

THRUST

*The unofficial newsletter of Tripoli Central California
June 2010*



**First rocket in the air for
the June 2010 TCC launch.**

Meet the Sawyers, Steve is a retired engineer from the nuclear and power plant field. His wife Jo-Anne is retired from nursing and health care. Their latest run at rocketry is going strong at ten years and they claim to have not crashed a rocket in those ten years (don't forget the "yet" part says Jo-Anne with a smile)

Steve's original start was back in the 60's when he got a personal tour of the Estes facilities with Vern himself! How cool is that? Shortly after that he started building his own AP propellant one of the few who did that "back in the day."

They have an 8 foot stretch magnum that has an unusual motor mount system that allows different motor configurations from a single J to a 7 motor cluster. This rocket has been around a bit and has had several different paint schemes over the years. Today it went about 6 thousand on an K750 (that's a 28 inch long 54mm case)

The other rocket is "Bumble Bee" named after the transformers movie star as inspired by the grandkids.

Steve is a bit confused as to whether he wants to do high performance "disappearing acts" or have rockets he can actually watch. Decisions, Decisions, Decisions.



Here's MIKE SILVA showing off his "Liberty" that he launched on a J99. That was the Lllloooong burning rocket that went over the crowd and a bit north. Mike got his rocket re-start about a year ago when his daughter was doing rockets at school, unfortunately only half of the family got hooked.

Mike is working on his level three rocket that will have the Garmin Astro 220 "dog tracking" GPS. Here's hoping Garmin planned for some fast dogs...

Mike likes this hobby because the people are friendly and willing to give out info.





Chris Franco of Selma with his Carbon Heights after a semi-successful flight on an I800 VMAX to about 7 Thousand. The G loading stuffed the chute and Nomex to the bottom, which resulted in a fouled chute and a hard landing that broke the altimeter-good thing the rocket is Carbon fiber!! As you can see Chris is into max performance, high speed and high altitudes-he doesn't seem to mind that his rockets are too fast to watch. I see a high speed camera in his future.

When Chris isn't drag racing or making motor money in the steel fabrication shop he will be working on a 2/3 Scale Nike Smoke for his level three project. Not bad for only being into the high power stuff for a year or so.

Here is Jimmy Franco's 2850 altitude contest attempt using his Black Sunshine pushed by Aerotech's H148, flying off his custom built trussed launch pad.

Jimmy is also a confused rocketeer who wants high power, fast and easy to watch rockets-Dude! Two out of three is all you get!

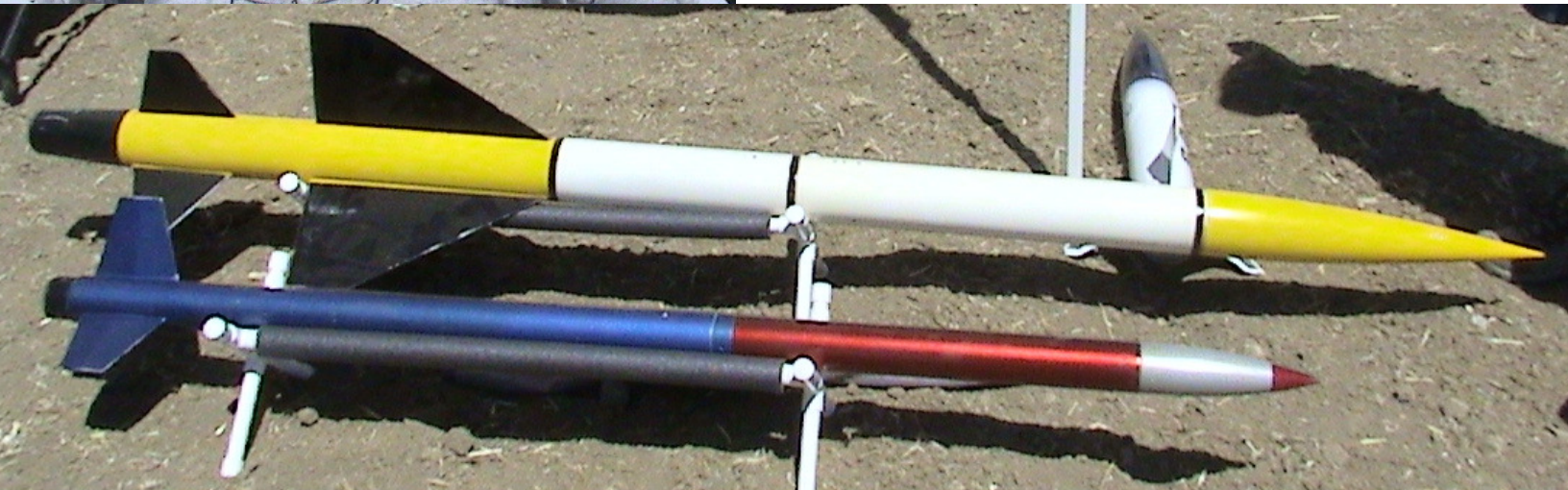
Jimmy likes to upscale rockets from scratch and is hoping to bust mach soon.

