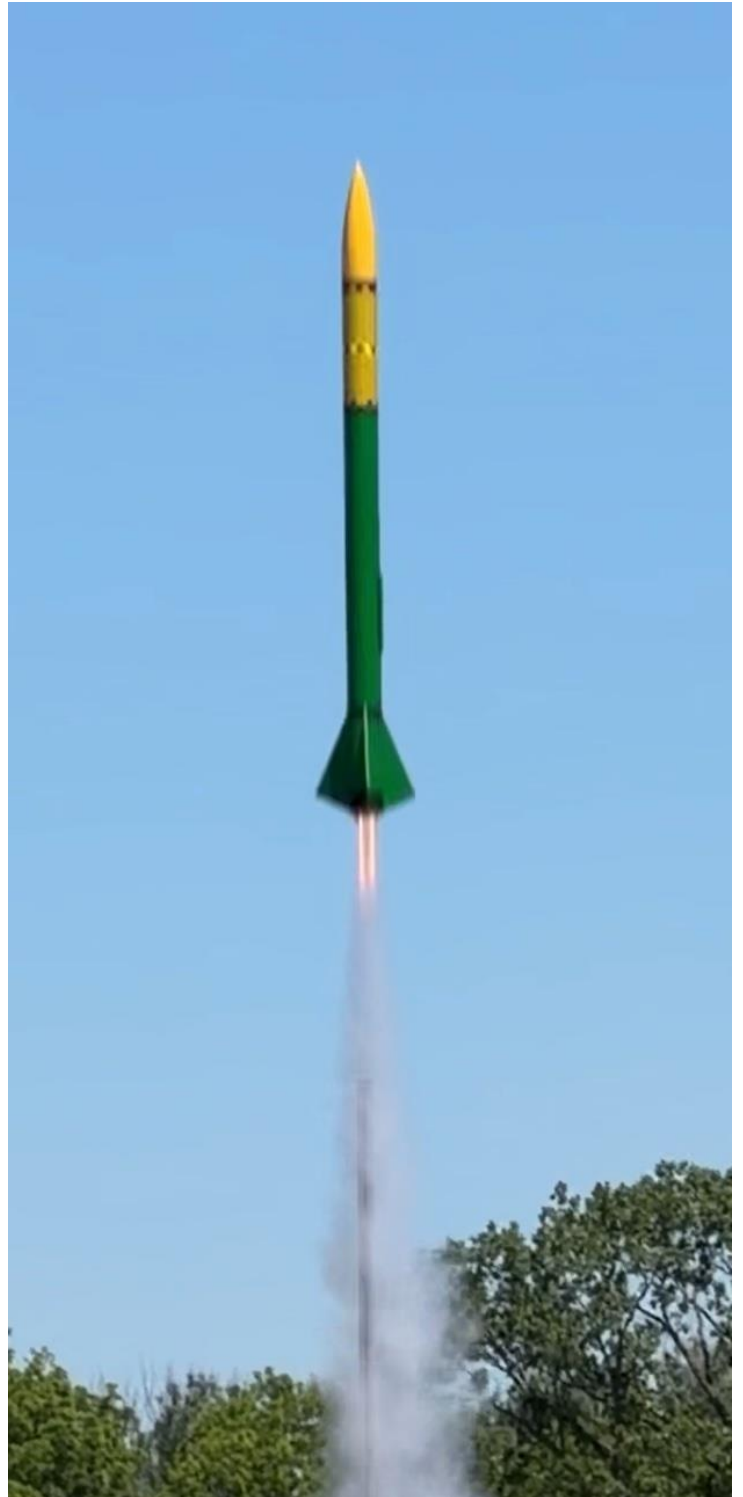


May Launch Report

Sunday was a great day! With a high temp of only 70°F, clear blue skies, and light winds, it was a perfect day for the first club launch of the season!



Old-time member Art Upton made it to the launch from Toledo flying his LOC/Precision "Starburst" kit that he built in 1988! He flew it with two Estes E12 motors to an altitude of 1100 feet.





Frank McGroarty brought out his LOC/Precision "Warlock" sporting a fresh coat of paint. He flew it to an altitude of 1550 feet with an AT I600 motor.





(Upper left) Another shot of the "Warlock" in flight.

