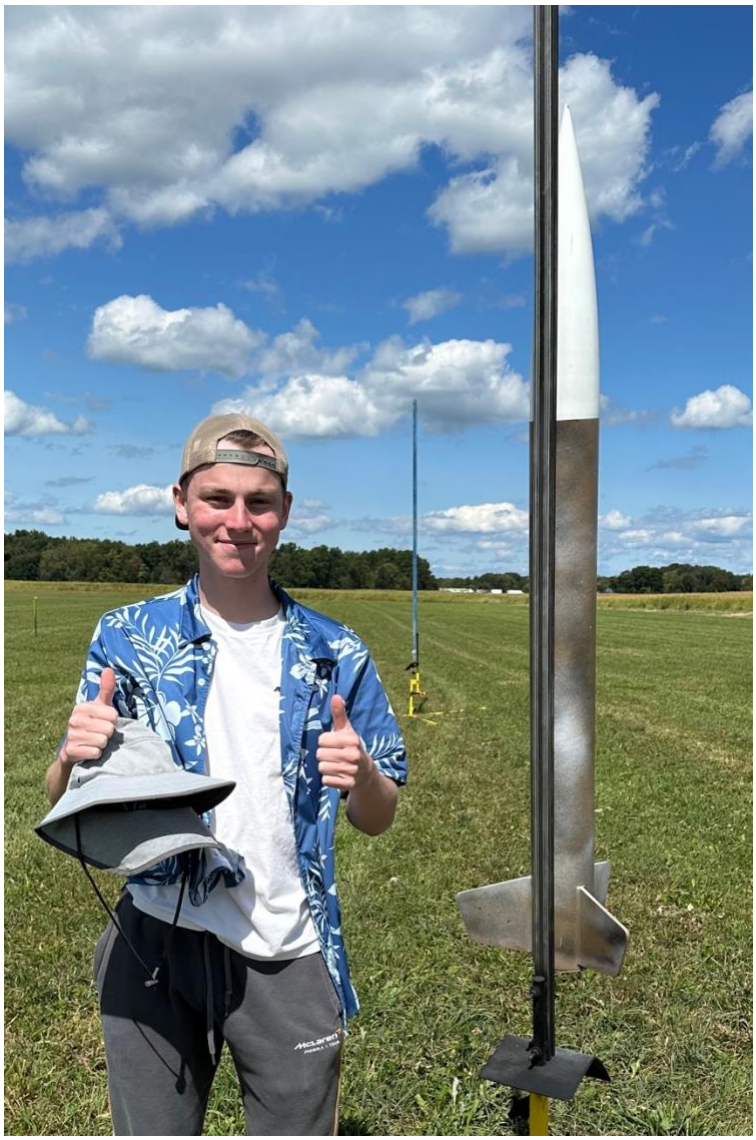
September Launch Report

Saturday was sunny, cool and a bit windier that most of us would have liked. We had the same number of flyers at the launch but only one-half as many rockets were flown. However, we did do four NAR Junior HPR L1 and two TRA Level 2 certification flights.

Dennis Calo won the "Most Flights of the Launch" award this time with six flights. Here he is pictured with his Estes "Mega Der Red Max" that he flew with three AT F26 motors.

Mike Crum did his TRA Level 2 certification flight with a LOC/Precision/Yank "Iris" that he successfully flew to an altitude of 3200 feet on a CTI J270 motor. Now he can put some paint on it!



Findlay Monaghan flew his Fisher/Binder Design “Excel” kit with an AT H100 for a successful NAR Junior HPR L1 certification.

All the NAR Junior L1 candidates are from the University School and NOTRA member Jim Seibyl is their advisor. They need L1 certifications to compete in the NASA Student Launch Initiative next year.

Randy Jenkins puts his LOC/Precision four inch “Goblin” kit on the pad. He flew it with a Research I320 motor using NASSA K2 Fast propellant, which took it to an altitude of 2500 feet.

Because of the strong winds and their direction, chute releases or dual deploy along with trackers were a must if you wanted to get your rocket back out of the corn.

Austin Ott, who is a student at the University of Toledo brought his family to Amherst to witness his TRA L2 certification flight. He flew a scratch-built rocket he called “Overkill” and powered it with an AT J500 motor to an altitude of 3000 feet for a successful L2 certification.

Dennis Calo takes his Apogee “X-15” out to the pads. He successfully flew it with an AT F26 motor.

NAR Junior L1 candidate Griffin Quigley flew his Apogee “Zephyr” with an AT H100 motor but unfortunately the shock cord burned thru and the booster was lost in the corn. He will attempt another certification flight at a future launch.

Mike Crum heads out to the pads with his stretched Aerotech “Warthog” kit that he flew with an Enerjet E28 motor to an altitude of only 350 feet. He should have used a F motor!

Mike Thomas (left) poses with his scratch-built "Extended Door Knob" back for its second flight. For this flight he used an AT K700 motor and six clustered AT G76 motors which were air-started in flight.

