August Launch Report

Despite three inches of rain falling only a few days before the launch, the field was dry and the hay had been mowed and baled. We had a good turn-out with 21 flyers and over 60 launches, including several K motors.

All lift-off pics are courtesy of Katie Lane. Videos are courtesy of Mike Thomas and Pete Taran.

Dennis Calo won the prize for most flights at the launch! Here he is with his North Coast Rocketry Archer SA-14 kit. He flew it twice, first time with an AT F50 motor and then, trying for a bit more altitude, an AT G74 motor. Next time fly it with a H motor!

Jack Springer flew his LOC/Precision "EZI-65" (above) twice. First flight was with a CTI I165 with took it to an altitude of 2600 feet. The second flight was with a CTI I218 which got it up to 3500 feet.

Steve Eves flew three rockets but we only got a pic of his "Green Weenie" (right). He flew it with a Propulsion Industries H140 motor which took it to an altitude of 1200 feet. His LOC/Precision "Syonic" flew with a Research J480 motor and had a spectacular lift-off.

Neal Bade flew his scratch-built “Free Rocket” with an AT H180 motor. He also flew his Hi-Tech H45. Because of the wind direction almost everyone was flying with a chute release or dual-deploy. Many also had trackers in their rockets. That made recovery in the soybeans much easier.

John Bryan heading out to the pad with his scratch-built rocket named “Party Time” that he flew with an AT G64 motor to an altitude of 2000 feet.

Party Time takes to the air (above).

Dennis Calo (left) with his Estes “Great (Green) Goblin” that he flew with an Estes F15 motor.

New NOTRA member Frank McGroarty flew his LOC/Precision “Graduator” with an AT F50 motor for an altitude of 1000 feet.

Ray Castner heads out to the pads with his Apogee Dual Deploy “Zephyr” that he flew with an AT I600 motor making for one of the loudest flights of the launch which really impressed the spectators we had!

Mike Thomas brought out his 7.5” “EXP Door Knob” for a test flight before taking it to Midwest Power in the Fall. Powered by an AT K550 and six AT F26 motors. A bit of drama occurred at lift-off when the core K550 motor was slow to ignite causing the rocket to be lifted off by pad by the cluster of F motors.

The timing couldn’t have been more perfect when right as the F motors burned-out, the K550 came to life and took the rocket up to an altitude of 2300 feet.

There is a video of this flight on the NOTRA Facebook page.

(Right) Mark Coburn with his LOC/Precision “Mini-Magg” that he flew with an AT H220 motor.

Pete Taran’s 3X scale-up of the Estes “Quinstar” that flew with a very old AT J125 motor. It chuffed twice before coming up to thrust but then took to the sky on a pillar of fire and smoke!

There is a video of this flight on the NOTRA Facebook page.

Above is a pic of Pete and his daughter from the last launch with a regular sized “Quinstar” and Pete’s 3X scale-up.

