



P.O. BOX 341 • Mountlake Terrace, Washington • 98043

Formerly:



a division of



**Rocket Kits • E & F Type Model Rocket Motors • Parts & Accessories**

CATALOG 1982

\$1.00

From: CROWN ROCKET TECHNOLOGY  
P.O. BOX 341  
Mountlake Terrace, WA 98043

TO



## ABOUT OUR COMPANY AND OUR NEW NAME

CROWN ROCKET TECHNOLOGY originated in 1973 as Small Sounding Rocket Systems. All we had to begin with was a concept: We wanted to produce superb products for advanced model rocket enthusiasts and for amateur and professional research applications. We also had a list of priorities that we believed had to be followed in order to make this concept a reality. In the order of the importance we attached to them these were (and are):

- 1) RELIABILITY: Above all we wanted everything we marketed to be reliable, consistent, predictable. We were tired of widely-available rocket motors that seemed to fail about every third flight; of rockets that looked like they'd been hit by a truck after a flight or two.
- 2) PERFORMANCE: Not just high performance, but efficient performance. Incredibly small, lightweight rocket motors using modern propellant technology instead of slightly updated thirteenth century skyrockets. Vehicles combining the best of lightweight model rocket techniques with the durability demanded by high-energy motors.
- 3) FAIR PRICES: Obviously, products with the kind of reliability and performance described above aren't going to be too cheap. But we also don't jack up prices artificially. Standard industry practice is to sell rocket motors at little profit (almost as "loss leaders") and then to recoup by putting exorbitant prices on kits and supplies. We don't play that kind of game. If an item is expensive for us to produce (such as our rocket motors) then we give it the lowest possible price that still makes it worthwhile to produce. If an item costs less, we give it a low price-- not the highest we think we can get away with. For example, our body tubes are higher quality and less expensive than any others on the market. And if we are able to improve production efficiency on a given item, then the price will reflect that too. In short, our customers get a fair deal.

Obviously, such a "radical" business philosophy could not be implemented overnight. Four long years of research and development were to pass before our first rocket motors were offered to the public in 1977. That first small production run became instant collectors' items.

But we certainly weren't content to rest on our laurels. Since that time we have continued to improve on our motors (not an easy task!); new motor types and a series of kits have been introduced; and now a full line of parts is being offered. We have produced large rocket motors for use in government research programs; the experience gained in such work has led directly to improvements in our model rocket motors, which have been used with outstanding results in many competitions from the local to the national and even international level.

And our future as CROWN ROCKET TECHNOLOGY holds even more promise, as we expand our current product lines and delve into new areas. The new name reflects only a legal and marketing change-- the people, the products and the philosophy remain the same. So get the word out: SSRS is now CROWN ROCKET TECHNOLOGY (or Crown Rocketech or just Crown-- but please, not CRT!) And the future looks great!

## Rocket Kits

The single word that best describes our kits is "rugged". Although since its inception the hobby of model rocketry has been based on the concept of rocket vehicles that can be flown repeatedly simply by replacing the expended engine, most other manufacturers have gone to the expedient of using fragile balsa or plastic nosecones and fins; thin, flimsy body tubes and even die-cut paper parts! True, they manage to trim some weight, but pay for the savings with a rocket that may only survive one or two flights. As engine power increases this fragility becomes increasingly troublesome. In addition, the weight savings is often insignificant because a great many high-powered rockets weigh less than the optimum amount anyway (that's right-- more weight may actually increase your rocket's altitude. See altitude prediction charts for more information on this.)

Since our kits are designed specifically for high-impulse motors, we have adopted a philosophy more appropriate to this power range. Essentially, we have designed each component of our vehicles with the rigors of many high-acceleration, high-velocity flights in mind. Such features as our WhiteWall™ heavy-duty body tubes (twice as thick as most of our competitors'!) and precision-turned hemlock "Hardhead™" nosecones demonstrate our dedication to this philosophy. All kits also feature pre-cut fins of aircraft plywood or other high-strength materials. Our parachutes are of ultra-tough ½ mil aluminized Mylar. And are our kits designed to perform? You bet! But they're also designed not to be destroyed every time a fly lands on them-- or every time you lose your streamer at 4000 feet!

And we know that as an advanced hobbyist you're more interested in a good product at a good price than you are in a colorful carton. So we package our products simply and let the quality speak for itself. And you reap the savings.

