

LDRS-36 Launch Report

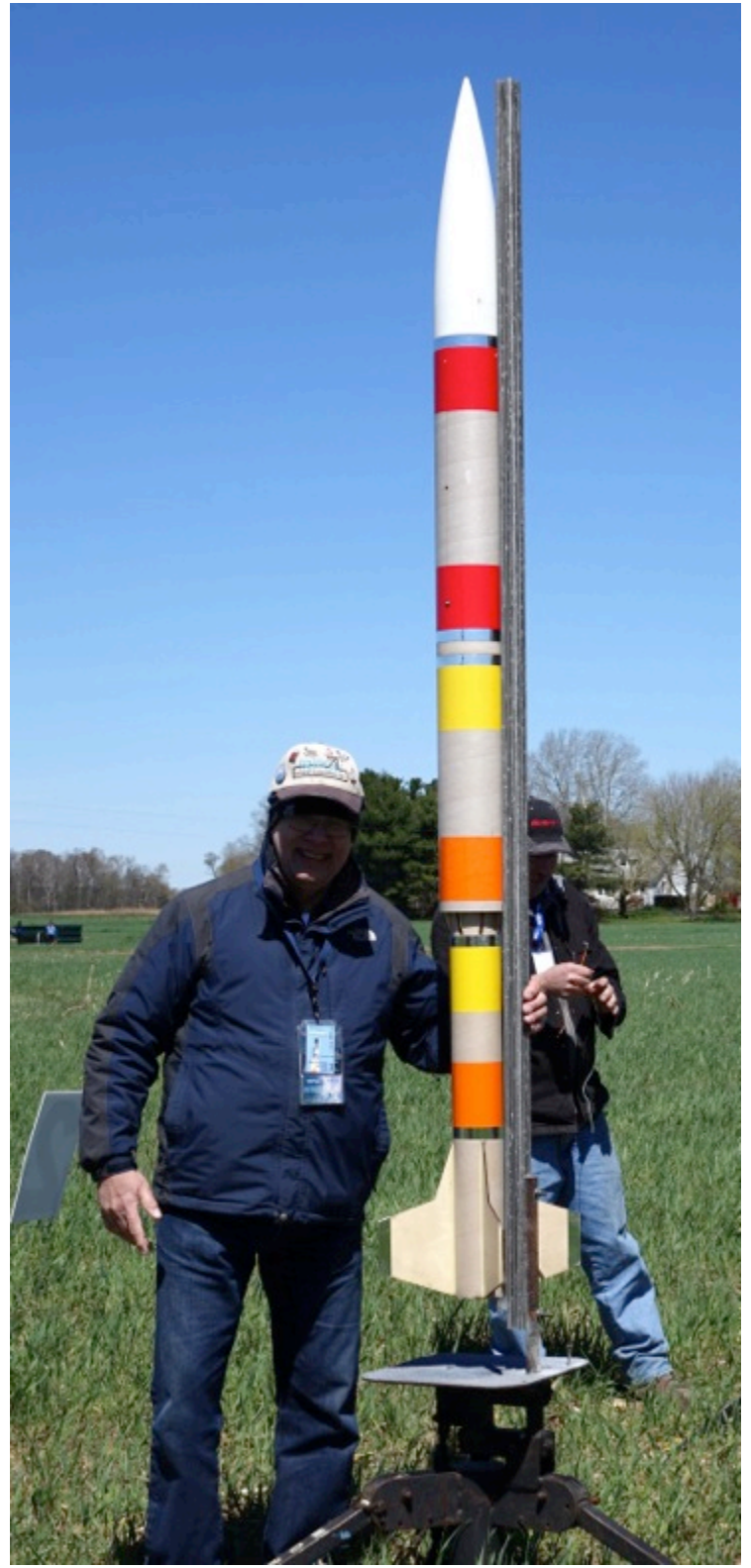
LDRS was held at the Higgs Farm in Price, Maryland on April 6-9. This is the earliest it has ever been held as the first LDRS's were held in August, but in recent years they have moved up to July or even June, as was LDRS-35 last year in Lucerne, CA. The weather was, for the most part, terrible. Thursday, the first day of the launch was cold, windy and raining. Only a handful of rockets were flown, mainly because the people who flew them could only stay one or two days. Friday was once again very cold and windy. Most participants busied themselves buying things from the many vendors, socializing or prepping their rockets in their cars, trying to stay out of the cold wind. Saturday was better. No clouds or rain, warmer but very windy. Sunday was the best day. It started out at 37 degrees and dead calm, but by the end of the day, people were down to their t-shirts. Usually the number of rockets flown at an LDRS usually exceeds 1000, but only about 700 were flown at this one, almost all of them in the last two days of the launch. Only a handful of NOTRA members made the trek out to the wilds of Maryland. I think that a lot of people took one look at the weather forecast and abandoned their plans for the launch, as I almost did.