(Above) Evangeline Taran hooks up the igniter on her Estes "Sprint XL" that she flew with an Estes D12 to 900 feet.

(Left) Dennis Calo on his way out to the pads with his LOC/Precision "Goblin" that he flew with an AT H250G motor.



(Left) Andrew Kleinhenz takes his LOC/Precision "IQSY Tomahawk" out to the pads. It flew to 1500 feet on an AT H128 motor. Many flyers put trackers in their rockets only to have them land within feet of the launch pads.

(Below left) Neal Bade puts his Binder Design "Excel" on the pad. He flew it with a Research H128 motor.

(Below) John Bryan hooks up the igniter on his Cosmodrome "Nike-Apache." It was flown on an AT F20 motor.





(Above) Chip Jenkins shows off his scratch-built "Cherokee 3" before heading out to the launch pads. He flew it with a Research H180 motor to an altitude of 2200 feet.

(Right) Mark Coburn poses with his LOC/Precision "HyperLOC 835" which he flies at just about every launch! He flew it to 2100 feet with a research J460 Blue motor.





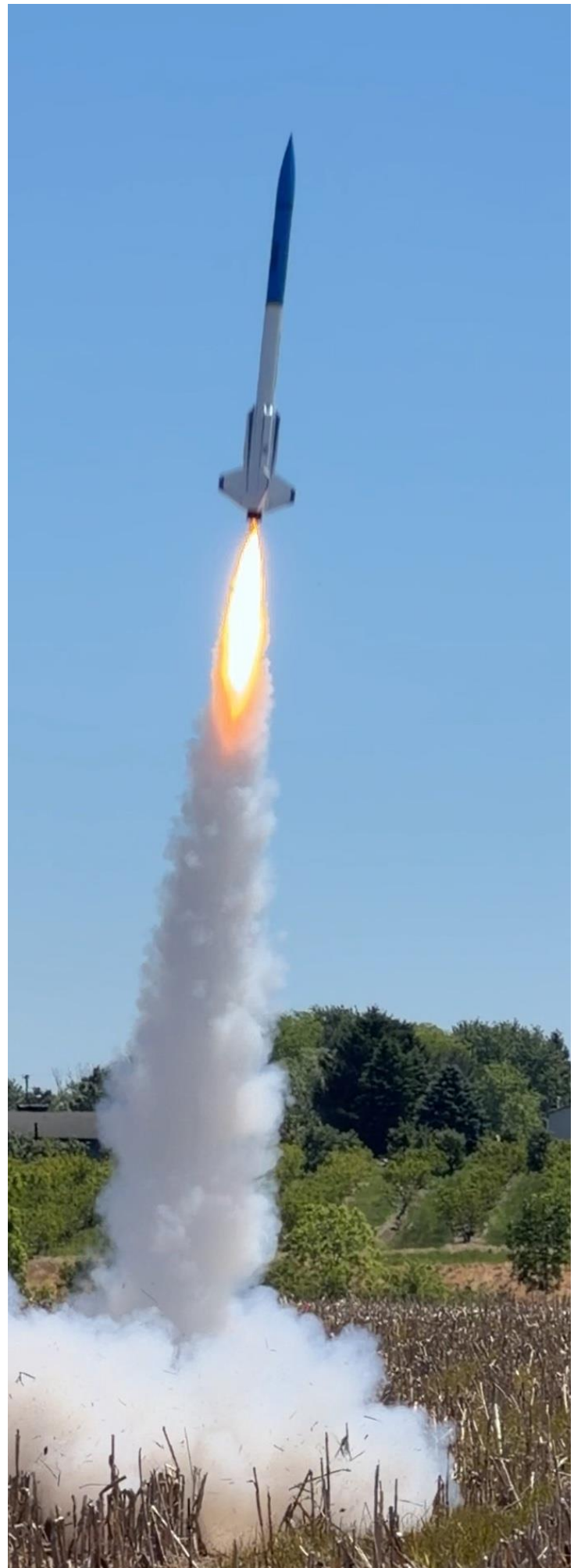
Mike Thomas with his "Quack-A-Gee" which faintly resembles a LOC "T-LOC." He flew it with a Research J460T motor to an altitude of 1300 feet (it was HEAVY!) at which time it released a 12 foot diameter rubber ducky parachute.