### LASOR SERIES. . .

*Our LASOR (Low Altitude Sounding Rocket) series is a family of no-nonsense payload birds that will reliably boost your package to where it needs to go. Choose the size to fit the load you have to carry.*

#### LASOR-95

*Designed to take an E45 in back and whatever you can fit up front (transmitter, etc.); then uses the former to boost the latter thousands of feet into the air. Simple, right?*  
 Length: 28" (71 cm)  
 Dia.: 1.010" (2.6 cm)  
 Weight: 3.6 oz (101 g)  
 Recovery: Streamer  
 Recommended Engine: E45-10  
 Cat. No. 1001

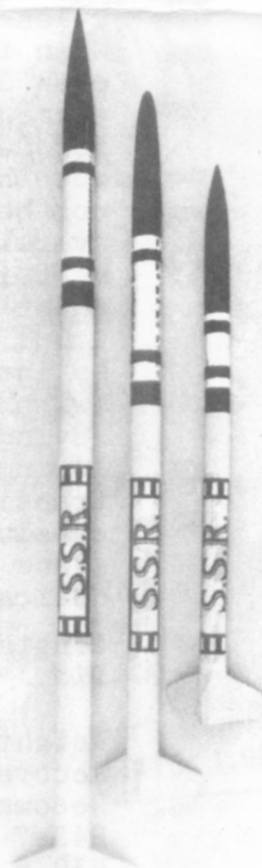
#### LASOR-114

*Similar design to '95' with one big difference: larger size tube gives you the choice of using any of our motors-- even the awesome F67. A stock '114' has been flown with one of our professional Series 340 motors (equal to more than 4 F67's) and survived!*  
 Length: 35" (89 cm)  
 Dia.: 1.22" (3.1 cm)  
 Weight: 5.6 oz (160 g)  
 Recovery: Streamer  
 Recommended Engines: E45-10 (adapter needed) E30-8, F50-9, F67-12  
 Cat. No. 1002

#### LASOR-134

*Another step up in diameter rounds out the LASOR line. The '134' has consistently been our most popular kit-- and for good reason. It's equally at home as a payload workhorse, as a sport flyer, or in a demo launch. With minor modifications an Astrocam 110 aerial camera may be fitted for incredible photos. Mylar chute for reliable recovery.*  
 Length: 37" (94 cm)  
 Dia.: 1.34" (3.4 cm)  
 Weight: 8.4 oz (238 g)  
 Recovery: 12" chute  
 Recommended Engines: E45-10 (adapter needed) E30-8, F50-9, F67-12  
 Cat. No. 1003

L to R: 134, 114, 95  
 Decals not included





## SPARTAN

This clean, aerodynamic bird is adapted from one of our professional sounding rocket designs. Similar vehicles have been lofted with motors of over 300

newton-seconds total impulse. Try one with

an F67 to boost a large payload, for an

exciting demo launch, or just for the

sheer amazement of seeing how fast

a 3½ foot rocket can disappear!

If desired, weight reduction

may be easily accomplished

cone with an electric

Also, with minor

becomes

Length: 42" (107 cm)

Diameter: 1.64" (4.2 cm)

Weight: 11 oz (310 g)

Recovery: 18" Mylar parachute

Recommended Engines: E45-7 (adapter needed), E30-6, F50-7, F67-8

by hollowing out the nose-drill or Dremel Moto-Tool.

modifications this reliable bird the perfect booster for that old Cineroc!

CAT. NO. 1004

Decals not included.

## HERCULES

Obviously a very attractive rocket, the Hercules was an immediate hit when first introduced. At over 3½ feet tall, it is tremendously impressive for demonstration flying, but the practical side has not been overlooked: the oversized payload compartment is a big 1.64" diameter and a full foot long! Payload volume may be increased still more (with significant weight savings to boot) by hollowing the nosecone and/or transition section. Exclusive "Hardhead™" parts means this entails no significant loss in durability.

Length: 44" (112 cm)

Dia.: 1.34", 1.64"

(3.4 cm, 4.2 cm)

Weight: 11.3 oz (320 g)

Recovery: 18" parachute

Recommended Engines:

E45-7 (adapter needed)

E30-6, F50-7, F67-8

CAT. NO. 1005

Decals not included.

