

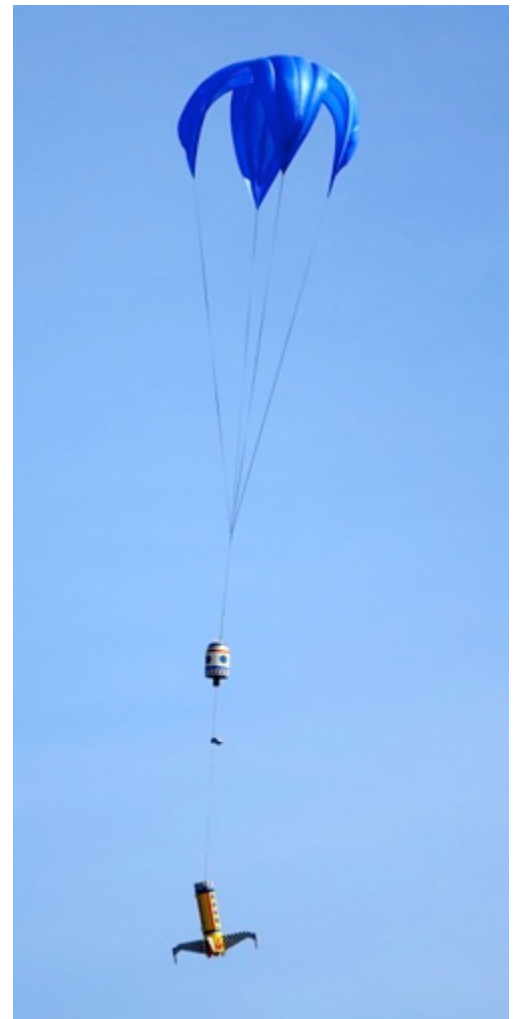
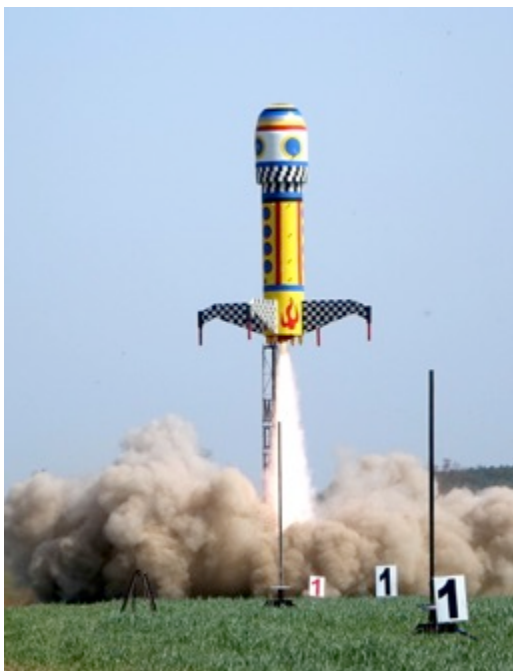
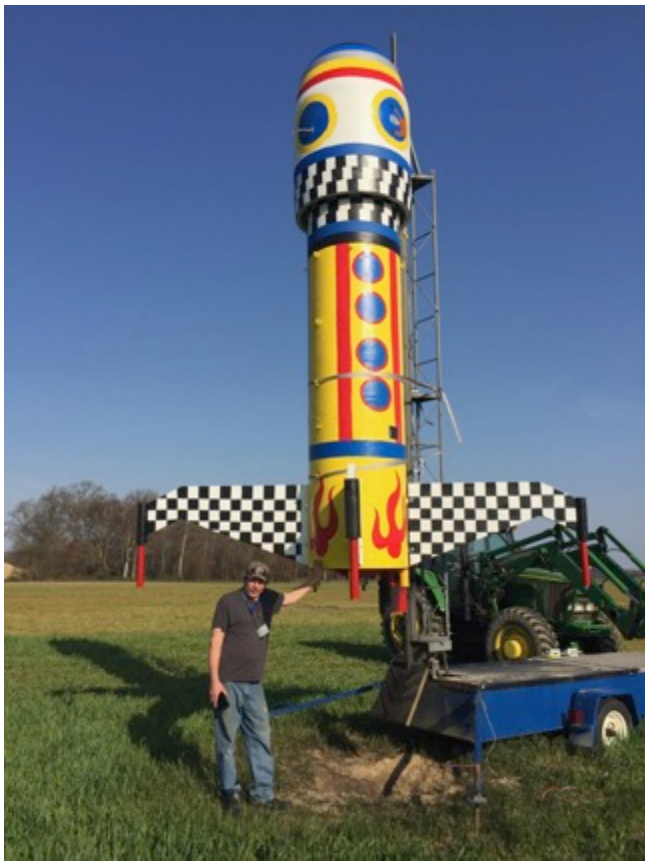
Red Glare-19 Launch Report

Steve Eves, Chris Pearson and Ken Potter made the long trek to Price, MD for the annual spring Red Glare launch. Steve and Chris took rockets to fly and Ken went to take pictures with his new camera. Most of the pics seen in this report are his. Thanks Ken! The weather both days were sunny and it actually got to 83 degrees on Saturday, but strong upper level winds kept the waiver way below the advertised 17K feet. The storm front that was ravaging most of the US hit Maryland early Sunday morning with a 30-degree temp drop, fog, low clouds, rain and high winds. Flying on Sunday was cancelled.