Jimmy is one of "The Anointed Ones" meaning he is a contest picker-outer-setter-upper-make-it-happen guy. Let him know about your contest ideas.





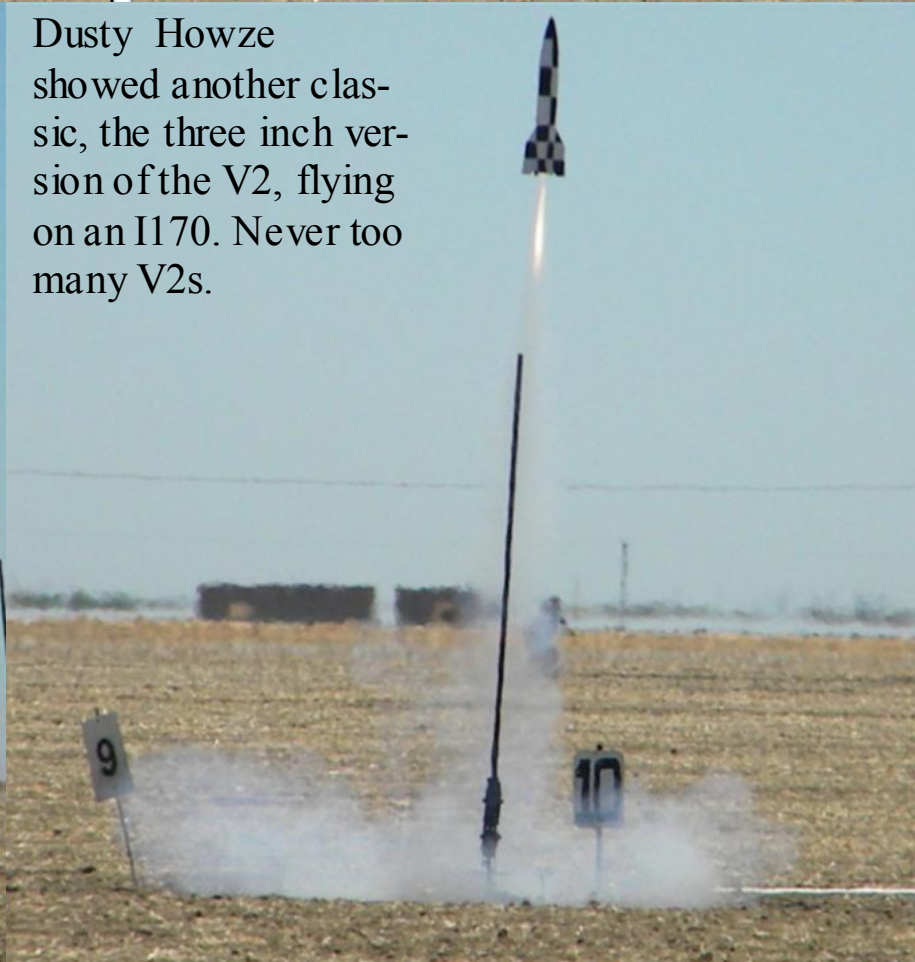
Here's Gene Engelgau and a couple of his rockets. The Blue and Red one is a Giant Leap Escape Velocity named Eve. Gene did his level 1 and 2 with this work horse rocket and has had it up to 15 thousand feet. Eve has about 20 flights under her belt and a few "Facelifts" too. Gene runs Fruity Chutes a rocketry recovery systems store, so if you need some custom colored chutes or deployment bags, he's your man. The business got the moniker because the colors are named after fruits; Cherry, Lime, Tangerine... Hey Gene, Trix are for kids??