## UNICORN

A lovely kit with slender, graceful lines just like the mythical beast it's named for. At nearly five feet tall it's a beautiful sight just sitting on the pad; as it leaps into the air it'll just plain take your breath away. Just for fun launch it in front of a big crowd at your next demonstration. They'll be anticipating a slow, lumbering takeoff-- and suddenly it's gone! Their oo's and ah's will do wonderful things to your ego-- not to mention the membership rolls of your club!

Length: 56" (142 cm)

Weight: 11 oz

(310 g)

Recovery: 24" chute

Recommended engines: E45-7 (adapter needed)

E30-6, F50-7, F67-8

Dia.: 1.64", 1.34"

(4.2 cm, 3.4 cm)

CAT. NO. 1006

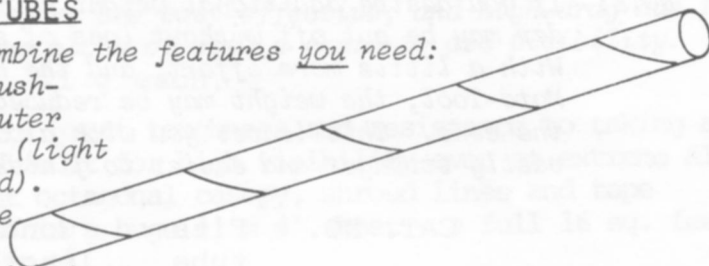
Decals not included.

## Parts & Accessories

All of our parts have been specially developed and selected to meet the rigorous specifications our customers demand. Quite simply, we think they're the finest available-- and, in these days of inflated prices, one of the all-time great bargains in model rocketry. When you check our prices, and then see our quality for yourself, we're sure you'll agree.

### BODY TUBES

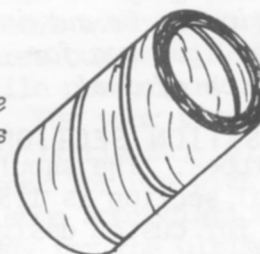
Our exclusive WhiteWall™ body tubes combine the features you need: Extra thickness makes them virtually crush-proof, while the smooth, glossy white outer wrap is perfect for gluing and painting (light sanding recommended in areas to be glued). Generous lengths usually allow an entire rocket to be made from a single tube. A "must" for your next high-powered project!



CAT. NO.	I.D. in (cm)	O.D. in (cm)	LENGTH in (cm)	WEIGHT oz (g)
2110	.955 (2.43)	1.01 (2.57)	24 (61)	.87 (24.7)
2210	.955 (2.43)	1.01 (2.57)	18 (46)	.65 (18.5)
2310	.955 (2.43)	1.01 (2.57)	12 (31)	.44 (12.4)
2410	.955 (2.43)	1.01 (2.57)	6 (15)	.22 (6.2)
2112	1.14 (2.90)	1.22 (3.10)	24 (61)	1.65 (46.8)
2212	1.14 (2.90)	1.22 (3.10)	15 (38)	1.03 (29.2)
2312	1.14 (2.90)	1.22 (3.10)	6.5 (17)	.45 (12.7)
2113	1.26 (3.20)	1.34 (3.40)	24 (61)	1.88 (53.3)
2213	1.26 (3.20)	1.34 (3.40)	18 (46)	1.41 (40.0)
2313	1.26 (3.20)	1.34 (3.40)	8 (20)	.63 (17.8)
2116	1.56 (3.96)	1.64 (4.17)	24 (61)	2.10 (59.5)
2216	1.56 (3.96)	1.64 (4.17)	12 (31)	1.05 (29.8)
2120	2.00 (5.08)	2.08 (5.28)	48 (122)	5.38 (152.6)
2220	2.00 (5.08)	2.08 (5.28)	16 (41)	1.80 (50.9)

### CENTERING RINGS

These solid, spiral-wound paper rings are perfect for engine blocks, engine mounts, stage couplers and other applications where high strength and large gluing surface are needed. They may easily be cut to shorter lengths with a razor saw. TWO PER PACKAGE



CAT. NO.	Centers Tube...	... In Tube	LENGTH in (cm)	WEIGHT oz (g)
3010	-----	1.01	1 (2.54)	.12 (3.4)
3912	1.01	1.22	2 (5.08)	.16 (4.6)
3913	1.01	1.34	2 (5.08)	.32 (9.1)
3113	1.22	1.34	2 (5.08)	.09 (2.6)
3116	1.22	1.64	2 (5.08)	.51 (14.5)