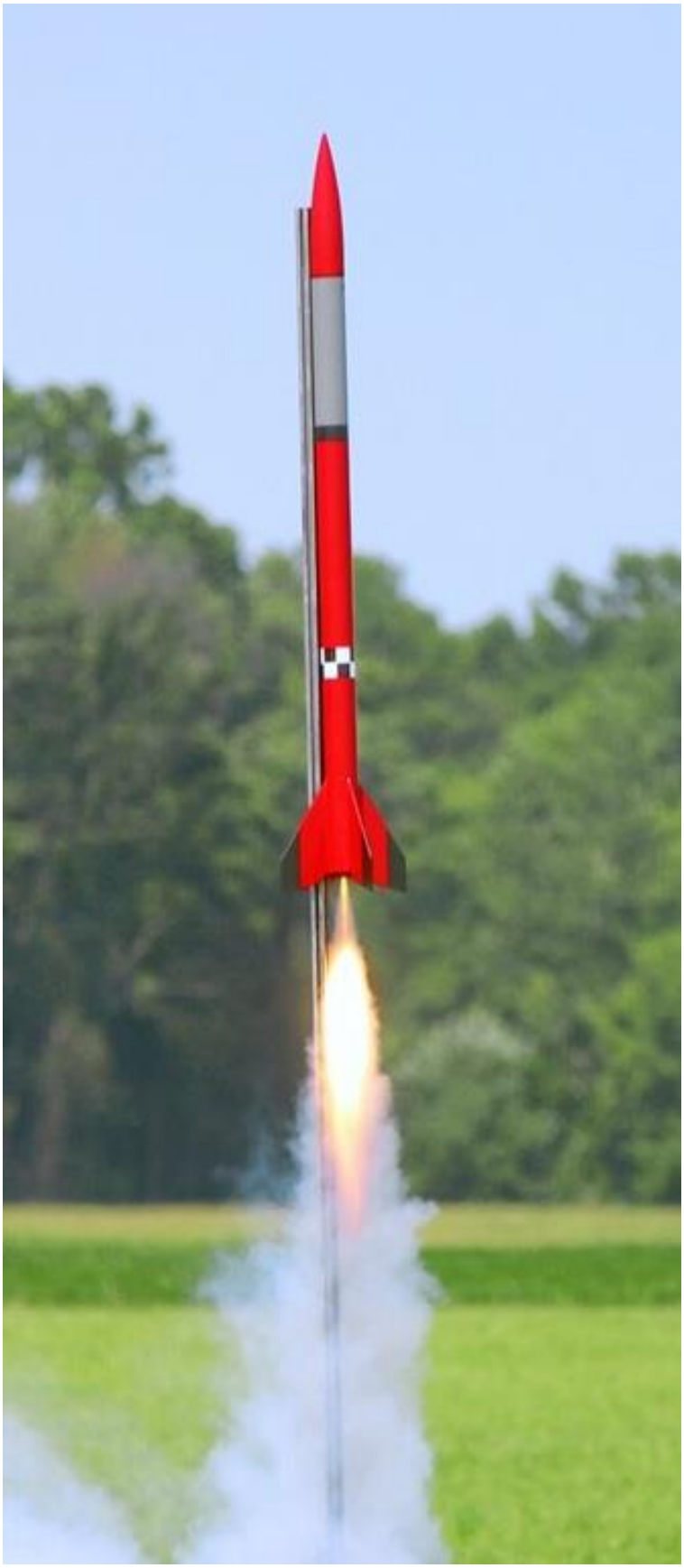
Chip Jenkins with his scaled up “Cherokee III” that he flew with a Research H240 motor using NASSA K2 Slow propellant. This rocket fared much better than the one he flew last month!

Catherine Calo with her Bad Boy Rocketry "QCC Explorer" that she certified L1 with at last month's launch. This time she flew it with an AT H220T motor. A Chute Release brought it back close to the pads.

Andrew Kleinhenz heads out to the pads with his LOC/Precision “Sandhawk” that he flew with an AT G79 motor to an altitude of 1200 feet.

At right is the Sandhawk in flight!

We had virtually cloudless skies but there was a haze layer at about 7000 feet caused by the forest fires north of us in Canada. It made it difficult keeping some of the smaller rockets in sight.



Mark Hanna with his scratch-built Sandia "Sandhawk" that he flew with an AT K550 motor to an altitude of 3200 feet.

Drogueless dual deploy brought it down to 700 feet before deploying the main 84" chute.

Dan Fabrec (top left) with his scratch built custom rocket that he successfully flew with an Estes E12 motor to an altitude of 500 feet. Above is the rocket in flight!

Frank McGroarty (left) with his LOC/Precision "Shadowhawk" that he flew several times, first with an AT F52 and then with an AT F50 motor.

Dennis Calo with his “Mega Max” featuring a incredible truck wrap for decoration! He flew it on an AT G74 motor.

Randy Jenkins LOC/Precision “Wolverine” leaps off the pad powered by an AT I284 motor. It hit an altitude of 2800 feet.

(Above and left) Pete Taran's "Trash" rocket, built with parts taken from a trash can flies on a Quest D16 motor. It landed, appropriately enough, next to the range trash can!

(Right) Pete Taran's ¼ scale "Patriot" takes to the air on an AT I300 motor which woke up everyone on the range! It hit an altitude of 3070 feet.

Andrew Kleinhenz going out to the pads with his scratch-built “High Visibility” that he flew with an AT F50 motor. The F50 seemed to be the most popular motor of the day!