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





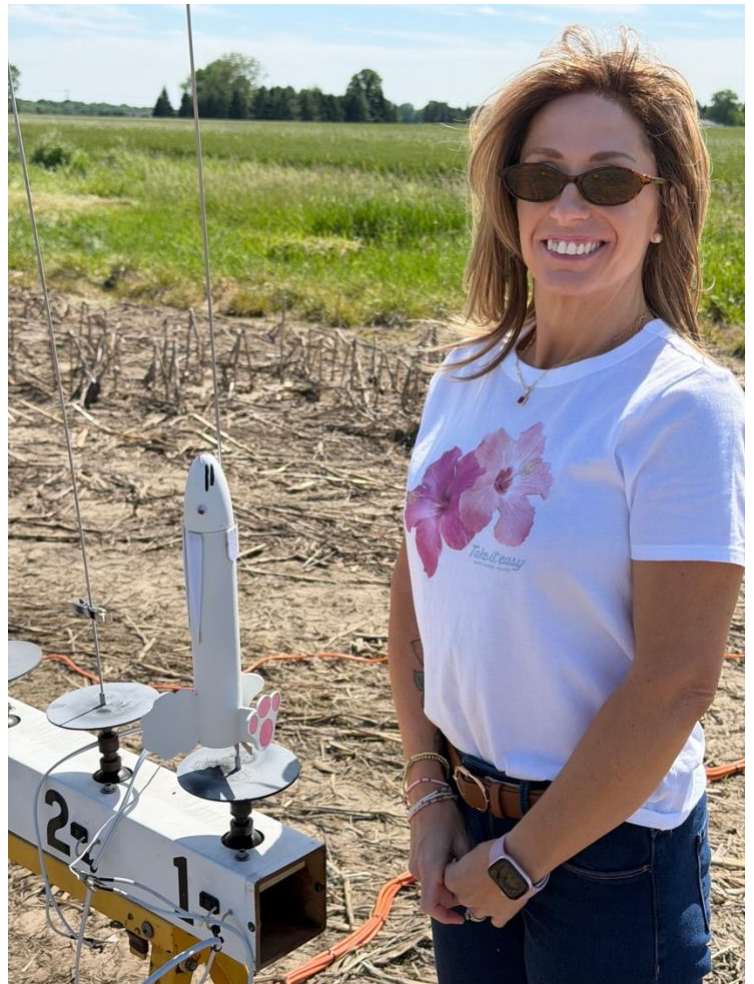
Dennis Calo got his TRA Level 2 certification flying his beautiful Semroc "QCC Explorer" with an AT J350 motor which took it up to 2760 feet for a successful L2 flight.