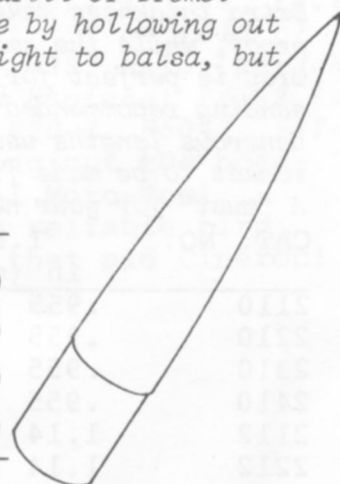
**ENGINE MOUNTS:** Everything you need to mount an engine in a larger body tube. Includes engine tube, engine block, and centering ring. First size is for mounting E45's in 1.22" tube, or for an adapter in any model set up for our larger motors. Two larger size mounts include a spacer ring to allow use of motors of various lengths.

CAT. NO.	For engine type(s)	In tube	WEIGHT oz (g)
3412	E45	1.22	.50 (14.2)
3613	E30, F50, F67	1.34	.90 (25.4)
3616	E30, F50, F67	1.64	1.09 (30.8)

Unique "Hardhead™" nose cones are precision-turned from high-strength, lightweight hemlock. Tight grain and smooth, sanded surface make finishing a breeze. Extra-long shoulders provide rigid, secure mount in body tubes. Pleasing, efficient ogive design. Cone lengths are excluding shoulder. Shoulder length is 1.75" (4.44 cm).

**NOTE:** If you desire additional weight savings, up to an inch or so of the shoulder may be cut off without loss of secure mounting in most applications. With a little more effort, and the help of an electric drill or Dremel Moto-Tool, the weight may be reduced by 50% or even more by hollowing out the cone. This leaves you with a part comparable in weight to balsa, but vastly stronger and easier to finish!

CAT. NO.	Fits tube	Cone length		WEIGHT	
		in	(cm)	oz	(g)
4110	1.01	4	(10.2)	1.00	(28.4)
4112	1.22	5	(12.7)	1.38	(39.0)
4113	1.34	6	(15.2)	2.19	(62.0)
4116	1.64	7	(17.8)	3.09	(87.5)

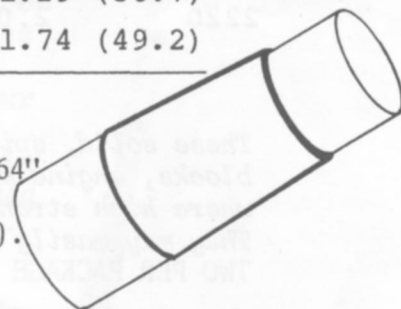


**BULKHEADS:** Also turned from hemlock, our payload compartment bulkheads are a smooth, precise fit in their respective tubes. Generous lengths provide secure mating so essential in high-power applications. Or cut in half and get two for the price of one!

CAT. NO.	Fits Tube	LENGTH		WEIGHT	
		in	(cm)	oz	(g)
4610	1.01	3.0	(7.6)	.74	(21.1)
4612	1.22	3.0	(7.6)	1.06	(30.0)
4613	1.34	3.5	(8.9)	1.29	(36.7)
4616	1.64	3.5	(8.9)	1.74	(49.2)

**TRANSITION SECTION:** Hemlock transition joins our 1.34" and 1.64" body tubes. The shoulders are each 1" (2.5 cm) long, while the conical section is 1.5" (3.8 cm). Weight is approx. 1.4 oz (40 g). Great for custom designs!

CAT. NO. 4701



**FIN STOCK:** Finest aircraft plywood-- lightweight, easy to finish. Watching the separate plys as you sand makes it easy to get a symmetrical airfoil. Two smaller sizes are birch; 1/8" size is poplar (much lighter weight!) All are in 6" x 12" sheets.

CAT. NO. 4806: 1/16", 53 g. CAT. NO. 4809: 3/32", 80 g. CAT. NO. 4812: 1/8", 60g.

**LAUNCH LUGS:** Thin-walled, smooth launch lugs are lightweight, low drag. Inside diameter of .212" fits heavy-duty 3/16" launch rods. 2" length; weight .3 g. PACKAGE OF THREE CAT. NO. 3821

**PRISM TAPE:** The perfect 'finishing touch' for your rocket. Adhesive-backed, highly reflective material produces shimmering rainbow patterns of color in sunlight. Just peel backing and press in place. Your choice of gold or silver in 3" x 6" sheets.

