENT MEASUREMENT

Up until now all we talked about was using Mr. G. H. Stine's aerodynamic drag coefficient of C_D=.75 as a standard for every rocket, inasmuch as that value was determined using an accurate wind tunnel. This experiment uses a method whereby a good value for the drag coefficient of a rocket can be determined without having to build an expensive wind tunnel. All you will have to do is fly your birds a few times and measure the peak altitudes. That's your favorite pastime anyway - we hope.

First calculate total altitudes for various assumed drag coefficient values for your rocket as shown in table 1. Plot the data as shown in Figure 11. Note that for ballistic coefficient (β) values greater than 10 we just use $\beta = 10$ during motor burning, and use the actual value of the coasting ballistic coefficient to obtain our coasting altitudes and times. The reason for this can be seen by looking at the thrusting graphs. The curves are almost flat at $B=10$ and higher values of β will give no significant increases in either burnout velocity (V_B) or burnout altitude (S_B). The .5 ounce and .75 ounce curves for the bigger motors seems to disagree with what has just been said, but one must keep in mind that these larger motors weight almost .75 ounce each, exclusive of the rocket. The .5 ounce and .75 ounce each, exclusive of the rocket. The .5 ounce and .75 ounce curves were included in these graphs for theoretical comparisons only.

Once the actual altitude reached by this rocket is measured you work backwards with this graph to determine the drag coefficient C_D. Find the point on the curve, which corresponds with the measured altitude, and mark it. The altitude reached will vary slightly from flight to flight so it is best to make at least three good vertical flights and then use the average drag coefficient value obtained. You can also measure the flight time with a stopwatch and compare that to the plotted values of total flight time versus drag coefficient. The total flight time (t_{Total}) is simply the sum of the motor burn time (t_B) plus the coast time (t_c)

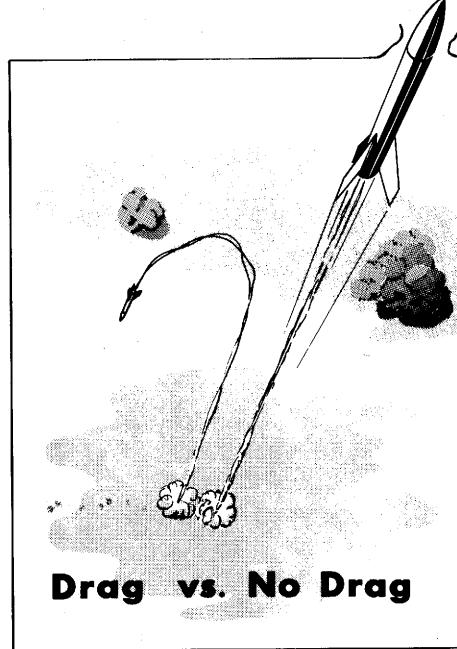
$$t_{Total} = t_B + t_c$$

Measuring both flight time and altitude for each flight gives you two data points per flight to use instead of one per flight for your drag coefficient measurement experiment. As a result you save both time and money.

You might find it very interesting to repeat the experiment using different total impulse motors. By ballasting the rocket with say an NAR standard 1-ounce payload you can plot even more curves by which the coefficient value can be verified. The results of such experimentation will be surprisingly good as long as you don't change the external shape of paint finish between flights. The results of such a test should come out looking something like the graph of figure 12 and figure 13.

Experiment I

DRAG VERSUS NO-DRAG ALTITUDES



In this experiment you will perform some flight tests to compare the actual altitudes reached by one of your rockets to altitudes computed a) with drag effects, and b) without drag effects.* Use an aerodynamic drag

*It is convenient to calculate the no-drag altitude of any single stage rocket by the following formula.

$$S_{Total} = \frac{1}{2} \left(\frac{I}{W} \right) \left(\frac{T}{W - 1} \right) g t B^2$$

This formula was derived in Model Rocket News, Volume 4, Number 2.

DETAILED TRAJECTORY TIME HISTORIES

With natural larger logarithm, cosine, tangent, hyperbolic sine, hyperbolic cosines and hyperbolic tangent tables (check the math section of your library for books similar to reference 5). A complete time history of the motion for the rocket whose drag coefficient was previously determined can be calculated. Using equations (A1) and (A2) for a few time increments from lift off to burnout, we can calculate the corresponding velocity and distance. Similarly, after burnout we can use equations (B3) and (B4) in conjunction with (B1) and (B2) to calculate the velocity and altitude at various times.