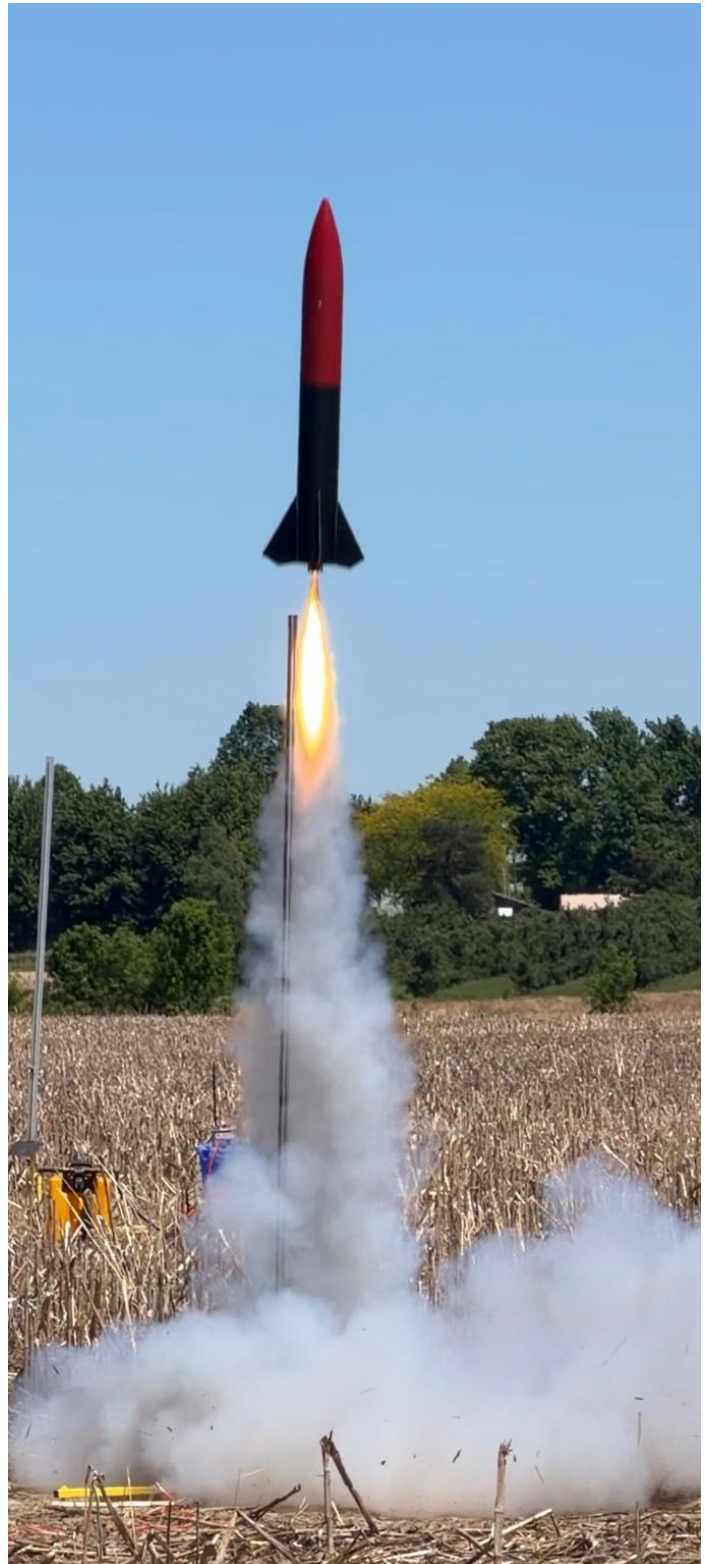
(Left) Art Upton takes his LOC/Precision "Hi-Tech H45" out to the pads. He flew it with a very old Loki G80 motor and it got up to an altitude of 1200 feet. Art also flew an "Optimal 7S" with a CTI H255W motor and it screamed to an altitude of 1600 feet.

(Right) Carli Thomas puts her "Stella" on the low-power rack. It was flown with an Estes C11 motor and got to an altitude of 400 feet with a close to the pad recovery.





Neal Bade with his freshly painted LOC Precision "Mini-Magg." Neal did something that many people who have this kit have done (including me) and that is to extend it!



(Right) the Mini-Magg in flight! Neal flew it with an AT H135 motor for a perfect flight.



Randy Jenkins poses with his Upscale Estes "Sprint". He flew it with a Research 38mm I130 motor using NASSA K2 Slow propellant. It achieved an altitude of 2000 feet.

(Right) Lift-off!





(Above) Catherine Calo with her beautiful Bad Boy Rocketry 3" "QCC Explorer" that she flew with an AT H250G motor. She was expecting an altitude in excess of 1600 feet but the motor cato'ed about 100 feet off the pad.

(Right) Mark Coburn puts his "HyperLOC 835" on the pad for its second flight this time with a Research J350 motor that too it to an altitude of 2200 feet.

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





(Left) Randy Jenkins with his "Wildman Extreme" on the pad and ready to fly. He flew it with an AT J1299 for a fierce lift-off and flight to 2000 feet.



(Right) Dennis Calo shows off his scratch-built "Bullet Billy". The nose cone and arms were 3D printed, and it had a carbon fiber wrap. He flew it with an AT H130 motor for a flight to 1300 feet.



Mike Thomas puts his Bullet Bobby XXL on the pad. He flew it to and altitude of 1500 feet with an AT I161 motor.

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

Even though the high-altitude winds were low, many flyers used chute releases or dual-deploy and trackers. Of course, the ones with trackers landed mere feet from the launch pads!

I apologize for not getting more pics of peoples rockets before they went out to the pads. Range duties kept me very busy, plus we had several certification flights.

I appreciate all the pics that members sent me, particularly the flight pics. I urge flyers to take pics of themselves and their rockets before flight and to get flight pics too. Just looking at a pic of a flying rocket is boring without some back story and a pic of the builder/flyer.