Frequent flyer David Robb of El Dorado Hills launched this nice Honest John on Aerotech green G78; Green to match the paint of course!!

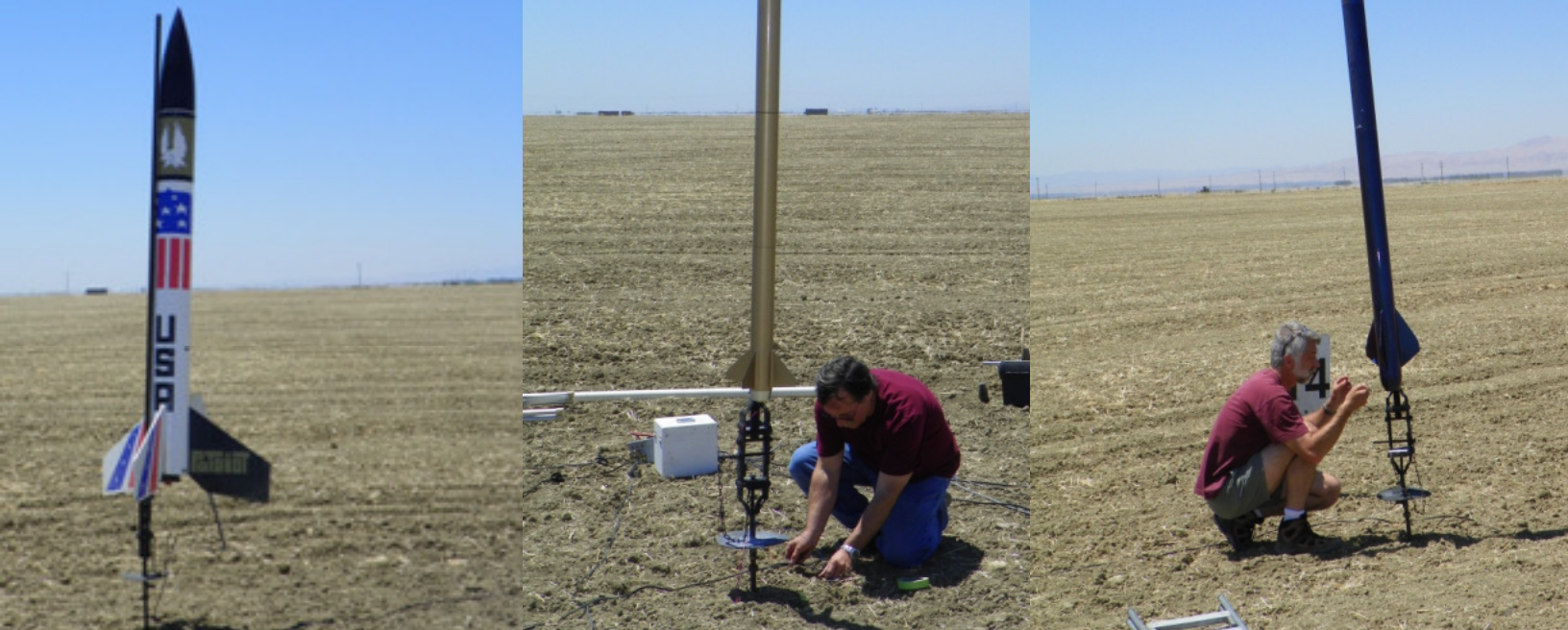


Dusty Howze showed another classic, the three inch version of the V2, flying on an I170. Never too many V2s.



