December 2015 Launch Report

Sunday, December 6th dawned frosty with high clouds, haze and light winds, but the cold temps didn't prevent many NOTRA members from coming to the Amherst field to fly.

Pat Ralph once again tied for the most rockets flown at the launch. He first flew an Aerotech Arreaux (far left) flown on a Propulsion Industries E25-7 with nozzle damage and repaired with JB Weld. **FAIL!** Expected altitude was 800'. Took off at a bad angle, to what looked like 150' altitude and lawn darted into a "parking spot". Good thing it was still early in the day and no one was parked there! Next up was an Aerotech IQSY Tomahawk (center) on a Propulsion Industries F57-9, which flew much higher than the 1100'-1200' predicted and was almost lost.

Next up for Pat was a LOC/Precision X-tended Caliber ISP (X-Caliber) flown on a CTI I242 White to 2717' (left).

He also flew a PML AMRAAM 4 (not pictured) on a CTI J295 to over the predicted altitude of 4600' which landed 1+ mile from launchers unscathed in a cornfield even with dual deploy.

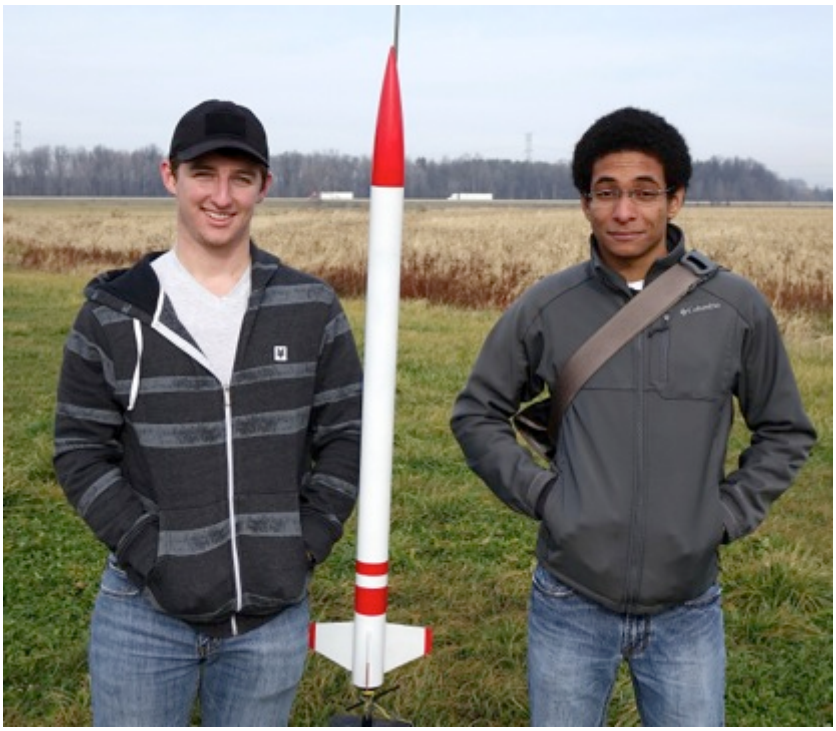
Pat once again brought out his original 20+ year old LOC/Precision Magnum (center) showing the rest of us that Pat can paint rockets better with a spray can than the rest of us can using fancy HVLP equipment and automotive paint. It was flown for the second time on a CTI K530 Smoky Sam to 2937' (right).

Chris Pearson flew his prototype LOC/Precision 5.38” Explorer XL (below), dual deploy with the main at 500’, flown with a Research J480 burning NASSA K2 Fast propellant. The same rocket was flown at LDRS. This time it went 100’ higher to 2300’.

He then flew his prototype LOC/Precision Galactic Cruiser (below) flown with an AT/Estes G80-7. Even with the large “wings” and light winds, it flew straight up to everyone’s surprise.

Mark Hanna flew a 2.6" Aerobee-Hi (above left & center) on a Cesaroni G117 to 1,418'. Pat Easter (above right) brought out another Big Max, named the Storm Trooper, this one done in yellow.

Mark Hanna (above left & center) then flew the 3" MOJOE on a Cesaroni H125 to 1,400'. Pat Easter (above right) flew his Sirius Eradicator with an AT G80.



The launch started off with a number of lawn darts, a marked contrast to the last launch when just about everyone had perfect flights. Jack Giesey (above left) poses with his scratch built kit flown with too long a delay on the D12, ejecting 3 feet off the ground. Two students, Shane Colon from Florida International University and Jeremy Simoes from the Stevens Institute of Technology (above right), both who are interning at NASA came to the launch to fly a PML Calisto on a CTI I175 White Thunder motor. The nose cone, which they got back, separated from the rocket, but the rocket itself was never recovered.

Steve Eves (above left) poses with his extended LOC/Precision EZI-65 modified to take 29mm motors. He flew it with an AT G80-7. Jason Luzar (above center) flew his LOC/Precision Caliber ISP on an Aerotech J270 DMS motor to an altitude of 4,346' (above right).

Mark Coburn (above left) brought his two LOC/Precision Graduators to the launch, flying one with an AT G80 and the other with an AT H128, which recovered almost a mile away. Mark Hanna (above center) hooks up the igniter to his 5.5" D-region Tomahawk on a Cesaroni K445, which flew to 3,136' (right).

Andrew Kleinhenz (left) flew a 4" Mad Cow-Frenzy on a J270-W It went 2836' for a perfect recovery (above). He also launched an Estes Pro-Series II kit called Sarah on a F40-W using the new Jolly Logic chute release mechanism, which worked perfectly. Everyone who saw that demo flight said they wanted one!

Jason Luzar also flew his LOC/Precision Warlock (above right) to an altitude of about 1,500' on an Aerotech I280 DMS Dark Matter motor.

Steve Eves (above left) flew his 4" all-fiberglass Hawk with a Research 38mm I276 Purple, which didn't eject its parachute and lawn darted. Fortunately the fin can survive the crash. Steve and Pat Ralph (above) prep his Wild Man Mad Dog on a 54mm Research J442 Purple with dual deploy which had a perfect flight and landed close by (above right).

Mark Hanna (far left) flew a 4" Black Brant VC on an Aerotech I161 to 1,200' (center). He also flew a 2.6" Black Brant VC (not pictured) on an Aerotech G64 which flew to 1,350'.

Steve Eves (above) hooking up the ignition leads to a 38mm motor about to be static tested. NOTRA owns a load cell and a Data Logger USB, a computerized motor testing hardware and software system made by Dave Cooper, a NOTRA member.

Above is one of Steve's Research motors being test fired.

A
Merry Christmas
and a
Happy New Year
to all
NOTRA members!