

June Launch Report

Saturday, June 3rd was the last NOTRA Research launch for the season. Ten members showed up, several of whom were not able to attend the GLRMR launch two weeks before. I didn't do my usual running around taking pics, so there are only two in this launch report.



Here is a rundown of the rockets that were flown at the launch.

John Ulizzi flew his SM-80 twice on AT F50's to 500 and 600 feet respectively, then on a Roadrunner G80, which flew to 1200 feet. He then flew his smaller SM-60v2 on a D12 and then an CTI E22 Smoky Sam. He guesses it achieved 800 feet and maybe 1200 feet in altitude. He then flew his two Goldies (the two Estes Mammoth halves) each one once with an AT F50 and once with an AT F26.

Mark Hanna flew his Aerotech Mustang on a CTI F59 to 1,300 feet. An Estes Honest John on a CTI G68, which hit 1,375 feet. Then he flew his 4" Terrier Sandhawk on a CTI I285, which flew to 1,700 feet. Once again he flew his LOC/Precision Caliber ISP on an AT H238, which flew to an impressive 1,650 feet. He then flew the Caliber ISP again on a CTI H151, which this time hit 2,000 feet.

Steve Eves (pictured with Mark Coburn upper right) flew his LOC/Precision EZI clone with an AT H128 to around 800 feet. His stubby LOC/Precision I-ROC flew twice both on Research propellant in an Aerotech 38 mm RMS case. The first flight was on a 3-grain I161 and the second was a 4-grain I200. His Little John flew nicely on an I300 Blue. His 4" Mad Dog flew to 2675 feet on a 3-grain Red motor and his last flight was his LOC/Precision Magnum on a 4-grain Everclear motor to 2994 feet for a perfect flight.

Ryan Sedletzeck (pictured upper left) flew his upscaled Centuri Javelin on an Aerotech H128W. The sim said it should've reached an altitude of about 900 feet. He also flew his Estes Ascender twice. The first flight was on a black powder F15, and the onboard altimeter measured the apogee at 870 feet. The second flight was on an Aerotech F26J. The altimeter measured a max altitude of 1,309 feet! Ryan's father attended the launch and

flew his cloned Centuri Javelin on an A8-3 three times. It was quite a contrast to see the real scale rocket fly on an A motor and then the 4X upscale flying on an H motor!

Pat Ralph flew his LOC/Precision Ultimate (maiden flight in primer gray) modified to a single 38mm motor mount instead of the big cluster of 29mm motors and dual deploy on a CTI J270 Green to 2406 feet. He then flew his X-Caliber (actually an extended/ dual deploy LOCC/Caliber ISP) flight on a CTI I255 Red to 2533 feet. It landed about 1800 feet from launchers but unfortunately the 38 mm motor hardware was ejected and lost. The biggest motor of the launch was in his LOC/Precision Super Warlock flight on a CTI L730 Classic propellant to 4800 feet. It landed more than half a mile feet from pads! Got a ride back from Tim (a former club member who lives across the street from the launch field) in his Jeep! Thanks Tim!! He then flew his LOC IV with chute release on a CTI G106 Skidmark to about 1300 feet. His last flight was his LOC Vulcanite with chute release on an Aerotech G79 White LMS to about 1900 feet. Pat got the "Closest to the Pads" award on this flight, landing it between the two launch pads.

Mark Coburn's first flight was a LOC/Precision EZI-EX with a 4-grain NASSA K2 Fast motor to 5000 feet. The next flight was the same EZI-EX this time on a 3-grain NASSA K2 Fast motor to 4100 feet. Next was an ancient original LOC/Precision K-Load on 5-grain NASSA K2 Fast motor. Nice flight but he didn't get an altitude. The last flight was a three inch rocket which Mark got from Bob Anthony which he flew on a 2-grain NASSA K2 Fast and once again he didn't get any altitude reading on that one. All of Mark's flights were done with Aerotech hardware with custom graphite nozzles and Research propellant.

Chris Pearson flew only two rockets. Once again he flew his cloned Centuri Enerjet 2250 with 3 CTI E22 motors. He was expected a higher altitude than the last launch with E75's, but it only got to 650 feet. Barely high enough to fire the altimeters! He then flew his prototype LOC/Precision Galactic Fighter with an AT G80 motor and a Chute Release for a successful flight.