

Central Valley Rocket News
Tripoli Central California
May 2008



Rod Lovley's Black Brant 2 went to 8,452 feet on a M650. Photo by Gary Walker.

Dairy Aire 2008 was held during a near record heat wave, with light winds the first two days and a stronger wind on Sunday. Still, there were close to 300 flight/attempted flights during the three days. The two away pads saw a lot of use, and there were several attempts at two stage high power flights, one of the most difficult challenges in model rocketry. Ken Brown took lots of photos and has them for sale at <http://www.bealaudio.com/rocketry.html> (look under special blends).

President's message:

Thanks Richard and to everyone that participated, helped, watched or just plain came out and endured our lovely valley heat. There were a lot of people busting there ass to make the launch what it was. All of the credit goes to everyone because no one person can do it by themselves. So thank you all very much and that goes to every flyer, RCO, LCO, Planners, participators, photographers, spectators, vendors, set up crews, clean up crews, registration crews, raffles, T-Shirts and if you did anything that went unnoticed Thank You. As for the treasure report the only thing I have pending that the club already gave \$500.00 down payment on last year is a new launch system with more power, continuity and reliability, our system has been a great one but so we can start doing more Clusters, drag races and knowing what a problem is by having control this is going to be completed before October Skies, my guy has been dragging his feet and I will see this through. Thanks again for everyone's help.

I also want to remind the group that Jim Abrames is stepping down from equipment chair and a huge thanks to him because he has carried that torch for quite some time so we have to pull together and fill this position. Even if we have a few people rotating on equipment so no single person gets burned out, I am up for suggestions and volunteers ASAP.

Jack Garibaldi

Friday

As usual, Friday was EX day, with experimental motors allowed along with commercial ones. The biggest motor burned was a static test of an 8000NS case bonded M motor by someone from Chico. The biggest motor launched was a L1400 wimpy red motor in Steve Kendall's 5 1/2 inch Nike Smoke. The rocket also had two H97's that were air started just for the effect. The up part was great, but there was no sign of a deployment and no one spotted any parachutes. Bummer. There were two more wimpy red motors flow. Alan Thym of Newark flew his blade of death on a K-825 while Charlie Wittman flew his Banana on a K850. Charlie also tried two low power sugar motors, but neither one had enough umph to clear the launch rod. Other high power flights on Friday included Dave Kenyon's Mac on a K550 and Ted Sobieralski's Black Brant V on a K700. All told, there were 23 flights/attempts and one static test on Friday.



4.5
MILES
WEST
W/OF
SR-145

ROCKET
LAUNCH



Saturday

This year Saturday's events started and ended with live music. Tom Austin started things off by playing the National Anthem on his guitar, while the MOFO Party Band capped off the day's activities playing to a small but very enthusiastic crowd. In between there was great food from CK's and Do right Barbeque, raffle prizes, and some 195 flights/attempts.

Several people attempted one of the most difficult and spectacular undertakings in rocketry, the multi-stage high power flight. Shawn Stephens' Freedom Runner stood fifteen feet tall and weighed in at 120 lbs and was to have gone up on a M2500 staging to a M1419. Unfortunately the top stage never lit, and the buster started burning and shedding pieces while still under power. Part of the rocket was burning when it hit the ground. Several people rushed to the site to make sure the fire did not spread and to perform a post mortem. Better luck next time.

The Folie a Deux, built by Gene Engelgau and Martin Hall is a cool looking rocket with an interesting fin configuration. It flew on a K100 staging to a K185. All went well except that the parachute for the booster section deployed early. Apparently the booster flipping 180 degrees caused the pins to shear. A video of the flight can be seen at <http://www.youtube.com/watch?v=kWIROJ3FrN0>

Jonathon DuBose Used a Quantum Leap II for his flight, staging a K550 to a K185 sending the rocket to 12,500 feet. David Raimondi also used a Quantum Leap II, staging a J460 to an I motor.

