

CENTRAL VALLEY ROCKET NEWS

TRIPOLI CENTRAL CALIFORNIA

JANUARY 2009



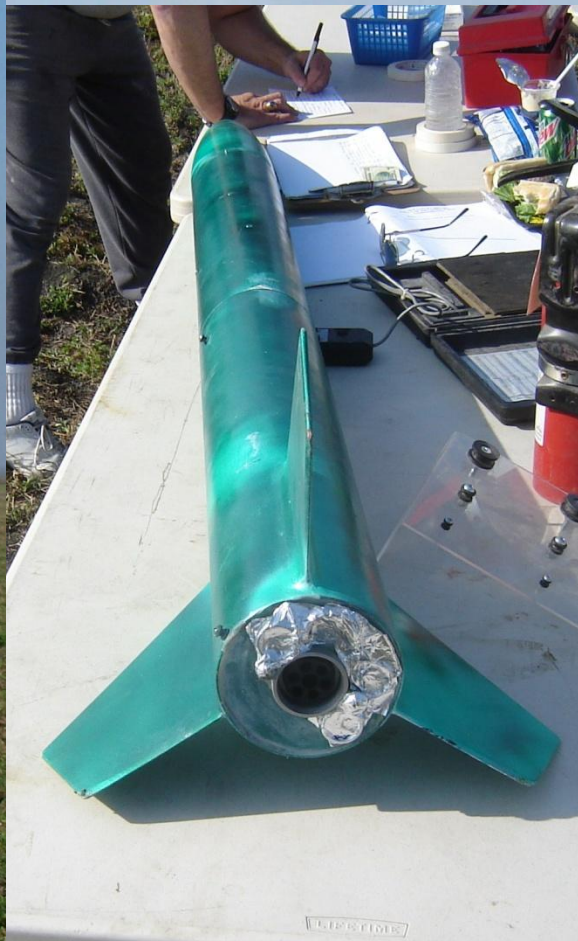
Karl Baumhenckel's V-2 is recovered by some of his young relatives. Karl used a K-347 Sky Ripper Hybrid to obtain his level 2 certification.

By Jim Norton
Photos by Mark Canepa, Gary Walker and Jim Norton

The 2009 flying season got off to a great start, with beautiful weather and 50 flights. The Baumheckel and Huckabone kids kept the low power pads busy, while three M powered rockets took off from the away cell. And Prefect Bruce Rhone was kept busy observing certification flights and administering level 2 tests.



As usual, Ross Ohmen kept the crowd entertained by flying a verity of rockets. He even managed to have one of his rockets land on top of his truck. His Magnum, pictured above, took off on a J315, airstarts of two H97s were planned, but these did not happen. Ross celebrated the football playoff season with his Ho Jo Montana (next page) which used a football for a nosecone. The up part was good, but the body tube separated and fell to the ground. Ross also flew his Honest John on an I285R, An Ariel on an I357, An Io on a H123, a Ranger on a F62, and a D-Dart on a D13.





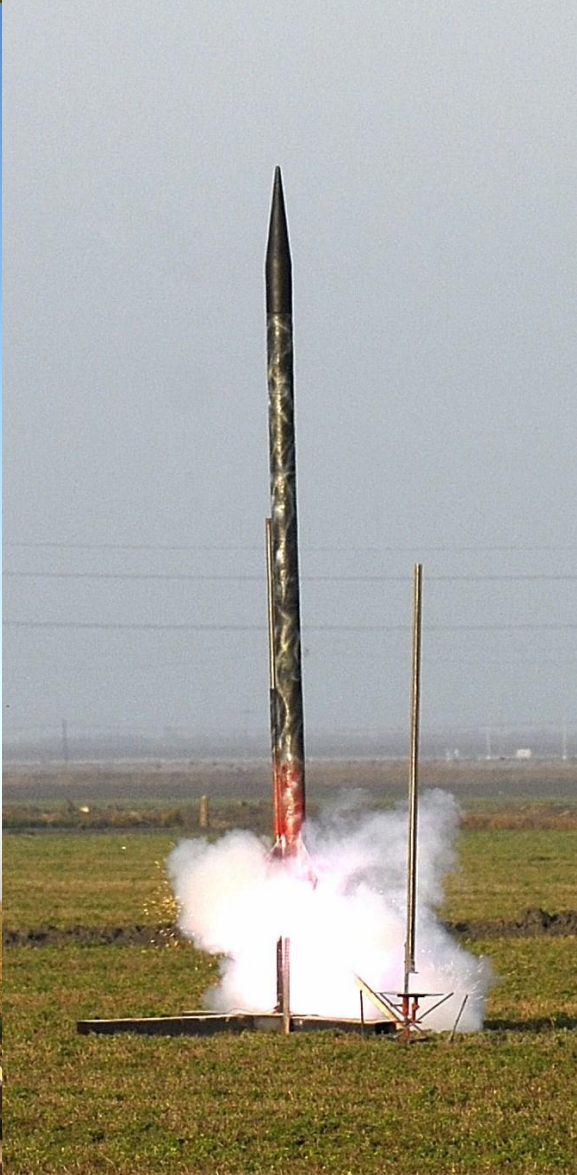
James Dougherty had two flights for the day. He flew his 4 inch Nike Smoke on a Cesaroni K1200 and used a smoke canister for extra tracking smoke. He wrote this about his other flight:

Here is my Polecat MIM-104 (Patriot) flight on an M1850 (75/7680 HW). Flight weight was 32lbs, Rocket was recovered and did 6,482 feet, booster was shredded from deployment of drogue while in horizontal position. Strange looping effect was later determined to be Stability – the rocket when flown at ROC was dragged and I ended up cutting 4.5 inches of booster away. I forgot this when I re-ran the sim, which showed The rocket was marginal in the original design – at 4.5 inches shorter, the margin Of stability was much less (as we saw)!



Mark Canepa is back in town after several years on the East Coast. Mark was one of the original members of TCC and was the Newsletter Editor for several years. He is also the author of the *Modern High Power Rocketry* books and numerous magazine articles. It is great to see Mark back at the dairy. He flew his pair of Seen Better Days rockets on H180s. Sunday saw the 5th flight of his Florida Winternation rocket which was first flown at the Florida Winternationals in 2005. The 46 pound rocket went to 7104 feet on a M1315.

Shawn Stevens launched his big rocket (next page) a M2997. The up part was spectacular but the body tube separated and came down almost as fast as it went up. Bummer.



There were nine certification flights for the day, which may be a record for a one day launch. Alex Diaz from San Luis Obispo flew his The Orange Blazer on a H128 for his Level 1, and later with a J350 for Level 2. Chris Bidy, also of San Luis Obispo, used the same motors in his John Galt rocket to try for two certification levels. Jeff Zerr tried for Level 1 with his Flathead Home (a Polecat 3 inch Gremlin) using a H123 but there was an in flight failure. Not to be deterred, Jeff tried again with his Goblin 3 using a H112. Larry Taylor of Visalia sent his 5.5 inch Polecat Goblin up on a J90 in a bid for Level 2 certification. Mark Lawrence sent his 81 inch tall 3 inch diameter LOC kit up on a J500 Mohave Green motor for his Level 2 attempt. And Karl Baumheckel used a hybrid motor to get his Level 2 (see cover photo).

Other fliers included Andrew, Audrey, Charlie and Sharon Baumheckel, Colton, Garrett and Steven Huckabone, Karl Amo, Terry Erb, Patrick Kellas and Bernd Weber.





