

# April 2016 Launch Report

---

After months of cancelled launch dates, we finally got a break on April 17<sup>th</sup> and it turned out to be a perfect day for flying and we had a great turnout at the launch.



Former and returning member Michael Schneider (left) brought out his newly built stretched LOC/Precision EZI-65 set up for dual deploy to do his Level 1 and 2 certification flights. The rocket was reinforced with fiberglass and had a beautiful paint job. His first flight was with an AT H550ST, which took it to 1245 feet with apogee deployment. He popped the parachute at apogee and used the altimeter only for determining altitude. His second flight was with an AT J425R motor and dual deploy, which flew to 3375 feet with perfect recovery close to the launchers.



Lee and Jay Berry (above) from Merlin Missile Solutions made the drive up from Dayton to act as motor dealers at the launch. Our thanks! They did a brisk business and even managed to get a flight in during the launch (left).





Steve Eves first rocket was his “Green Weenie” (above) that flew with a Loki H144 to a mystery altitude with apogee deployment (right).







Next Steve had a LOC/Precision "Mini I-Roc" (left) that had a perfect flight with an Aerotech I357 (right).



Jason Luzar (left) flew his LOC/Precision Warlock on an AT J270 to an altitude of 1200 feet (right).







Pat Ralph (far left) with his customized dual LOC/Precision Caliber ISP set up for dual deploy. It flew to 2585 feet on a CTI I100 (Red) for a perfect flight (center).



Pat Easter (above) with his K & S kit, which had a perfect flight (right).





Mark Hanna with his 3" D-Region Tomahawk (left) that had an excellent flight on an AT I200 to 2090 feet (center). Next up was a scratch-built Arrow (right), which flew on a CTI H159 to 2300 feet and was recovered with no damage after a slight parachute tangle. Mark also flew a 1.9" Apache on a CTI G88 to 1700 feet, a 3" Black Brant VB on a CTI H118 which flew to 2100 feet and a 54mm Black Brant X on a CTI G126 to 1900 feet.



At left is one of the many flights of Mark Coburn during the day.

Jason Luzar (center) with a LOC/Precision Caliber ISP, which flew with an AT J270 to an altitude of 4689 feet.





One of NOTRA's most prolific flyers, Pat Ralph (top left) with his PML AMRAAM 4, set up for dual deployment on its flight to 1765 feet on a CTI I242 White (center).

At right is Chris Pearson with his prototype LOC/Precision Explorer with an AT H238 Blue Thunder motor and a Jolly Logic parachute release set to release at 300 feet. The chute release was being used for the first time and worked perfectly after a tutoring session by Andrew on how to prep and pack the unit.



At far left is Andrew Kleinhenz with his Super Saffron (5.5" diameter-scratch build). Its first flight was with an Aerotech DMS J270-W, which flew to 1864 feet for a perfect flight (center).

Steve Eves flew his Cosmic Intruder (center) on a Research J230. He thought the heavy rocket was a little underpowered as it only flew to 1400 feet with a perfect deployment and recovery (right).



Pat Ralph (left) flew his LOC IV with a new Jolly Logic Chute Release to approximately 1600 feet on a CTI G54 Red (center). Pat also flew a LOC Vulcanite with a chute release to 1700 feet using a 25+ year old Propulsion Industries G80-10 motor. He finished up with an Aerotech Arreaux, which was shortened with no payload section and was flown to approximately 850 feet on an AT E20-7.





Pat Easter with his Sirius Rockets Eradicator (left) which flew with an AT G80 motor and a Jolly Logic Chute Release (center).



At right is Neal Bade with one of the many rockets he flew during the launch.

Andrew Kleinhenz and Bruce Levinson (below) load the Super Saffron up for a second flight with a Research J480, which flew to 2105 feet (right).







Above left is Bruce Levinson with his beautiful Astrobee D.



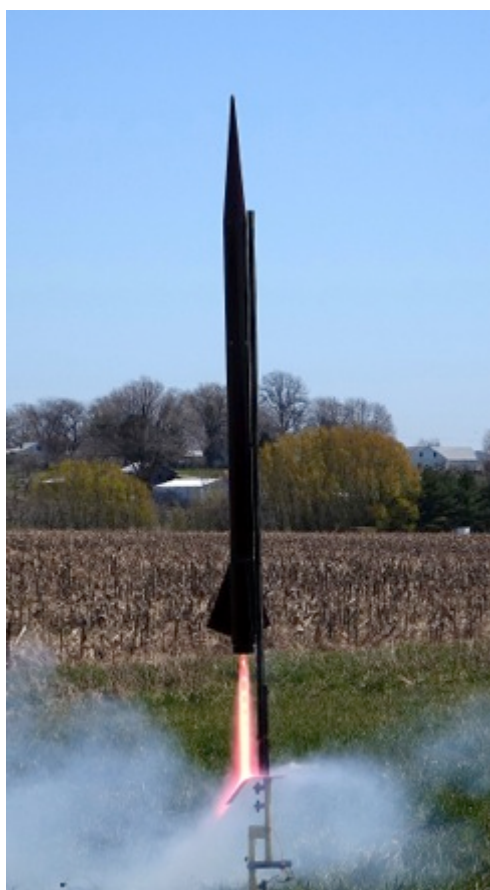
Chris Pearson (center) with a prototype LOC/Precision Explorer XL.



The Explorer XL was flown with a Research J358 using Terry McCreary's Blue Blazes 4 propellant, which flew to 2600 feet (above right).



At left is Steve Eves 4" Skydart which flew with a 76mm Research K434 motor which reached an altitude of 4679 feet with a good recovery close to the launch pads. Steve also flew a clone of a LOC/Precision Magnum with a Research J400 motor, which reached an altitude of 1800 feet.







Finally, Pat Ralph once again flew his original LOC/Precision Magnum (left) which was set-up for dual deployment and flown on a CTI J449 Bluestreak motor to an altitude of 2885 feet (right).

