

April 2017 Launch Report



Sunday, April 23rd turned out to be a great day, weather wise. Unfortunately the turn out at the launch was thin, however the rocket team from Kent State University was out there to do some test flying of their rocket design.



One of the students arms the altimeters in the test rocket (left).

The KSU team flew their 11 pound 3" diameter rocket four times (right).

Two flights were with Research J230 motors that flew to 1850 feet and 1600 feet with the aero-braking system on. The second set of flights was with AT J415 motors. The first flight was 3600 feet and the second flight, with the braking system active, flew to only to 3000 feet. All the test flights were considered successful.





Chris Pearson (left) flew a rebuilt and repainted USR kit that had been flown at LDRS-1 36 years ago with a CTI F30 motor and a Jolly Logic Chute Release.

A first time flyer with the club, Ryan Sedletzeck (right) flew his scratch-built, 400% upscaled Centuri Javelin twice for the first time on Sunday. Both flights were on an AT G64 motor. The Javelin reached about 600 feet. He is planning on doing his Level 1 Certification with this rocket at GLRMR.



Ryan also flew an Estes Nike Smoke (left) on an AT F62. According to ThrustCurve, the Nike should've reached an apogee of about 800 feet.

Vicki Lonowski (right) poses with a two-stage Estes Helios that Mark Coburn brought out for her to fly.





Mark Coburn and Vicki (left) pose with Mark's "Bug Juice", an extended LOC/Precision EZI-65 that he seems to fly at every launch. The 9 pound rocket flew with a Research J444 using NASSA K2 Fast propellant and flew to 3400 feet.

Mark also flew his LOC/Precision "Magnum" with a Research J485 (not pictured).



Steve Eves (above) flew his LOC/Precision "Magnum" on a Research 5 grain 54mm K600 motor using RCS Purple propellant that took it to 4000 feet.

Chris Pearson flew a built-from-spare-parts LOC/Precision "Graduator" (left) with an AT F50 motor, once again with the Chute Release, both of which had great flights and were recovered only a couple of hundred feet from the pads.

Jerry Appenzeller flew a 1/10th scale fiberglass "Patriot", which he launched on a CTI H400 V-Max and screamed to an altitude of 3450 feet (not pictured).



Mark Coburn with his LOC/Precision "Forte" (above) which he flew with an AT H128, which hit 1800 feet and was recovered by dual deployment near the pads.



Although not part of the launch, this pic (above) was just too good to pass up.

This is a great example of what happens when you don't assemble the motor correctly. The team of students who build and flew this rocket decided that, since they were using electronics for ejection, that they didn't need to install the delay/smoke grain in the motor.

The results of this bad decision can be seen in the photo! Opps! I don't think that they'll make that mistake again!