There were three Level 3 certification attempts on Saturday. Paul Avery of Agoura flew his yellow and blue Push the Button, Max on a M1315 while Mike Parker of Los Gatos used a M1297 in his unnamed rocket. Scott Sobiralski came all the way from Prescott Valley, Arizona to fly his Golden Bear on a M1297.

Rod Lovley flew his black and white Black Brant II on a long burn Aerotech M650 motor (see cover photo).

James Dougherty launched his Phoenix AIM54D on a M2030G demo motor, with special thanks to Gary and Karl from Aerotech, but the flight card indicates that there was an in flight failure.

Jordon Raice was going to fly his Competitor 4 on a M1315 (sponsored by Jack Garibaldi) but the motor CATOed.

Tom Rouse of San Jose State University had the only L flight of the day, launching a 38 pound Arliss on a L952W.

Jim Norton of Fresno chose a K1275R for the first flight of his Spontaneous Combustion, while someone from San Mateo launched an unnamed rocket on a K1100. Ted Sobieralski used a K1050 demo motor to send his Black Brant IIIB to 8130 feet. Alan Thym of Newark used another demo motor, a K805MG, to propel his Phoenix. Gary Walker and Ben Sandoval launched their DEF Daddy Express on a K695 redline motor. Cliff Sojourner launched his 7.5" V2 on a K550, but lost the nose cone. Larry Lynch also used a K550 to launch a 7.5" V2. Dave Kenyon launched his 10'8" tall Big Yellow Dog on a K515 blackjack motor. Ross Ohmen launched his naked colored Agent 99 on a K458. Steve Kendall also used a K458W in his 18 pound 99K. And Richard King launched another 7.5" V2 on a K270, a new Aerotech long burn motor.

Several people attempted to certify on Saturday. John Stenger of San Luis Obispo attempted Level II certification with his Grace rocket using a K550 motor, but the flight was unstable and suffered a recovery failure. Keith Bawcum of Hilmar tried to certify level II with his Polecat Aerospace Raven on a J350, but he also suffered a recovery failure. Dale Soutas of Fresno had better luck. His 5 feet tall 4 inch diameter ACME rocket went to 4189 feet on a J500 Mojave Green motor. Matt O'Connor, Viet Nguyen and Jason Carpenter all had good flights in their Level I certification attempts.

