

November 2016 Launch Report



The flying day started with some smaller rockets first. Pat Ralph (left) with his Aerotech "Arreaux" which he flew on a F44 to about 1100 feet. Mark Hanna (above) with his 3" Estes Nike Smoke, which he flew on an Aerotech F52 to 960 feet.



Pat Ralph (left) flew his Aerotech IQSY Tomahawk on a F26 to about 1300 feet. Chris Pearson (right) flew his replica Centuri Enerjet 2250 (again) with 3-AT E30 motors after a less than stellar flight at the last launch on 3-D12's. It lifted off so fast that nobody got a shot of it! It went 1470 feet and was recovered near the pads.





Dan Vent (left) gives us his best rocket pose with his Aerotech "Sumo" which flew on an AT H163 motor (right).

Mark Coburn (below left) poses with his LOC/Precision "Expediter". The next two photos show the rocket coming apart as the motor, an AT I285RL, cato's, causing the rocket to become a skywriter (below center and right)





Steve Eves (left) flew his LOC/Precision "Expeditor" on a Research Red I159 motor (center). The second flight of Mark Coburn's "Expeditor" (right) on a J460T motor, which took it to 3700 feet.



John Ulizzi (left) poses with his SM-80 tube/ fiin rocket prototype, which he flew many times that day. Shown at right is the first flight on a D12. He also flew it on an E12 to 355 feet, an E30 to 550 feet and a F26 to 31 feet.

He also flew a kit bashed Estes "Mammoth" on an E30, a F26 and a F50 (not pictured).



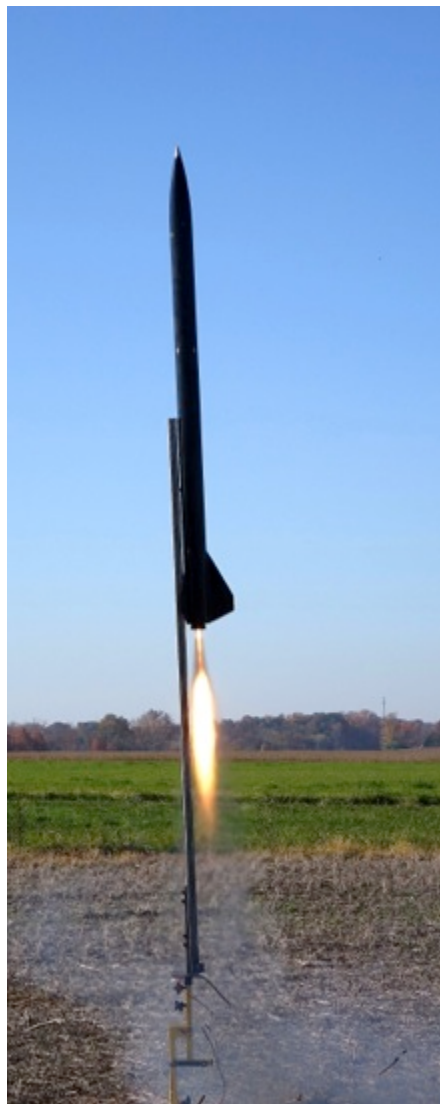


Mark Hanna (left) with his 4" Astrobee D, which he flew on a Cesaroni J316 to 2,300 feet (center).



Pat Ralph (left) with his scratch-built "Probe" on its maiden flight (in primer gray) on a CTI I303 Blue Streak to 2948 feet (right).



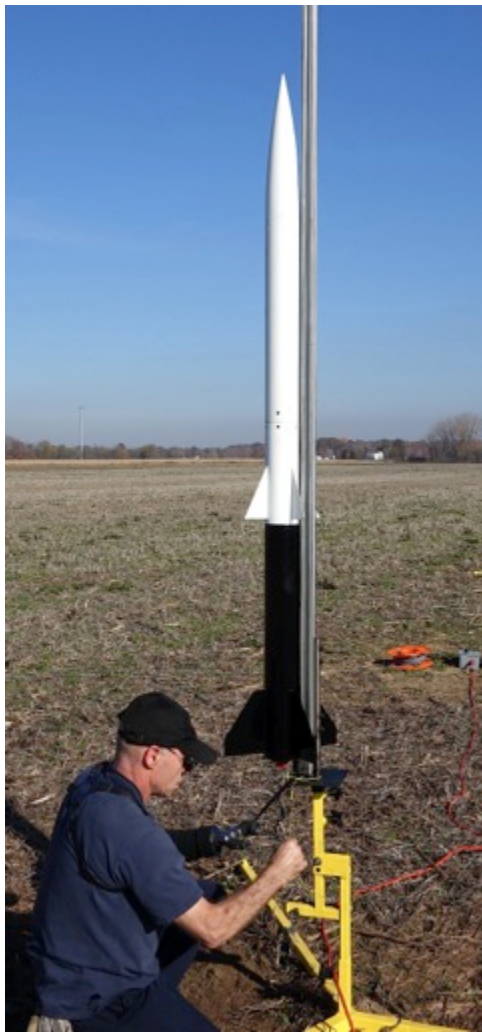


Steve Eves' (left) black "Mad Dog" had a great flight to 1989 feet with a Research J480 motor (center).



Dan Vento hooks up the igniter on his LOC/Precision "HyperLOC 800" (left). The rocket had a perfect flight on a J290 motor (right).





Pat Ralph hooks up the igniter on his PML "Amraam 4" (left) which he flew to 3332 feet on a CTI J244 White (center).



Neal Bade (left) poses with his Binder Design "Excel" which he flew on an Aerotech H165 Redline (right).





Mark Hanna (left) with his 3" Aerotech "Arrow" clone which he flew with a Cesaroni H120 to 1,450 feet (right).



Steve Eves (center) with his LOC/Precision "Wolverine" on the pad before its perfect flight. He flew it with a Research I300 motor (right). Steve does something unique among Research rocketeers and that is use motor pyro delays and ejection charges instead of using electronics for dual deploy.





Mark Coburn (left) activates the electronics on his extended EZI-J, which he flew with a J800 motor, which took it to 4800 feet (center).



John Ulizzi (left) hooks up the igniter on another one of his prototype test flights.

Steve Eves (right) puts his LOC/Precision "Magnum" on the pad which he then flew to 3346 feet on a 4 grain Research "Everclear" motor.





Pat Ralph (left) poses with his LOC/Precision "Magnum" which he flew on a CTI K445 Classic to 4386 feet (center).



Mark Coburn (below left) with his LOC/Precision "HyperLOC 300" which he flew with a J275W motor to 3500 feet.

Mark Hanna (below center) with his 5.5" Sandia "Tomahawk" which he flew with an Aerotech K550 to 2,450 feet (below right).





Students from a rocketry class at Baldwin-Wallace College came to fly with us. On the left is Austin Conn (in red sweatshirt), their instructor, Paul Penko (center) and Kofi Bosompim (right).

At right is Paul with his 3" diameter scratch built rocket, which he flew on an AT H135 motor.



Kofi Bosompin (left) made three attempts to fly a cluster of 3-AT Economax G76 motors but only got one motor to ignite each time as can be seen in the photo (right)

Austin Conn flew his 4" diameter rocket with AT H135 motors three times (not pictured) but damaged it once due to incomplete recovery system opening.





Kofi Bosompin puts his rocket on the pad for another flight attempt (above).

Neal Bade flies his Binder Design “Sentinel” on an Aerotech I161 White Lightning (right).



Pat Ralph (left) adjusts the single low/mid power pad on the range for one of the last flights of the day, an Aerotech “Arreaux” on another F44, which took it to 800 feet.