

September Launch Report



Tom Davis (above), returned to Amherst with his Level 2 Certification rocket, named "Troy". Flying on an AT J420R motor, it featured the colors of the Dallas Cowboys football field. It hit 4150 feet in a beautiful flight.

Rick Sharp (above right) brought his Mach 1 "Black Hole" and flew it with an AT H148R motor to an expected altitude of 1777 feet.

Chip Jenkins (right) hooks up the igniter on his LOC/Precision "Graduator" which he flew with an AT F67 motor.



Neal Bade (above left) preps his LOC/Precision "Hi-Tech 45" which he flew with an AT G76 motor.

Ryan Sedletzeck (left) flew his Madcow "Torrent" with an AT I180W to an estimated altitude of 1600 feet.

Mark Sadowski (above) brought one of the larger rockets of the day and got the prize for biggest motor. He flew his LOC/Precision "Bruiser EXP" on an AT K1275 motor.



Steve Eves (above left) brought out his tried-and-true Wildman "8-Ball" to fly on a Research I357R motor which hit an altitude of 2600 feet.

Cornelius Gould (above) brought out "Mr. Bean" again for another test flight of his sophisticated electronics package. He flew it with an AT H180 motor to an altitude of 1500 feet and landed it only a few feet from the launch pad.

Randy Jenkins (left) flew his 2X "Goblin" once again, this time on an AT G64 motor.



Mark Coburn (left) brought out his LOC/Precision "I-Roc" which he intended to fly on a Research K500 Red motor. Unfortunately the motor cato'ed upon ignition.

Mark Hanna (above) with his LOC/Precision "Starburst" which he flew with a cluster of two CTI F59 motors to an altitude of 1000 feet.



John Bryan (above left) hooks up his Estes "Rock-It" which he flew with a D12 motor. John gets the "Most Prolific Flyer" award for the launch flying six rockets. He also was the only one to lose a rocket this day, with his Estes "Trajector" landing in the north corn field after a beautiful flight on an AT F50 motor.

Randy Jenkins (above) flew his Rocket R&D "Brutus" on an AT I357 motor.



Chip Jenkins (left) with his Estes "Black Star Voyager" rocket which he flew with a D12 motor. Chip also flew a "Redstone", a "Bullpup" and a Launch Pad "Standard ARM."



Neal Bade (above) hooks up the igniter on his LOC/Precision "Graduator" which he flew with an AT E16 motor.

Mark Hanna (right) poses with his "WAC Corporal" which he flew with a CTI J595 motor. Mark also flew a LOC/Precision "Norad" on an AT G64 motor.





Steve Eves (above left) with his scratch-built "Green Demon" which he flew to an altitude of 1500 feet on a Research H230 motor.

Mark Coburn (above right) puts his "Fruit Loop" on the pad, and wins the award for the most colorful rocket of the day! He flew it on an AT I284W motor.



Ryan Sedletzeck (left) flew his Estes "Nike Smoke" with an AT G76 motor to an altitude of 1400 feet. This is the same rocket he lost in the corn two months ago but recovered several days later.



Dan Vento (above) with his scratch-built clone of the NCR "Lance Beta." He flew it with an AT H90 motor to an altitude of 2900 feet. Dan also flew a scratch-built "Excel" with a CTI H133 motor to an altitude of 2000 feet.

While out in the corn looking for the nose cone of Mark Sadowski's "Bruiser", Chip Jenkins (left) found the remains of his 4" "BullPup" that he lost two months ago. The nose cone and parachute are still out there somewhere though.



John Bryan (above) brought out a rocket that none of us had seen before. A crayon rocket from a company called US Model Rockets. He flew it with an AT G40 motor to 1500 feet.

Mark Hanna (above right) flew his Black Brant III with a CTI H133 motor to an altitude of 1300 feet.

Dan Vento (right) brought out the old standby, the clone of the NCR Phantom 4000, which he flew with a CTI H163 motor.

Because of the winds and directions that day, everyone used a Chute Release or did dual-deploy, and many used beepers or trackers.