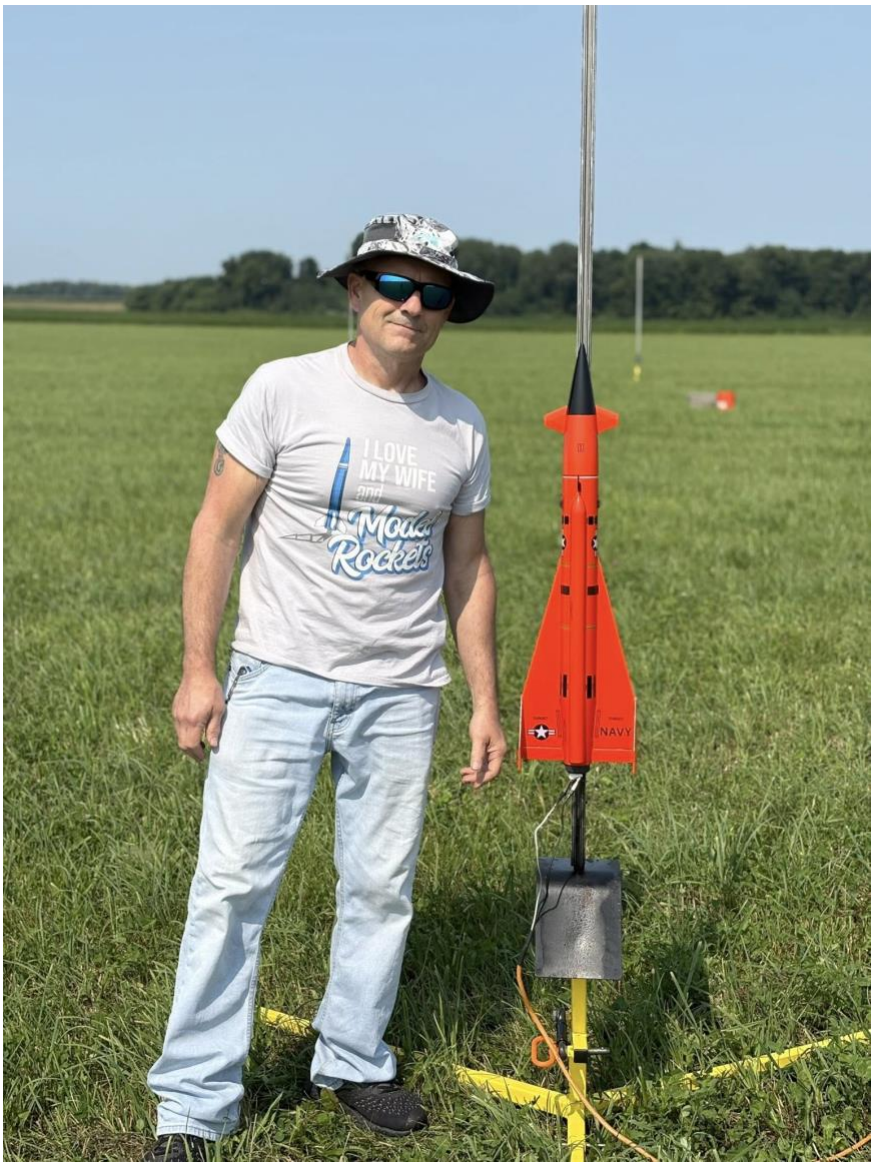
Dennis Calo’s Estes “Great Goblin” which flew on an Estes F15 motor and had a great flight.

Chip Jenkins takes his LOC/Precision "Graduator" out to the high-power pads. He flew it with an AT H128 and it impressed everyone when it screamed off the pad!

(Right) The Graduator in flight!

John Bryan's Estes' "Great Goblin" takes to the air on an Estes F15 motor!

Mark Hanna's scratch-built 6" diameter Mercury Redstone lifts-off on the power of an AT J460 motor. The rocket achieved an altitude of 1350 feet.



Dennis Calo puts his Estes “Jayhawk” on the pad for its first flight. It had a successful flight on an Estes F15 motor. A Chute Release brought it back close to the pads.

At right is the Jayhawk in flight!