2850 turned **DRAG RACE**

The contest for closest to 2850 feet started with three rockets headed to the pad at the same time-can you say, "Instant drag race??" I knew you could!!



Robert's Patri8 and Vito's Gold Member had an all but simultaneous launch, with Vito's lighter rocket clearing the rail first, but the Patri8's L motor wouldn't be denied taking the lead in less than a second, meanwhile back at the pad, Mike's Dark Matter was asking for directions, "Just follow the smoke." was the reply....



	NAME	ALT	DIF
1ST	Robert Zylstra	2980	130
2ND	Jim Norton	2611	239
3RD	Jimmy Franco	2563	287
4TH	Martin Hall	2500	350
5TH	Vito Orlandella	2500	350
6TH	Mike Garrett	2427	423



INFO BLOG

Airplanes and rockets

I wish us pilots would do what we are supposed to do. It sure would make things easier for us rocketeers. As a pilot, flight instructor and rocketeer I have the inside scoop on both sides.

Most non-pilots think that the pilot must get permission to fly, have a flight plan, be talking to Air Traffic Control and look like Tom Cruise. None of these are true, although I wouldn't mind looking better. For the most part pilots can jump in their plane and go fly, just like you would do in your car. Most of the time pilots are going some place, but some times they go out for a Sunday drive just to see things or practice their skills. Or maybe they are doing some training and are up learning how to "parallel park."

The two biggest differences between flying and driving are:

One, you can't park your airplane on the side of the airway for a potty break and two, you are to obtain current information on the proposed flight.

Number two is the problem, pilots get lazy and complacent (or never got the training) and they quit getting information. The excuse I always hear is, "Well, the airport hasn't moved! What else do I need to know??" The answer is NOTAMs, these are the bits of new information that are not on the charts or are temporary, such as rocket launches.

Now for the Rocketeer side... We tend to think that the NOTAM gives us *exclusive* rights to the airspace, and that is simply not so. All a NOTAM does is let other users of the airspace know that an unusual event is taking place and there is some physical or legal hazard associated with the event. So our NOTAM just says that at such-n-such time rockets will be flying around what-cha-call-it place and you may want to stay away.

Now where the pilots *really* break the law, is when they do the fly-bys and impromptu air shows. The regulations state in part, "no person may operate an aircraft below the following altitudes: ...any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft." That's for normal flight, aerobatics have higher altitudes. Aerobatics means, "an intentional maneuver involving an abrupt change in an aircraft's attitude, an abnormal attitude, or abnormal acceleration, not necessary for normal flight."

So this means the planes should always be 1/4 mile high or over 1/2 mile away. So how do you tell if he's too close?? Put out your thumb like you are hitch-hiking with your thumbnail centered on the plane, if the plane is visible on either side of your thumb he's too damn close.

What to do with a buzzing schmuck pilot? Well if you get the planes registration number we can report them to the FAA. The best evidence is video that includes foreground and back ground from start to finish. Depending on the evidence and severity of the violation the FAA will do anything from a "Stern Talking to" to a complete revocation of all of the pilots certificates.

Like I said, "I wish us pilots would just do what we are supposed to do."

-Robert Zylstra



My count of flight cards came up with 33 launches, a few more than I can keep track of...



Upcoming events

Date	Time	Location	Event
7-17	9:00 am	Davis Road	Pre-launch meeting
7-17	All day	Davis Road	July launch
8-21	All day	Davis Road	August launch
9-25	All day	Davis Road	September launch
10-15,16,17	Three days	Davis Road	October Skies, Night launch on Sat.