One of the large-scale projects was the “Yellow Submarine” a 600-pound monster flown with a Research O3000 motor by Tom Cohen. Brought out to the pad and assembled using a front-loading forklift tractor!



The fins, although large were actually very light weight, only weighting about 12 pounds each, and were fastened on using two ½” bolts on each fins. You know your rockets are too big when you need automotive tools to assemble them! Steve and Chris helped him put it on the pad and get it upright.



Even though it was powered by an 'O' motor, the expected altitude was only about 1500 feet!

I only have launch info on the rockets that either Steve or I flew. The other pics are from Ken and are offered without flight data.



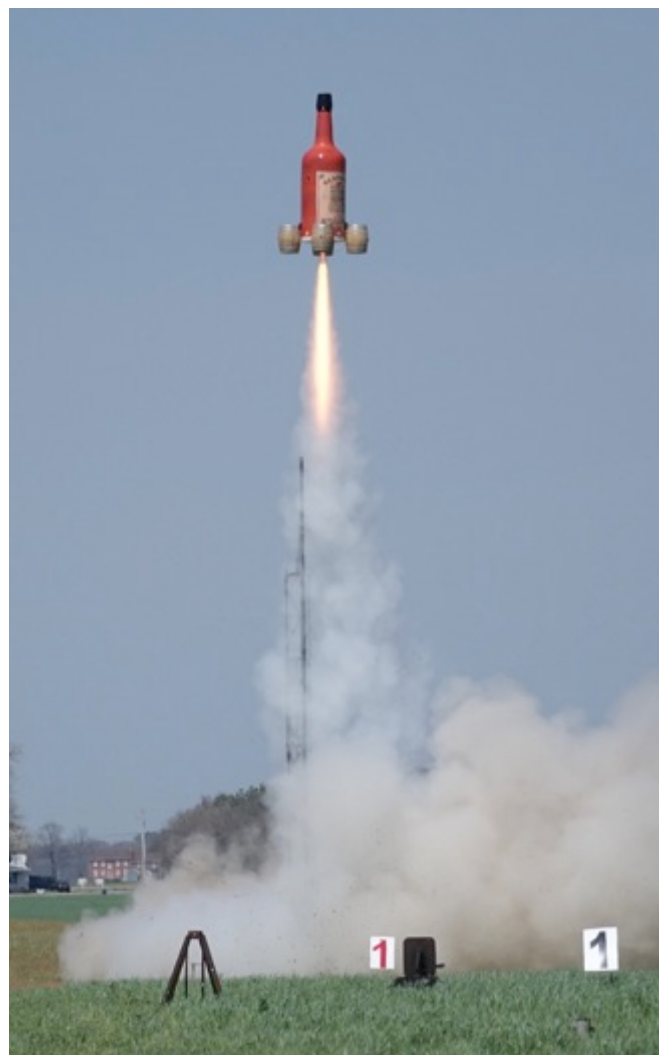
Steve Eves' 4" "Mad Dog" (above left and center) flew with a Research 54mm K700 using NASSA K2 Fast propellant to 3500 feet. Chris Pearson (above right) flew his 4" upscale Centuri Enerjet 2650 with 3-29mm H295 Research motors using Everclear propellant. Ignition was with Pyrodex pellets and e-matches, making for an instantaneous screaming lift-off that nobody got a photo of!



Steve Eves' (above left) flew his "Cosmic Intruder" with a J420 Red motor to a little over 2000 feet (above). Dual deploy brought it back to within a few feet of the pads despite high winds (left).



Chris Pearson (left) with his "Big Six Inch" which he flew at LDRS last year, but this time it flew with a Research 76mm M2230 motor using NASSA K2 Fast propellant (above) which took it to 8120 feet and close to Mach 1. Steve Eves' (above right) poses with his LOC/Precision "Syonic" which flew to 2650 feet on a J500 motor. This is one of the original LOC kits that Ron Schultz built more than 30 years ago.



Another interesting novelty flight was the “Flying Bourbon Bottle” flown by Dennis Kingsley with a Research N3800 motor. It weighed about 250 pounds and made it to about 2000 feet in altitude. The fins were actual used bourbon aging barrels, which you could see were flame charred on the inside. The charring of the wood is what gives the bourbon it characteristic color.



Chris Pearson finally got a chance to fly the “Mega-Nuk” which had been sitting in the basement ready-to-fly since early last year. Prepped for launch at URRF in Potter, NY, it never made it there because bad weather cancelled trips there both in the spring and fall. It originally was going to fly with a 76mm Research M3100 motor, but the high winds forced a motor downgrade to an L1500, which Steve Eves’ just conveniently had brought with him. The rocket flew to 3427 feet and was recovered just a few feet short of the road at the edge of the property.



Steve Eves (above) flew his 6" "Ultimate Wildman" on a L1050 motor using NASSA Blue propellant, which took it to an altitude of 3000 feet (above right).