Shawn Stephens' Freedom Runner

Photos by Brian Dalby and Cliff Sojourner



Cliff Sojourner photos



Jim Norton Photos





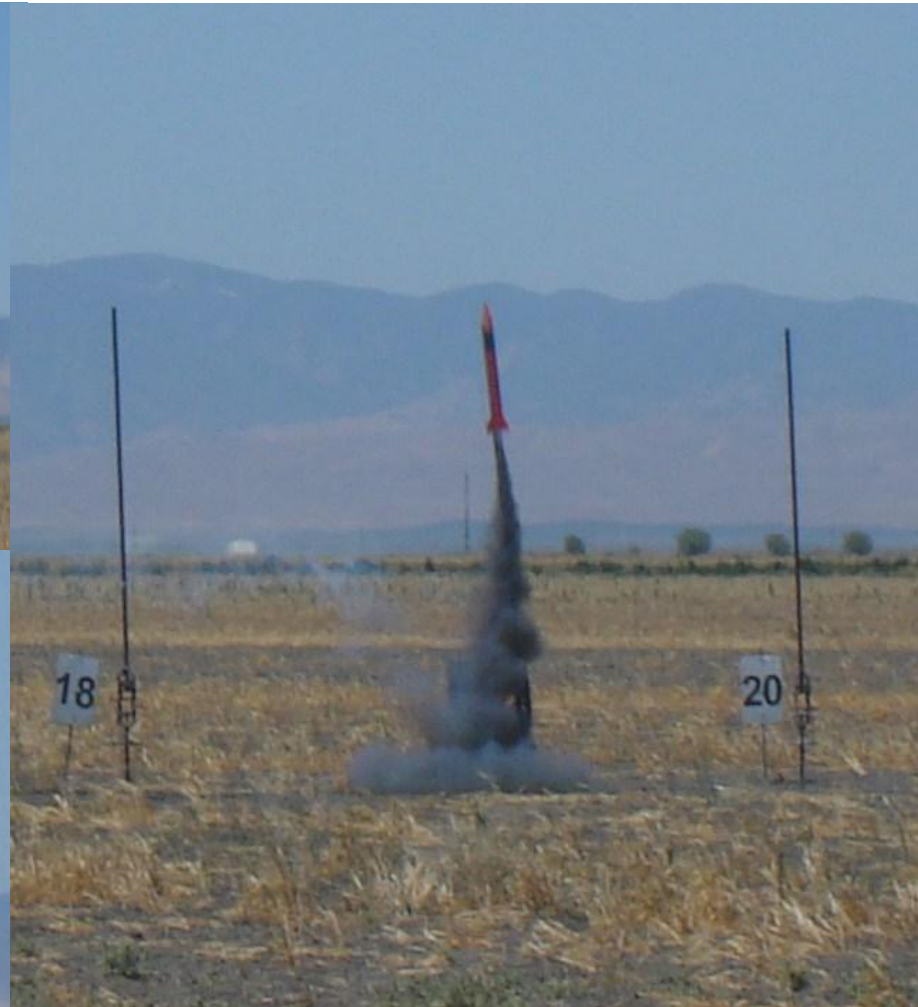
M1315 CATO

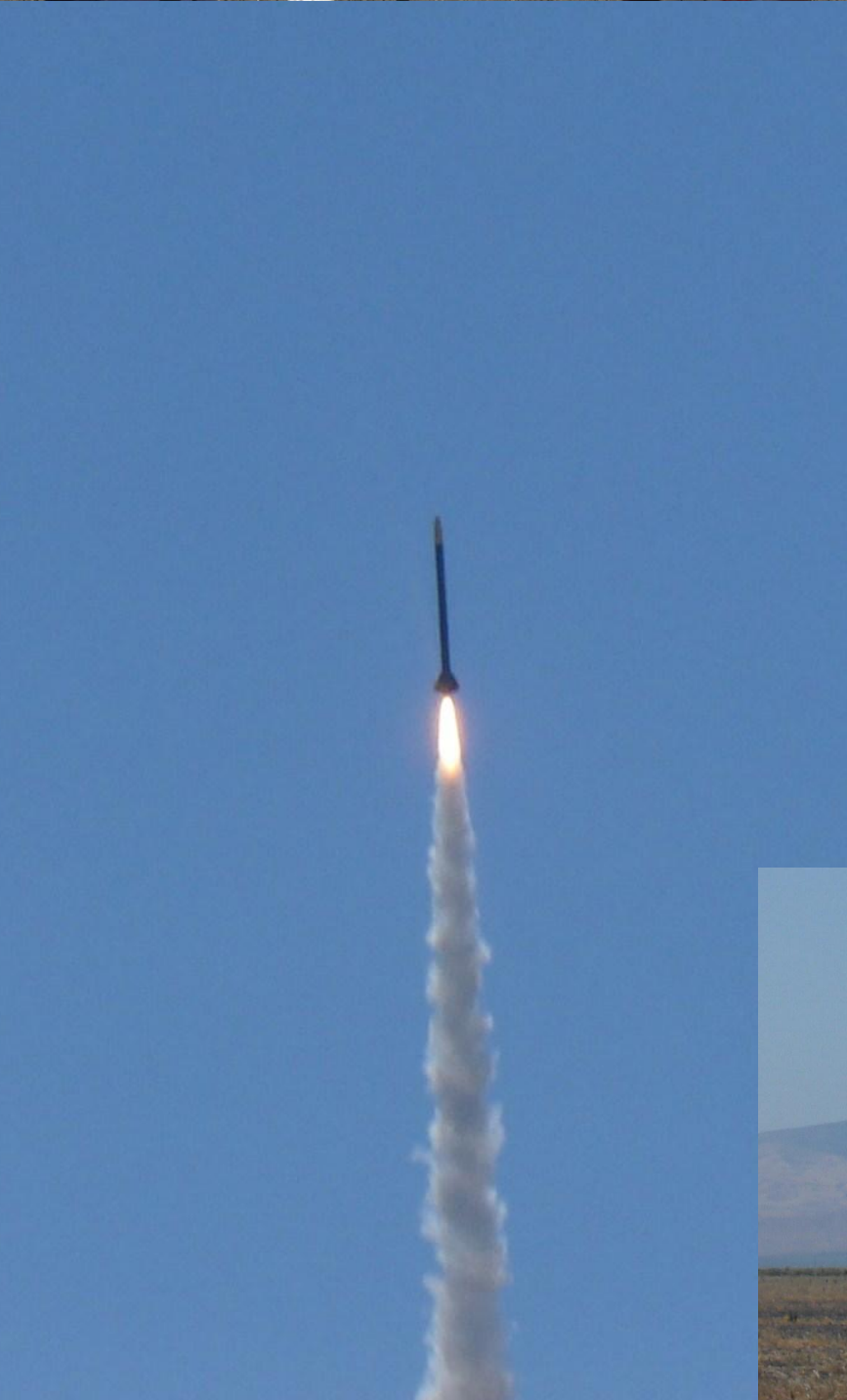




Sunday

On Sunday the heat continued and the wind picked up. There were only 60 flights on Sunday; I don't think many people wanted to chase after rockets in the heat. There was one last attempt of a 2 stage high power rocket. Cal Poly Space Systems launched their 50 pound Caution: Flammable on a M1297 staging to a L952, The second stage did not light, Undaunted, they flew the sustainer, now called Partially Flammable, on the L952. James Dougherty flew his 13 feet tall 6 inch diameter Ultimate Wildman on a M2000 Redline. Jonathon Anberg flew The Stig on a K1000. Kevin McGrath flew his LOC Bruiser on a J420, then air started 2 I154 motors.





Party like it's 2009

Next year will be the 10th anniversary Dairy Aire. Plans are already underway to celebrate. Don't miss out.

Letters to the Editor

Hi Jim:

I was getting ready to head back home to the Bay Area when I saw a white Dodge pick-up with Shawn's two stage Bull Pup in the back. Having witnessed some of Shawn's past flights (yes, I do "Fear the Polar Bear") I knew that this would be a flight worth waiting to see.

Just when it looked like everything was a go, the RSO noticed there was no flight card. (I just figured no one wanted to go on record.)

It was a very impressive looking rocket out there on the away cell, and a very nice lift off. I couldn't help but notice pieces coming off the rocket during it's initial lift off, then, more pieces were seen departing when it was clear that the rocket was in distress.

Fortunately (or unfortunately?) the sustainer did not light. In fact other than the booster the only thing that did light was Steve Maddox's field!

Thank you again Dairy Aire for another fine show!

Gary V.

Well if you would like to add a bit...

My competitor 4 CATO'd on an M1315, they think it may be due to a combination of the heat and a weak motor casing (brand X).

Rocket has flown before on an L1100 Fast Jack demo at XPRS flawlessly to 12,000' and we hoped the M1315 would take it close to 3 miles... just under the waiver.

Originally we were going to fly on an M2030 Mojave Green but that load blew on the pad and they completely confirmed (Gary and his partner from AT did) it was due to the propellant softening...

Anyways, after seeing that (and i was supposed to borrow that casing) I decided to use a more reliable motor, well in the end it didnt happen! This is the second rocket I CATO'd in a row at TCC but I did have a great flight at XPRS with the Comp 4 and have a large project planned for a TCC launch in the future.

Jordan Raice