

April 2022

130!

No, not 130 factorial, although it felt like that at times: that's the number of flights that were put up yesterday! Mild temperatures, clear skies, and light winds made it an ideal day to fly, and a lot of people took advantage of the conditions to do just that.

The big activity of the day was TARC qualification flights. Saturday was pretty much the last opportunity to get those flights in for most folks, since their docs have to be in the mail by Monday evening. As a result, there were a *lot* of TARC flights: 43, by my count. Kudos to James Duffy and David Bellhorn for keeping those kids on task and helping them get through the day. I think there were several flights that came close to nailing the flight profile, and I'm hopeful that we'll have one or two national qualifiers from our groups.

The members of Cub Scout Pack 1720 put up a variety of rockets for 36 flights on B6-4 and C6-3/5 motors.. There were a few minor mishaps (one or two separations, some parachutes that didn't open completely), but most of the flights came off without a hitch, and it's very rewarding to watch the kids' infectious enthusiasm.

Cody Crosby and four of his students Southwestern came out and flew Estes Alphas on C6-5 motors. We hope to see more of them in the future.

We only had one certification attempt yesterday. Emilio Mayorga made the most of his attempt with a successful L2 flight of his Wildman Intimidator on an Aerotech J350. After a bit of a lengthy recovery, he returned the rocket in pristine condition. Congratulations to Emilio!

Ken Carey flew his "Miss Lilly" rocket (a "Rocket Boys" tribute) on an I180, then dialed it back with an old Nimbus on a B6-4, and then dialed it back even further with some saucers and Q-bits on A10's. David Seaver tossed up his V2 on a CTI J210. John Etgen visited to fly a testbed rocket on a CTI I285 and then flew another (or maybe it was the same rocket? I can't remember) on a research J400 that he built. Bill Cook came up from San Antonio to fly his Binder Excel on an AT I211. Jaime and Jackie Hincapie also came up from San Antonio and a nice little Army Hawk on an Estes E12-4, an Impulse on a 2x#12-6 cluster, and a 3x upscale Taser Twin on an Estes F15-6.

Alex Mericas flew his newly-completed A.C.M.E. Spitfile (from the Far Side cartoon: "Let's face it, we're not exactly rocket scientists") on its maiden flight with a C11-3. Rags Ferhrenbach and his grandson Elliott put up a Big Bertha (painted in metallic red and named "Elton John") on a D20-6: it left the pad in a hurry! Doug Hodge was his usual prolific self with eight (I think) flights on C and D motors. Obviously, there were a lot of other flights, but my memory isn't what it once was :-)

Thanks again to James and David for their tireless work on the TARC flights, and also to the teams' mentors and teachers who have been instrumental in those teams' success. Thanks also to all of the helping hands for setup and teardown, and to Harry for his constant support for our launches.

Just a reminder: our next launch will *not* be on May 7 because there is already a model helicopter fly-in scheduled for the field. I believe the plan is to postpone our launch until May 21 (so as not to compete with the Hearne launch on May 14). We'll also have to see what the burn conditions are, so keep an eye on the mailing list for updates.

Mark Scheevel

Motor stats:

By impulse

1/8A	0
1/4A	0
1/2A	0
A	8
B	34
C	27
D	2
E	4
F	50
G	1
H	1
I	3
J	3
K	0
L	0
M	0
N	0

By manufacturer

Aerotech	53
Apogee	0
AMW	0
CTI	4
Estes	75
Gorilla	0
Loki	0
NCR	0
Quest	0
RoadRunner	0
EX	1
Total	133

Total 133



Photos by Harry Spears

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