Bruce Levinson (left) with his repainted PML Endeavor rocket. Mark Coburn (above) preps his LOC/Precision EZI-65 flying it with a Research 54mm J444 motor to test the winds aloft, which took it to 2500 feet.



Mark Coburn (above left) arms the altimeters on his first flight of the launch. Mark and Chris Pearson (above right) pose with one of the rockets the club inherited from John Weisheimer of Columbus, Ohio. The “Big Six Inch” all-fiberglass rocket weighed in at 45 pounds and flew with a 90% L1500 Research motor using NASSA K2 Fast propellant, which took it to 6720 feet. You can tell how cold it is by all the winter jackets people are wearing.



Steve Eves (above left) installing the igniter in his 4" black "Mad Dog" which flew on a Research J480 to 2300 feet only to be drug through the irrigation ditch by the chute and covered with mud. Chris Pearson (above right) with his prototype LOC/Precision "Galactic Explorer" with a Research K615 "Mid-Range Red" motor to an altitude of 3400 feet with perfect dual-deploy recovery.



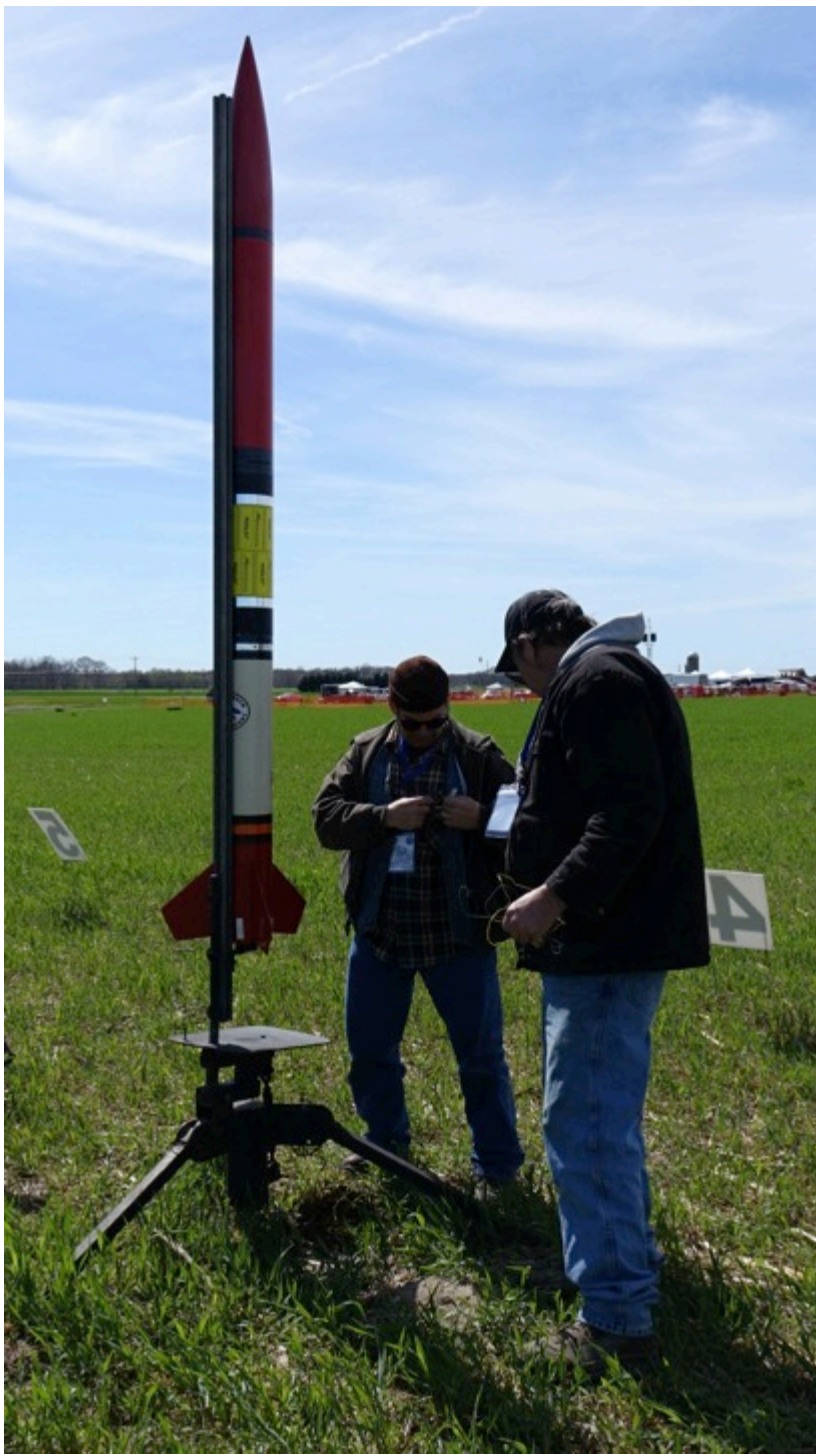
Lift-off of the Galactic Explorer! (above left) The Mach diamonds were very visible in the exhaust plume. Steve Eve's 6" "Wildman" (above right) weighed in at 60 lbs and flew to 6700 feet on a 5 grain 75mm M mototr.



