July Launch Report

July 10th dawned cloudless, temps in the 70's with slight winds from the northeast. The flyer turnout was light, but we flew a lot of rockets. Only one landed in the corn, but we got that back.

Terry Habegger (left) flew his Mach 1 "Simply Orange" with an AT G64 motor to an estimated altitude of 1100 feet. Chris Schafer (right) flew his Estes "Majestic" first with an Estes F15, which cato'ed but didn't damage the rocket, and then with an AT G80 which he expected to hit 1000 feet with.

Casey Anderson flew his LOC/Precision "Viper III" with a cluster of 3-F39 motors. He was expecting it to hit 2300 feet. Perfect lift-off and all the motors lit!

Rob Henry (upper left) flew his LOC/Precision "Fantom" twice on AT G80 motors using a chute release getting practice for a L1 certification flight attempt. Perfect flights and recovery both times. However, we (Rob and I) misjudged his max altitude using a CTI H133 Blue motor for the L1 flight and the rocket ejected only a few feet above the ground because of an overlong delay. Neal Bade (right) flew his LOC/Precision "Graduator" with an AT F24 motor for a great flight and nearby recovery. John Ulizzi (left) wins the "Most Rockets Flown" award at this launch for flying 9 rockets! Here he is with his Estes V-2 powered with a D12. He later flew it with an AT E30 motor.

Jeff VanScyoc (above) poses with his LOC/Precision "Goblin" which he flew with an AT H180W motor to as estimated 1000 feet.

Casey Anderson, at right with his wife, Jill, pose with his LOC/Precision "Little Dude BBX" which he flew with an AT J520 motor to an altitude of 2100 feet. This was the largest motor flown at the launch this day.

Dan Vento (above) with his Fusion SRB “Horizon” which he flew twice. Once with an AT H42, which had a good flight, and then with an AT H180 EMK motor, which unfortunately cato’ed (left) shown being retrieved by Jeff VanScyoc.

John Ulizzi (above) hooking up the igniter on his SM-60 rear ejection rocket. It put in a perfect flight with an Estes F15 motor. John also flew the BT-80 version of this rocket with an AT F50, and an Estes ”Mammoth” with an AT F26, a “Sprint XL” with an Estes E9 and a “Nike Smoke” with an AT F50.

Neal Bade (right) with his THOY “ Falcon” which he flew with an AT I211 for a perfect flight. He also flew a LOC/Precision “Hi-Tech 45” with a AT G77 motor.

Jeffery Walsh (no relation to Joe) flew a number of model rockets, such as an Estes “Blue Ninja” and a “Flicker.” In addition to a scratch built and a Newway “Quad Goblin”.

Frank Truskot brought out his Madcow 2.6” V-2 and flew it on a CTI H87 motor. It was expected to hit 1000 feet. However, everyone lost sight of it right after lift-off and it was never recovered. This was the only rocket lost at the launch.

John Bryan was in the race for most rockets flown with six models. Several Estes kits, the “Vagabond”, a PS2 “Super Big Bertha” and a stretched “Leviathan.” He also flew a Squirrel Works “Dogfight” and a Centuri “Centaur” from the 1970’s. He had a successful L1 certification flight with a US Model Rockets “Crayon” rocket flown with an AT H100 motor which got him an altitude of 1500 feet and a L1 certification.

Casey Anderson's Mad Cow "Tembo" is one of the rockets I wasn't able to get a pic of pre-flight, but at left is the result of an AT H250 Green motor cato. The bottom part of the rocket is in pieces.

At right is the Aerotech motor case that Casey flew his rocket with. I've never seen an AT case fail in this way! Definitely will be asking for a replacement and another reload from Aerotech!

Neal Bade (left) with his Binder Design "Excel" which he flew with an AT H128 motor which he espected to get 900 feet in altitude.

Despite the wind picking up later in the day, it was blowing due south and only one rocket went over the barns and landed near the road but was recovered. Everything else landed on the hayfield. The winds aloft were shifting at times but we managed to compensate with good launch angles.