

# August 2020 Launch Report

The weather for this launch was almost perfect. We had a large turnout and more than 50 flights from C to K motors. Several rockets were lost in the beans or corn, but most were recovered



Pete Taran and his daughter (left) prep their Estes "Trajector" for the first flight of the launch. He flew the rocket on an AT F22. Definitely underpowered, it became the first rocket of the day lost in the corn.

Chip Jenkins (right) with his Estes "Cherokee E", a duplicate of the one he lost at the last launch. He got this one back!



Dan Vento (left) preps his "Red Alert Saucer". The old AT G67 motor refused to ignite after four attempts. Finally after roughing up the core of the motor, he got it to ignite.



Andrew Kleinhenz (left) with his "Mr. Red Rocket" which he flew with an AT I285R motor to an altitude of 2000 feet. He flew it again later on an ATI211W motor. He was one of the more prolific flyers at the launch, flying an Estes "Nike," a "SLV," an "E-SAM" and an "Interceptor."



Mark Hanna (above) flew his scratch-built "Aerobee Hi" with a CTI G83 to 1100 feet. All of his rockets flown this day were Aerobee variants. He later flew an ASP "Aerobee 300" on a CTI F31 motor.



Randy Jenkins (left) flew his scratch-built 2X "Goblin" on an AT F67 motor. He also flew an Estes "Hi-Flier XL."



Jim Seibyl (above) preps his LOC "T-LOC" which he flew on an AT H135W. It landed in the corn but was recovered by another flyer.



Steve Eves (above) loads his LOC "Caliber ISP" on the pad. This is one of the original LOC kits built more than 30 years ago. He flew it with an AT H128 motor.



Jeff Van Seyoc flew his Estes "Trajector" with an AT E11 motor and had almost the same result as Pete Tarans flight, but it didn't even get as far as the corn. His second flight of a LOC/Precision "Goblin" with an AT I180 to 1575 feet was much better! He also flew several flights of the new Estes "AstroCam" HD video camera with a C6 and later an AT D24 motor.



Chip Jenkins (above) flew his Estes "V-2" with a D12. He also flew a "Fat Boy" on a C6 motor.



Casey Anderson (above) flew his Mach 1 "Go-Devil 38" with a CTI H130 motor to an altitude of 3500 feet. Almost all of the rockets flow at this launch used either Dual Deploy or a Jolly Logic Chute release because of the gusting winds.



Frank Truskot (left) flew his LOC/Precision 4" "V-2" twice on CTI H255 motors, hitting almost 2000 feet on both flights. This was the same rocket he got his L1 certification on at the last launch.



Cornelius Gould (above left) preps “Mr. Bean” for another successful flight with an AT H180. It was filled with his homemade altimeter and GPS unit.

Randy Jenkins (above) flew a Rocket R&D “Brutus” on an AT H123.

Dan Ledenican (left) flew his PML “Calisto” with a CTI H133 and fly-away rail guides.



Chip Jenkins (above left) hooks up the igniter on his Rocket R&D "Peacock" which he flew with an AT F40 motor. He also flew a Public Enemy "Bullpup" on an AT I200 motor, which was unfortunately claimed by the cornfield.

Mark Coburn (above) hooks up the igniter on his LOC "Magnum" which he flew with a Research K590 Purple motor, which flew to 3500 feet.

Ryan Sedletzeck (above left) flew his Madcow "Torrent" three times. The first flight was on an AT I180 motor to about 1600 feet. The second flight was his L2 certification flight, which he did on an ATJ270 motor, which hit an altitude of 3500 feet. The third flight was on an AT H550ST motor, which screamed to 1100 feet.



Steve Eves (above) flew his scratch-built rocket named "Pieces & Parts" with a Research J235 motor using NASSA K2 Fast propellant.

Mark Hanna (right) flew his "Aerobee 300" on a CTI I195 motor to an altitude of 1600 feet.





John Ulizzi (left) got the “frequent Flyer” award for this launch. He flew his SM-80 which has a rear-eject recovery system on an AT F50 motor. He also flew his “Canadian Arrow” three times, with a D12, an E9 and an E30 motor.

He also flew his scratch-built “Gold Arrow” once with an AT F26, his “Mega Vortex” two times with AT F26 motors, and a generic two-stage model twice with C6 and D12 motors which he lost to the corn at the north end of the field after the second flight.