CAT. NO. 0181 (Gold) CAT. NO. 0182 (Silver)

**GRAPHITE YARN:** A unique new product from Crown! Graphite fiber is the lightweight, ultrastrong, ultrastiff material used to make aircraft, spacecraft, sporting goods, etc. Now you can use it to reinforce fins, glider wings, etc. Yarn is composed of 12,000 individual continuous filaments, and will spread into a thin ribbon 1/4" wide or more. Just lay in place and coat with epoxy for extra strength and rigidity. CAT. NO. 0112 (Ten foot length--enough for many rockets.)



## RECOVERY SUPPLIES

Of course, once you have your rocket up several thousand feet you'd probably like to get it back down safely! Choose a streamer for light, ultrahigh-flying birds to minimize drift. Parachutes are great for heavier vehicles or recovery of fragile loads.

**STREAMERS:** *Flame-retardant crepe streamers are cost-effective, and high-drag due to "crinkled" surface. 4" x 20'; for use alone or with a chute to aid visibility.*

CAT. NO. 5114 ONE PER PACKAGE 21 g each.

**PARACHUTES:** We use  $\frac{1}{2}$  mil Mylar for its great toughness and resistance to taking a "set" even on warm days, then aluminize it for high visibility even at extreme altitudes. Each chute includes pre-cut octagonal canopy, shroud lines and tape discs. We also offer the Mylar alone in a huge 4' x 4' sheet-- a full 16 sq. feet!

CAT. NO.:	5212	5218	5224	5048
SIZE (in):	12	18	24	48 (square of Mylar only)
WEIGHT (g):	3.2	7.0	12.0	20.0

**SHOCK CORD:** *Strong fabric-elastic material is the recommended shock cord for all large model rockets. Absorbs the shock of nose cone or payload section being ejected. 1/4" wide, generous 10 foot length.*

CAT. NO. 5325 Weight: 0.42 oz (12.0 g)

**SCREW EYES:** Rugged steel screw eyes mount securely in nose cone or bulkhead; provide attachment point for shock cord. Pack of 3. Weight: 0.7 g each.

CAT. NO. 5425

## STARTER SET

For the rocketeer who's built several standard models and is ready to move up to the "big stuff", here's the most convenient way to step into the world of CROWN E- and F-powered rockets. The Starter Set includes everything you need to get going: It features our popular LASOR-114 kit-- a truly versatile performer! Two rocket motors are provided: For your first flight we include the marvelous little E45-10, together with a reusable adapter for use with E45's. After you've gained some appreciation for CROWN POWER, you'll be ready for the ultimate model rocket experience: the F67-12. Use it to loft a technical payload, as shown in the photo at left. Or maybe you'd prefer to save weight by omitting the payload compartment entirely, and launch a supersonic attempt, for which the F67 is eminently qualified. Whatever your application, the F67/LASOR-114 combo gets the job done in spectacular fashion.

The Starter Set is a great foundation for a science fair project or that club research effort that lesser products just can't handle. It's also the perfect gift for the young rocketeer with some experience who's looking for the next challenge to conquer. All the essential components at a special package price!

CAT. NO. 0001

*A miniature transmitter with temperature sensor being placed in the payload capsule of a LASOR-114 in preparation for an atmospheric research mission.*

**INCLUDES:** \*LASOR-114 \*ADAPTER FOR E45 MOTORS \*E45-10 \*F67-12

Of course, the heart of the CROWN ROCKET TECHNOLOGY product line is our superb series of rocket motors. There are two widely divergent philosophies of model rocket motor design. The earliest is based on "scaled-up" fireworks technology, which has its roots in the 13th century discovery of gunpowder. Most model rocket motors made today are of this type- i.e., slightly refined skyrockets.

