August Launch Report

Our August 7th launch was hot and cloudy with a good turnout of fliers and spectators, with over 60+ rockets flown from A to J power.

John Bryan (left) was one of the first flights off the HP pads. He flew his Estes "Stretched Leviathan" with an AT G78 to an expected altitude of 1200 feet. The nose cone, equipped with a Chute Release and beeper separated and went into the corn and was later found by another rocketeer. Steve Eves (right) brought his nephew to the launch. Here he is with the original, never-flown circa mid-80's LOC "Caliber ISP", right from the Ron Schultz estate. Steve flew it with a Research Propulsion Industries H114 to an expected altitude of 1200 feet.

Randy Jenkins (left) flew his Rocket R & D “Brutus” on an AT H130 to an altitude of 1400 feet. Chad Jones, (right) the newest member of NOTRA, flew his LOC/Precision “LOC 4” with an CTI H110 motor for his Level 1 certification flight. He later flew a number of model rockets off the LP pads.

Andrew Klienhenz flew his scratch-built "Three Banger" with a cluster of three Estes E12 motors twice! All the motors ignited using Estes igniters!

Jon Goldsby flew his NCR "Hobgoblin" on an AT G77 motor. It was equipped with a video camera and got a great video of the launch.

Chip Jenkins flew his scratch-built "Crayon" with a very old AT F20 motor which took three attempts to finally get ignited. He later tried for a second flight with his last F20 motor, but ignition difficulties and several malfunctioning igniters made him give up on that idea. Maybe next time!

Chris Pearson flew his Estes "Nike Smoke" with an AT G80 motor to an altitude of 1000 feet. The rocket, equipped with a Chute release, landed just downrange of the pads.

Mark Coburn displays another original relic from the 80's, one of the first LOC "Ultima" kits. Originally built to be a seven-motor cluster, Mark modified it to take just one motor, that being an AT H238. A good straight-up flight, but an over-long delay caused it to lawn dart.

Mark Hanna gets his scratch-built "Bahama Mama" ready for flight with an AT H180-M motor.

Jeff VanScyoc flew his Estes "Colossus" with an AT F22 motor to an altitude of 850 feet. He later flew his Estes "Der Big Red Max" to an altitude of 430 feet with an AT E28 motor.

David Snyder flew his LOC/Precision "Forte-X" with a CTI G83 motor to an altitude of 800 feet. He then flew it again with a CTI H225 to an altitude of 2400 feet. His Jolly Logic Chute Release kept the rocket on the field both times.

John Bryan poses with his BMS 3” “School Rocket” which he flew to 600 feet with a D12 motor.

Mark Coburn preps his scratch-built 4” rocket named “Taz” with help from Steve Eves. He flew it with an AT H238 motor.

Mark Hanna poses with his scratch-built Saturn 1B which he flew with an AT J460 motor to an expected altitude of 1300 feet.

Continuing with the J motor flights, Steve Eves preps his scratch-built rocket named "Big Red" which he flew with a Research J500 motor with Everclear propellant.

Andrew Kleinhenz preps the igniter in his unnamed scratch-built with Estes parts rocket which he flew with an AT F40 motor.

Chris Pearson poses with his scratch-built 3” “Cherokee G” which he flew with a CTI H170 motor. The parachute deployed early but the Chute Release kept it from floating too far in the corn. The rocket was recovered with the help of the Marco Polo tracker.

John Bryan gets ready to put his Estes "Super Big Bertha" on the pad. He flew it with an Estes E12 motor to 550 feet.

Steve Eves put another LOC original on the low-power pad. This is probably the first LOC "Viper III" ever made and was used for catalog shoots. Powered by 3-D12 motors, it had a great flight and good recovery. In the early days of HPR, many rockets were designed to fly with clusters of D12 motors, as they were readily available, and at the time, relatively inexpensive. Steve also flew a LOC "Vulcanite" with a G61 motor.

Andrew Kleinhenz wrapped up the day with his Estes "Argento" which he flew in an AT F50 motor.

By this time of the day, it was starting to cloud up and right as we were shutting down it started to lightly rain. The heavy rain missed us though.

Not pictured: Dan Vento flew his 9" flying saucer with a "Mystery G' which turned out to be a Blue Thunder motor, and several model rockets.

Mike Williams flew his Estes QCC Explorer" with a D12 motor and several other model rockets.

Jeff Walsh flew his Estes "Big Daddy" with a succession of larger motors ending up with a D12.

Mike Williams flew his PML "Phobos" with an AT G78 motor to an altitude of 1000 feet.

Stephen Alter flew a number of model rockets with his daughter, Allie, and went away with the "Most Rockets Flown" award for this launch.

Dan Fabec flew his Estes "Mean Machine" on an Estes E9 motor and turned in a good flight.