Mark Coburn with his LOC/Precision "Bug Juice" on the pad (above left). The Bug Juice in flight (above right) with a 54mm Research K235 motor using NASSA K2 Slow propellant, which took the rocket to 3120 feet.



Chris Pearson (above left) arms the dual altimeters on his 5.5" Katana EX, which is the rocket that he did his Level 3 certification flight with. The reason it is so long is that it was originally built to take an L hybrid motor, hence the long booster to allow for the nitrous tank. The Katana EX takes off powered by a 76mm M1130 Research motor using NASSA K2 Slow propellant. It screamed to an altitude of 6700 feet and had a perfect recovery. Chris wanted to fly it with a more powerful M2230 but the AMW motor case would not fit inside the booster.



Mark Coburn and Steve Eves (above left) prep Mark's LOC/Precision "Magnum," which flew on a 54mm Research K-236 motor to 2700 feet. Steve Eves readies his red "Sky Dart" which he flew on a 75mm 2 grain Research K454 Red. It took off far to the north and was lost right after drogue deployment, never to be seen again, despite searching for it on both Saturday and Sunday.

With so many great rockets being flown at LDRS, it is impossible for me to get shots of the rockets and lift-off pics so I relied on Facebook posts for the following photos. I only used pics that I could get information for.



One of the more spectacular rockets of the launch was this "Super XL Big Bertha" standing 17' tall and 11.75" wide while weighing in at 170 lbs on the pad. Loaded with an Aerotech N2000 and 4-K535 DMS motors. The central N motor failed to ignite and the rocket pranged near the other away cells. Only the nose cone was damaged though.



This Rocketry Warehouse “Mad Max 8” (above left) flew on the new Aerotech M4500 DMS motor as a demo. The USF SOAR Tampa group flew their project rocket (above right) on a Research M1800 motor.



Weighing in at 220 pounds, this “Big Daddy” (above left) took to the sky on a Derick Deville Research O motor. Standing 15’ tall and 18” in diameter this beast reached an altitude of about 7,000’.



Scott’s Full Scale Black Brant VI (above right) took to the skies on a Loki M1200 Spitfire to an altitude of about 8,000’.



Geoff Howard & Team DeWalt brought their 15' tall, 15" diameter, 130 pound scratch built black and yellow rocket (above left) out to fly on a 6" – 40% O-impulse Research motor which flew it to about 6,000'.



This Smokin' Rockets "Der Red Max" (above right) is constructed from cardboard and plywood and weighs in at only 55 pounds. It was flown on a Research M2300 Blue and hit 6,000' in altitude.



Mike Showalter's 2/3 Scale Patriot (above left) stands 10.5' tall, 9.5" in diameter and weighs 89 lbs on the pad. It was launched on a Research 115mm N3100 motor and the altitude was expected to be 8,500'. Unfortunately the motor cato'ed in mid-burn (above right), blowing the rocket in half.



Tom Cohen & Robert DeHate's Full Scale Patriot (above left) weighing in at 210 lbs, flew on a CTI N5600 to about 1,700'. She stands 19' tall, 16" in diameter and is made from composite carbon fiber and fiberglass materials.

Tom Cohen flew "The Square One" which weighed in at 240 lbs on the pad (above right) and flew on a CTI N5600 to only 1,500'. This rocket is built from fibreglassed cardboard boxes and sonotube.