The second and more recent approach, adopted by CROWN ROCKETECH, is to scale down current state-of-the-art solid propellant technology as utilized in NASA sounding rockets and space vehicles. Our propellant uses the same oxidizer and high-energy polymeric resin binder as the Solid Rocket Boosters used to launch the Space Shuttle into orbit. In addition, we are the only manufacturer to use precision-machined graphite expansion nozzles epoxy-bonded to the motor case. Others use heavy, low-performance ceramic materials. Before we introduced our model rocket motors we began producing larger motors for professional and industrial use. Our Professional Series motors have been used in such programs as government-contracted weapons development. And our model rocket motors are identical to these "big ones" in every way but size. This second approach has the obvious advantage of allowing incredibly small, light weight, high-impulse motors to be produced. For example, our E45 is the same diameter and weight as the D12 sold by other manufacturers, yet packs two and one-half times the total impulse! And our F67 is the only NAR Safety and Contest certified full F engine being produced in the world! Of course there is a price to be paid for such incredible performance. The nature of the manufacturing process for composite motors is such that it is largely a "hand" operation. Each motor is individually crafted by skilled technicians to exacting specifications, with rigid quality control to pare potential malfunctions to a minimum. Such a labor intensive process is expensive- but the cost of the finished product is not as high as it may at first seem. Consider again the E45: It costs less than 4 D12's, and considering the 100 g weight savings, probably yields the performance of at least 3 of them. Hence by paying for less than one extra D12, you can have the reliability and performance of a single high-technology motor. For the F67 the picture is even brighter: its price is about the same as the 5 to six D12's it can replace. Of course, these figures do not even consider the many applications that couldn't be accomplished at all without the size and weight advantage of CROWN.

But as they say, statistics can prove anything. What really counts is that our motors are performance proven. They have excelled in the technical arena, in powering supersonic attempts, lofting payloads and the like. They have excelled in the competition arena: At the 1979 Nationals (NARAM-21; Houston, TX) Al Nienast used an E30-8 for an incredible record-smashing flight of 936 meters in Mercury Dual Eggloft. That's over 3000 feet using only an E engine and carrying two eggs! Another E30 boosed John Langford's scale entry at the 1978 World Championships in Jambol, Bulgaria. John, the US team manager at the 1980 world meet, remembers it this way: "An E30-4 powered my Athena H at the World Championships in Bulgaria; a flawless engine that performed perfectly. Its light weight literally made the flight possible, and its reliable performance made it worth for more...than it cost." (The Athena was very close to the 500 gram weight limit in international competition. Only a motor such as the E30 could provide the thrust to loft a 1-pound-plus model without putting it over the weight limit.) John continues, "(The E30) is, in my book, the finest model rocket engine available. The workmanship, the performance, and best of all, the reliability, seem to be worthy of what is needed in world-class competition." (At right: John watches 600 hours of labor leave the pad.)

So give our motors a try. In one of our kits. Or in competition. Or maybe an E45 in a Maxi-Brute. After one flight you'll be a believer. One word of caution though: One flight is liable to spoil you. Regular "toy rockets" just won't be the same anymore. And then again, maybe that's not so bad.

**EXTRA IGNITORS:** Six per package. The only recommended ignitor CAT. NOS. 9016, for our motors. Also may be used on most 9026, 9036, 9046 other composite and black powder motors.

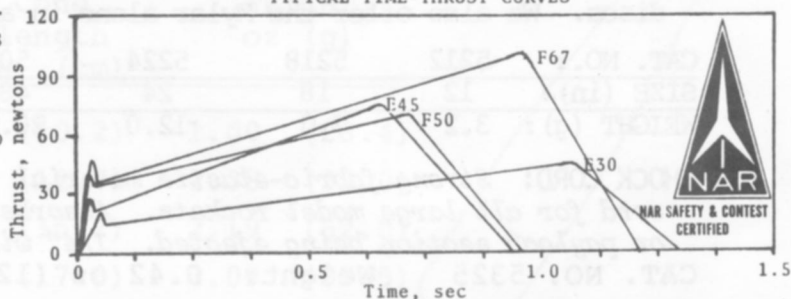
### ROCKET MOTOR SPECIFICATIONS

TYPE (CAT NO)	DIA X LENGTH in (mm)	WEIGHT oz (g)	PROP. MASS oz (g)	IMPULSE lb-sec (n-sec)	DELAYS sec
E30 (91XX)**	1.125 x 2.625 (29 x 67)	1.83 (52)	0.69 (19.5)	9.0 (40.0)	0*, 4, 6, 8
E45 (92XX)**	0.938 x 3.25 (24 x 83)	1.52 (43)	0.69 (19.5)	9.0 (40.0)	0*, 4, 7, 10
F50 (93XX)**	1.125 x 3.25 (29 x 83)	2.01 (57)	0.81 (23.0)	10.6 (47.0)	0*, 5, 7, 9
F67 (94XX)**	1.125 x 4.00 (29 x 102)	2.82 (80)	1.39 (39.5)	18.0 (80.0)	0*, 4, 8, 12

\*The 0-delay motors have a solid forward bulkhead-- they will not ignite an upper-stage motor.

