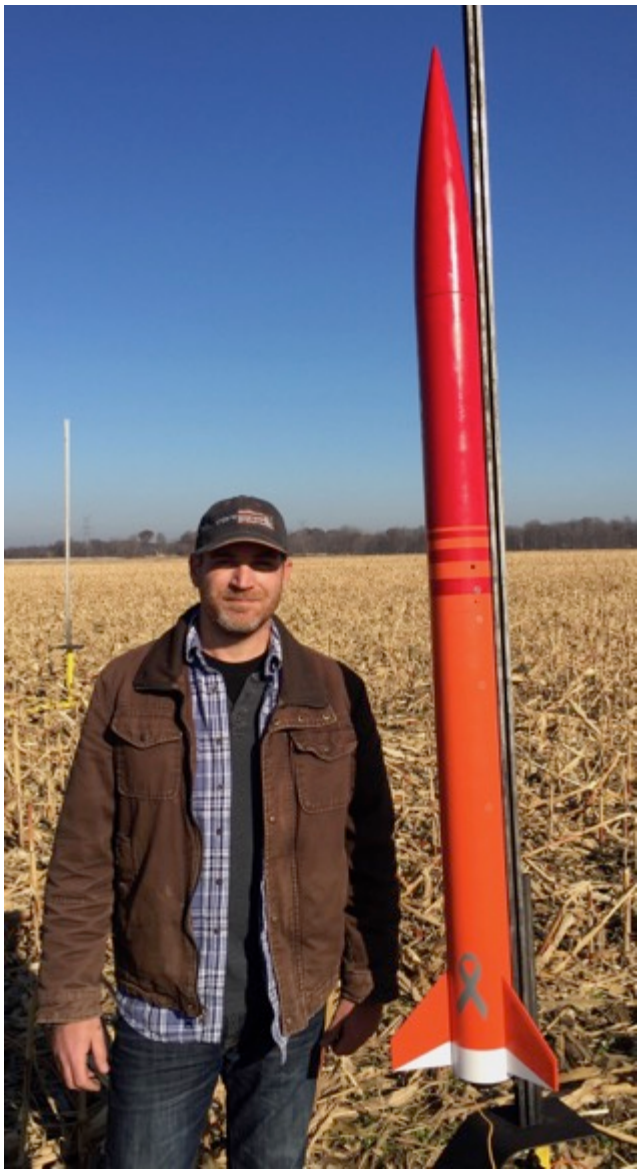
December Launch Report

December is usually a very “iffy” month for launching, but the weather was perfect for what was the last launch of the year. We had a very good turnout, with a school bus full of students from University School’s TARC Team making the trip to do test flights.



Tom Davis’ rocket, named “Landry” after one of his family is 4” diameter, weighed in at 6.5 pounds and was equipped with dual deploy. First flight was with a 38mm AT H242T and flew 714 feet. The RRC3 altimeter was set to eject the main at 700 feet so both the drogue and main ejected at once. The low altitude was attributed to misaligned launch guides. The second flight was done after rail buttons were installed and flown with a 38mm AT I225FJ and flew to 1203 feet and perfect recovery for a L1 certification.

The University School TARC team flew a qualifying flight and 4 members also got their L1 certifications.

Steve Eves flew his 4" “Mad Dog” on an AT J415 for a flight to 3700 feet (not shown).

And he had a nice flight on his LOC/Precision EZI-65 clone (left) on an AT H238 Blue motor. At right is the EZI taking off.

Chris Pearson (below left) flew a scratch-built LOC Graduator, which had a neck-snapping flight with a CTI G250 motor but suffered some damage when it landed because the parachute and Chute Release became jammed in the airframe tube upon ejection not allowing the chute to deploy.

The University School TARC Team (below right) loads their qualifying rocket onto the pad.

Mark Coburn's stretched LOC/Precision EZI-65 (above) went up on AT J350W to 2500 feet for a nice flight and perfect recovery!

Andrew Kleinhenz (above right) launched his scratch built 5.5" rocket called "Bull" on an AT H2684W. For all of his flights he used a Jolly Logic Chute Release. Everything went well and all rockets recovered perfectly

Chris Pearson (right) flew a rebuilt and repainted upper stage of an unknown US Rockets 2-stage rocket kit that was flown at one of the early LDRS events in Medina, Ohio on a CTI F30 moonburner.

John Ulizzi (above) flew his SM-80 with rear eject and a Chute Release three times. First on an Estes F50-6, which is good for about 500 feet (from previous flights with altimeter), then again on a Road Runner G80-10, which made for an exciting and shock cord stretching ejection a few hundred feet off the ground with the Chute Release putting the brakes on just in the nick of time. Last flight was with a CTI H118-9, which was just about perfect, and a successful L1 certification flight.

TARC Team coach Jim Seibyl (above right) flew his stretched Estes “Der Red Max “to 1685 feet on an AT I205 WL motor.

Steve Eves (right) flew his Wildman “Eight Ball” 3" fiberglass rocket on an AT H268 Red.

Chris Pearson (above left) flew his 1:1 scale clone of the 1972 Centuri Enerjet 2650 with a cluster of 3-AT/Estes F50 motors and dual deploy which went to an altitude of 2179 feet.

Mark Coburn (above) flew his HyperLOC 300 on an AT I285R to 2100 feet trying out the new 3” electronics bay.

Trey Hammond (left) of the TARC team got his L1 certification on a modified Estes “Scion” which flew to about 2000 feet on an AT H135WL motor. Paint please!

Dan Vento (above left) launched his scratch-built clone of the old North Coast Rocketry “Phantom 4000”.

TARC Team member Michael Leone (above), the president of the TARC team and one of the founders of the club puts his L1 certification flight rocket on the pad. Michael got his L1 certification flying a “Super DX3” using an AT H135WL motor to fly his rocket to 1500 feet. Now you can paint it!

Andrew Kleinhenz (left) later launched another scratch built 4" rocket called “Spiffy Green” on an AT H268R and an AT H180W.

Steve Eves (above left) flew his LOC/Precision “Syonic” on an AT J275 for a whopping 1500 foot flight but a nice recovery. Definitely underpowered!

Chris Pearson (above right) flew an upscaled 3”clone of the Centuri Orion (circa 1972) which was first flown at NARAM in 2010 was flown again this time on an AT H97 motor and had a spectacular flight and recovery aided by a Chute Release and landed only a couple hundred feet from the pads.

Mark Hanna (not shown) flew his Estes “Sahara” on an AT F40-7 to 1400 feet and later flew his 2.6" “Black Brant II” on an AT H128-M to 1750 feet.

There were two additional successful TARC Team L1 certifications flights: Jacob Nathan flew his modified Estes “Sahara” to over 2200 feet on an AT H135 WL motor. And John Hollington flew his “Super DX3” to about 1800 feet on a single use AT H195 Super Thunder

Dan Vento (above left) poses with his Aerotech “Sumo”. The Sumo in flight (above).

Chris Pearson flew another Enerjet 2650, this one scaled up to 3” with LOC/Precision parts and flown on a cluster of 3-AT/Estes G40 motors. It achieved an altitude of 2059 feet with perfect dual-deploy recovery.