Above is the "Door Knob" in flight. Everything worked as planned this time and the rocket got to an altitude of 3400 feet. It was one of the few rockets that landed in the soybeans this launch!

There are two videos of this flight on the NOTRA Facebook page.

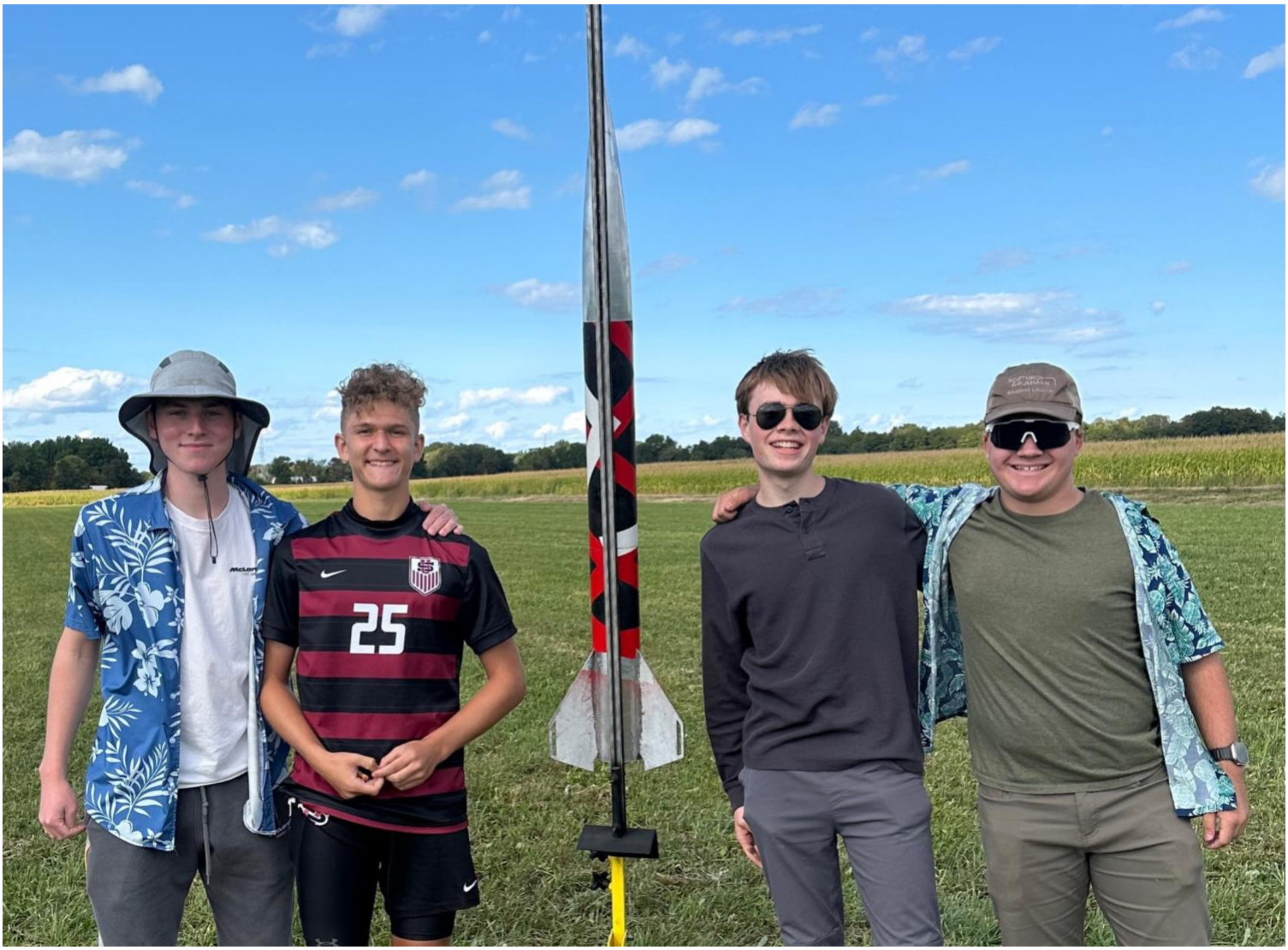
Catherine Calo puts her Badboy Rocketry "QCC Explorer" on the pad. She flew it with an AT H210 motor.

Theo Walter (standing left) flew his LOC/Precision "LOC IV" with an AT H100 to 1500 feet for a successful NAR Junior HPR L1 certification.

Mark Sadowski brought out an original LOC/Precision “Expiditer” kit and successfully flew it with an AT H180 motor.

Dennis Calo flew his beautifully painted LOC/Precision “V-2” with an AT H220 motor for a great flight.

Dennis also flew a Honest John kit with an AT G74 motor.



Stone Rambert (second from left) flew his Apogee “Zephyr” with an AT H100 to 1500 feet for a successful NAR Junior HPR L1 certification.