



February Launch

It was a little cold while we were setting up, but Saturday turned out to be a fantastic day: temperatures got up into the 60s, there were no clouds, the sky overhead was a dark blue that made tracking easier than usual, and the winds were very mild all day.

By my count, we had 55 flights, including two L1 certification attempts and four L2 certification attempts. The L1 attempts were

- Elias Eaton (who made the trip from Longview), flying a LOC Nike Zeus on an AT H283.
- Andrew Knippa (from Castroville), flying an Estes Nike Smoke on a CTI H123.

The L2 attempts were

- Dylan Grinovich, flying a 4" Phoenix on an AT J250.
- Gilliam McIlheran, flying a LOC EZI-65 on an AT J250
- Joe Ryan, flying a LOC Patriot on yet another AT J250
- Paul Thelen, flying a rocket that I unfortunately don't remember, on an AT J270.

I believe that all of these certification attempts were successful, but Gordon is the final word on that. Congratulations to all of those flyers!

We had several new attendees, including Phillip Criminale and his son Matthew, who put up nine flights. Matthew likes to fly them high and fast, but fortunately he's got young eyes and strong legs. Victoria and Ana Paredi came out to fly their Alphas for what I think may have been their first flights. It's heartwarming to hear the squeals of delight of youngsters as their creations take flight.

Alex Mericas and Jame Duffy checked in with us again. Alex put up three flights on F and G motors (including breaking out his venerable LOC Stovi on a G74), and James flew twice, a Super Alpha and his Der P-51 Max. Sadly, the latter landed on the road and snapped a fin; it may be a hanger queen now. I believe James has already posted a link to a video of that flight.

Two TARC teams were out there practicing (Team 9.5 Men and Team Void), and they put up nine flights between them on a variety of F motors. They seem to be dialing in the 40-45 second part of the flight, but I don't know how close they were coming to the 800' target altitude. I think there were also a couple scrambled eggstronauts that will need to get straightened out.

Mark Carlson and Jaime Hincapie had busy days. Mark flew five rockets and easily had the largest impulse spread, from an Estes D12 to an AT K695, with a G64, an H123, and an H170 in between. Jaime had four flights, including a 3xC6 clustered Land Viper, and a 2.6" Black Brant II on a G125 and an H115. I can't remember which motor was used for the second flight, but that flight ended in disaster, as there was never an ejection, and the rocket whistled in from a substantial height and buried itself in the field.

Thanks to everybody who helped with setup and teardown, and thanks to Harry for supporting us. Best wishes to Jim as he mends from his surgery, and sympathies to Gloria as she helps him :-). We expect to be back out in Hutto at the beginning of March for what may turn out to be the last launch at that field. We hope to see everybody out there then!

Mark

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Motor statistics:

By impulse By manufacturer

- 1/8A 0 Aerotech 34
- 1/4A 0 Apogee 0
- 1/2A 0 AMW 0
- A 4 CTI 5
- B 2 Estes 20
- C 9 Gorilla 0
- D 4 Loki 0
- E 6 NCR 0
- F 15 Quest 0
- G 5 RoadRunner 0
- H 6 EX 0
- I 3 Total 59
- J 4
- K 1
- L 0
- M 0
- N 0
- Total 59

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