

## August Launch Report Part 2

Saturday turned out to be hot and muggy, with little wind to offer relief. Member turn-out was light, with 14 flyers and 44 flights. There was one successful Level 2 certification flight, and a number of high-altitude J motor flights. Several of the usual photographers were absent so we didn't get as many flight pics as the last launch.

*All lift-off pics are courtesy of Pete Taran.*

*Because of the Labor Day holiday, the next launch will be held on September 6<sup>th</sup>, with Sunday, the 7<sup>th</sup> as a rain day.*



Jim Seibyl flew his 5.35" rocket named "Purple Haze" (with a nod to Jimi Hendrix!) with an AT J800 motor. It screamed off the pad to an altitude of 2100 feet and dual deploy brought it back close to the pads.



John Ulizzi flew his Estes "Der Big Red Max" (single motor version) with an AT F26 motor. John was the most prolific flyer of the launch, additionally flying his rear ejection SM-80 twice with AT F50 motors, a V-2 with a D12, a "Vortex" mono-copter with a Estes E9 (which cato'ed), a Turbo Vortex with an AT F26 and a LOC/Precision "Cool Spool" with an AT F26 motor.



Returning member Ryan Sedletzeck did his successful TRA Level 2 certification flight with a Madcow "Torrent" flying it with an AT J570 to an altitude of 4500 feet with a beautiful flight that landed deep in the soybeans.





Catherine Calo (above) flew her Bad Boy Rocketry "QCC Explorer" again with an AT H220T motor. Catherine did her TRA L1 certification flight at the last launch with this same rocket.

Jason Secora (right) flew his scratch-built rocket named "Oddly Familiar" that he did his Level 1 certification with at a TMO launch in the Spring. He flew it successfully twice. Once with an AT G80 and then with an AT H135 that got him an altitude of 2700 feet.







Dennis Calo successfully flew his brand new Estes "Mega Der Red Max" with a cluster of 3-F16 motors. This kit was a limited edition and only about 150 of them were produced.

Surprisingly enough, the rocket comes with a cluster of three 29mm motor tubes instead of a single 29mm! Since they aren't selling composite motors anymore, they had to revert back to clusters of BP motors.

Steve Eves flew his scratch-built rocket called "Cheap Date" with a Propulsion Industries G80 motor. That propellant was about 30 years old, and even though it chuffed once at start-up, it roared off the pad and hit an altitude of about 800 feet.







Our one TRA Junior L1 flyer, Evangeline Taran, flew her scratch-built rocket called "Scout Law" with an AT H550T motor to an altitude of 2700 feet.

Waist-high soybeans and corn over your head made dual-deploy, chute releases and trackers a necessity at this launch.







Chip Jenkins flew his scratch-built "Bull Pup" with a Research H220 motor using NASSA K2 Fast propellant to an altitude of 1900 feet.

Dennis Calo once again flew his North Coast Rocketry "SA-14 Archer." However, this time he flew it with an AT H220T motor and finally got a respectable altitude of 1500 feet.







Neal Bade heads out to the pads with his "Free Rocket" that he successfully flew with an AT H210R motor.



Randy Jenkins poses with his OBH "Steampunk" that he flew with a Research H220 motor using NASSA K2 Fast propellant which took it up to an altitude of 2400 feet.





Chip Jenkins (above) shows off his LOC/Precision "STOVI" that he flew for an AT F62 motor.

Neal Bade's LOC/Precision "Magnum" (right) thunders into the air under the power of an AT J415W motor! It got to an altitude of 2700 feet.







Randy Jenkins flew his LOC/Precision "Wolverine" once again with a Research I370 motor using NASSA K2 Fast propellant and it hit an altitude of 2400 feet.

Dennis Calo poses with his Estes "Honest John" before loading it up on the pad. It is a heavy rocket but it flew very well with an AT F50 motor.