\*\*When ordering, replace XX in cat. no. by the desired delay-- for example, E30-0=9100; E45-4=9204; F67-12=9412; etc.

### TYPICAL TIME-THRUST CURVES



John Langford's Athena H lifts off perfectly into the Bulgarian sky under thrust from an E30. Over 600 hours of labor went into this incredible model.



# PRICE LIST

Effective 7/1/82. Supersedes previous price lists and catalogs.  
Prices subject to change without notice.

PAGE NO.	CAT. NO.	DESCRIPTION	PRICE	PAGE NO.	CAT. NO.	DESCRIPTION	PRICE
1	1001	LASOR-95 rocket kit	6.25	5	0001	Starter Set	23.00
1	1002	LASOR-114 rocket kit	7.50	6	91XX	E30-0,4,6,8 motors	6.50
1	1003	LASOR-134 rocket kit	9.00	6	92XX	E45-0,4,7,10 motors	7.00
2	1004	SPARTAN rocket kit	13.00	6	93XX	F50-0,5,7,9 motors	8.00
2	1005	HERCULES rocket kit	*	6	94XX	F67-0,4,8,12 motors	9.75
2	1006	UNICORN rocket kit	*	6	9016	E30 ignitors	6/1.50
3	2110	1.01" x 24" tube	1.25	6	9026	E45 ignitors	6/1.75
3	2210	1.01" x 18" tube	1.05	6	9036	F50 ignitors	6/1.75
3	2310	1.01" x 12" tube	.85	6	9046	F67 ignitors	6/2.00
3	2410	1.01" x 6" tube	.60				
3	2112	1.22" x 24" tube	1.50				
3	2212	1.22" x 15" tube	1.15				
3	2312	1.22" x 6.5" tube	.75				
3	2113	1.34" x 24" tube	1.75				
3	2213	1.34" x 18" tube	1.50				
3	2313	1.34" x 8" tube	.95				
3	2116	1.64" x 24" tube	1.95				
3	2216	1.64" x 12" tube	1.25				
3	2120	2.08" x 48" tube	5.00				
3	2220	2.08" x 16" tube	1.85				
3	3010	Centering ring	2/.60				
3	3912	Centering ring	2/.80				
3	3913	Centering ring	2/1.10				
3	3113	Centering ring	2/1.00				
3	3116	Centering ring	2/1.20				
3	3412	E45 engine mount	1.00				
3	3613	Engine mount for 1.34"	1.70				
3	3616	Engine mount for 1.64"	1.85				
4	4110	1.01" ogive nose cone	1.90				
4	4112	1.22" ogive nose cone	2.10				
4	4113	1.34" ogive nose cone	2.25				
4	4116	1.64" ogive nose cone	3.00				
4	4610	1.01" bulkhead	.90				
4	4612	1.22" bulkhead	1.05				
4	4613	1.34" bulkhead	1.10				
4	4616	1.64" bulkhead	1.50				
4	4701	1.34"-1.64" transition	*				
4	4806	1/16" plywood fin stock	1.30				
4	4809	3/32" plywood fin stock	1.80				
4	4812	1/8" plywood fin stock	1.75				
4	3821	.212" ID launch lugs	3/.60				
4	0181	Gold prism tape	1.50				
4	0182	Silver prism tape	1.50				
4	0112	10' Graphite yarn	1.50				
5	5114	4' x 20' streamer	1.00				
5	5212	12" Mylar parachute	2.00				
5	5218	18" Mylar parachute	2.50				
5	5224	24" Mylar parachute	3.50				
5	5048	48" square Mylar	7.50				
5	5325	1/4" x 10' shock cord	1.00				
5	5425	Steel screw eyes	3/.85				

\*These items not available at this time.

PL-0782

NAME \_\_\_\_\_ DATE \_\_\_\_\_ PHONE NO.: (     )

DISCLAIMER (Must be signed): I, the undersigned purchaser, hereby agree that all products purchased from CROWN ROCKET TECHNOLOGY are stored and/or used entirely at my own risk, and that CROWN ROCKET TECHNOLOGY shall in no way be held liable for such storage and/or use, or the results therefrom. I also confirm that I am at least 21 years of age.

[illegible]

TOTAL ENCLOSED