To get the actual altitude time history we must add the altitude gained during coasting to the altitude at burnout and the corresponding coast flight times to the burnout time. Using the formula

$$D = C_D A_{1/2} \rho V^2 = .0001321 C_D A V^2$$

we can calculate the drag in ounces at any time. With the formula

$$a = \frac{T - D}{W} - 1$$

we obtain the net acceleration in g's on our rocket at any time during the upward flight.

We can verify the accuracy of our time history by using engines which will cause ejection to occur before the peak altitude is reached. The altitude at the instant of ejection should be close to the indicated time history value at that time. For other time points a stop watch will be required. A verbal signal to the trackers can be given for any desired time after liftoff. It should be noted, however, that the recorded altitudes are more susceptible to errors during the portions of the flight when the rocket is traveling at high velocity. A time history plot of the typical performance of an A8-4 powered 1-ounce rocket is given in *Model Rocket News*, Volume 4, Number 2 (A8-4 is no longer available).

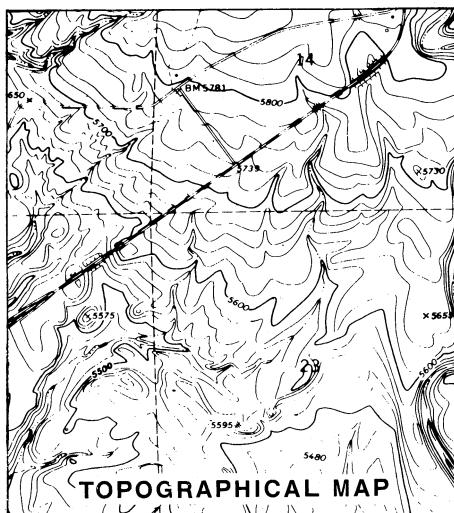
EFFECTS OF TEMPERATURE AND LAUNCH ALTITUDE ON ROCKET PERFORMANCE

From the basic drag equation $D = C_D A_{1/2} \rho V^2$ we can see that lowering the air density (ρ) lowers the drag on a rocket traveling at a given velocity and raising the air density (ρ) increases the drag by a proportional amount. It turns out that atmospheric density is a well-defined function of temperature and altitude. Figure 9 presents a correction for the air density (ρ) which properly reflects the variations in our basic motion equations due to temperature and launch altitude.

It should be noted that rocket motor thrust is also a function of the temperature of the propellant before ignition and the air density. Some research has been done on these effects, but until more detailed information is available, we will just have to neglect it.

All our previous work has been based on standard sea level conditions, which means a temperature of 59°F and sea level altitude ($H=0$ feet). To allow for this we must know the temperature at the time of launch and the altitude above sea level of our launch site. We can easily obtain temperature readings with a thermometer at the launch site just prior to lift-off. The best way to determine the altitude of your site is to obtain a topographical map for your area through the U.S. Government.

The topographical maps are inexpensive and are very interesting in themselves. Some libraries carry sets of them and some of the larger cities have Geological Survey offices at which you can browse through these maps at your leisure. Some book and office supply stores carry these items.



CLUSTERS

Clustered rockets are primarily used for heavier payloads. It would probably be very useful to know how high a clustered-powered rocket can go for various payload weights and what ejection delay times should be used. Actually, plotting this data as a function of weight will be quite informative. Super-imposing the corresponding data for a single motor booster of the same shape and weight will give a clear understanding of the performance improvements obtained by clustering.



MULTIPLE STAGE ROCKETS

Perhaps one of the most interesting comparisons one can make involves comparing the altitude reached by a three-stage rocket using identical "type" motors (such as 1/2A6-0, and 1/2A6-4) to a two-stage rocket of identical initial total weight, size and shape, which has a cluster of two motors for the first stage (such as two 1/2A6-0 motors in the first stage and a 1/2A6-4 in the second stage). Both rockets have the same total impulse input, but which will go higher? Using the methods of this report you can predict the results with confidence before the firing button is pushed and actual tracking measurement is made. (1/2A6-0 engines are no longer available.)

As one becomes more familiar with the effects of drag on different shape and size rockets through the use of this report, one eventually will be able to follow the above procedures even before one starts building more complex original rockets in order to decide, in fact, what is the best way to accomplish a desired mission. This same type of pre-flight performance analysis would carry the name "optimization study" if done by the aerospace engineers and scientists who design our country's big rockets.