

GLRMR-'17 Launch Report

After being postponed because of poor weather for two weeks, the 2017 version of GLRMR happened on Saturday, April 20th. It had rained Friday night after the range set-up but the field was just a bit moist the following morning. While cold in the morning and a cloud ceiling of only about 4000 feet, the weather improved all day and by the end of the day, the cloud ceiling was between 6-9000 feet and the coats and gloves gave away to shorts and t-shirts. However, a storm front coming in from Sandusky forced us to close the range by 5PM, and heavy rains the next morning prevented us from flying on Sunday.



Mark Hanna (above left) was the only one of two people to fly a rocket on Friday, that being his 2.6" Aerobee 350 on a CTI G131, which hit an altitude of 1,250 feet. On Saturday Dan Vento (above center) flew his Polecat Thumper Jr. on a CTI I287 to 1400 feet (right).



Chris Pearson (left) with his replica Centuri Enerjet 2250 loaded with 3-CTI E75 motors. It took off so fast that nobody got a pic of it! Equipped with dual deploy, it did a modest 875 feet in altitude.

Mark Hanna (right) with his 4" ARCAS, which he flew on an AT J350 to 2,435 feet.





Don Williams (above) preps the igniter on his scratch-built "Lampshade" which he flew on an AT H135 (above center).



Jerry Appenzeller's scratch-built Talon taking off on the power of a CTI H400 VMax motor (right).



Kevin Kadar preps his Estes Red V-3 (far left) which he flew with an AT E15 motor (center).



Jerry Appenzeller (above) preps his 3" AMRAAM, which he flew on a CTI I65 C-Star motor (center).



Neal Bade (above) flew his LOC IV on an AT G64 White Lightning.



Mark Sadowski poses with his LOC/Precision Forte (left).

Pictured at right is the Forte taking off on an AT H128W.





Chris Pearson preps the igniter on his 3" upscaled Centuri Orion, which was flown at NARAM in 2010. Intended as a kit for a new rocket company, it unfortunately never made it into production.

At right the Orion lift-offs on the power of an AT/Estes G40 motor. Recovery was aided by a Jolly Logic Chute Release.



Kevin Kadar with his original Estes Star Wars R2-D2 from the late '70's (left). Kevin was the most prolific flyer at the launch flying a total of 11 flights.



Jerry Appenzeller (above left) with his extended LOC/Precision Big Cletus which he calls the "Plumbrook 1" which he flew with a CTI J360 Skidmark motor. Mark Coburn (above center) preps the igniter on his LOC/Precision Forte, which he flew on an AT H223FW (above right).



Don Williams (left) brought out his Yank Enterprises fiberglass kit that had a custom paint job done by a professional automotive painter. The detail of it can be seen at center.

Don flew the rocket with a J575FJ motor for a perfect flight.



MTMA members Bob Ferrante (left) and his son, Joe, were on hand to fly several low-power rockets with clusters of 13 and 18mm motors (center).

Bob was a member of SNOAR, the section which was the predecessor of the Skybusters.



Chris Pearson (left) with his upscaled to 4" Centuri Enerjet 2650 flying with a cluster of 3-AT G80 motors which took the rocket to 1000 feet.

Jason Luzar (right) poses with his Madcow Phoenix, which he flew with an AT H195.





Ryan Sedletzeck (far left) flew his upscaled Centuri Javelin three times. The first flight was on a CTI H118 with an altitude of 1,190 feet, which was a successful Level 1 Certification flight (center). The second flight was on an AT G64W with an altitude of around 600 feet. The final flight was on an AT H135W, with an apogee of 1,260 feet.

Dave Cooper won the award for smallest rocket flown at the launch with his 3D printed Mosquitos which he flew with 18mm motors (below left).



Mark Hanna helps Jerry Appenzeller (below) load his "Painkiller" rocket onto the pad. Jerry flew it with an AT K550 motor.





Mark Coburn (left) checking the altimeters on one of Ron Schultz's early K-Load kits which flew on a K540 motor to 3500 feet.

Mark Sadowski (right) flew his LOC/Precision extended I-ROC on an AT I218R motor.



Chris Pearson (far left) with his LOC/Precision Graduator which he flew with an AT/Estes F50 motor (center).



Mark Coburn and Vicki Lonowski prep his K-Load for another flight (above left). The LOC/Precision K-Load flies again on a K600 to 4200 feet (above center).

Neal Bade flew his highest impulse motor to date, an AT K550 WL in his LOC/Precision Magnum (above right) to an altitude of 3924 feet.

John Ulizzi poses with his scratch-built SM-80 rocket with an experimental rear ejection system utilizing a Jolly Logic Chute Release (left). One of many flights of the day with an AT G40 motor (center).



Mark Hanna flew his 4" Aerobee Hi on an AT I218 to an altitude of 1,700 feet (above and center).

Mark Coburn prepping his very extended EZI-I65 for a second flight on a K550 motor to 5000 feet (above right).

Mark Sadowski (center) flew his LOC/Precision Bruiser-EXP-3 on an AT K1275R to an altitude of 2304 feet (far right).





Don Williams preps his extended Aerotech Mirage on the pad (above left). The Mirage takes off with an AT H73 Black Jack motor (center). Mark Hanna poses with his 5.5" Nike Smoke, which he flew on an AT J825 to 2,300 feet (above right).

Many thanks to everyone that attended the launch and special thanks go to Ken Allen of Performance Hobbies who made the trek to Ohio to provide motors, parts and kit sales for the launch.