

TRIPOLI CENTRAL CALIFORNIA
Central Valley Rocket News

Serving the Central California Chapter of the Tripoli Rocketry Association – Nov. 2005



6th Annual
October Skies Issue
2005



COVER (Clockwise from top left) – Vito and Sandy Orlandella's Who's Your Daddy? – Jack Garibaldi's upscaled Estes Citation Patriot – The Raice Family on the way to the pads with their Freedom Won.



Nathan Montalvo Photo

A graphic design for a rocket launch event. It features a rocket flying through a hole in a wall, with the text "OCTOBER SKIES" and "THE SKIES...NO LIMITS" prominently displayed. The background is a blue sky with a white rocket. The text "OCTOBER SKIES" is in large, red, outlined letters. Below it, "THE SKIES...NO LIMITS" is in smaller, red, outlined letters. At the bottom, the text "MADDOX DAIRY, RIVERDALE, CA" and "OCTOBER 14, 15, 16, 2005" is displayed in red and blue.

MADDOX DAIRY, RIVERDALE, CA
OCTOBER 14, 15, 16, 2005



CK's



Mojave Desert High Power



Discount Rocketry

What's Up Hobbies



Just Rockets

Vendors



October Skies 2005

The 3 days of OCTOBER SKIES 2005 were spectacular! Although there was a bit of weather to contend with, the 6th Annual October Skies set new records for daily and total weekend launch numbers! Rod Lovley would later comment, *"I really don't think the weather even slowed people down! What a launch!!"*

Last year's OCTOBER SKIES was, as you probably all recall, cut short by a weather front that dropped several inches of rain on Saturday night and Sunday morning, leaving the range a sticky, pasty version of mud that just wouldn't let go. The launch was cut short and left what can only be described as a feeling of wondering what could have been, a sense of incompleteness that just leaves you wanting more.

This launch would be approached with a feeling of redemption, of completing that task and making up for last year's loss. But, in the last few days leading up to OCTOBER SKIES 2005, the specter of bad weather was once again rearing its ugly cloudtop. The predictions were for clear skies and 90 degrees on Friday (WOO HOOO!)... and 65 degrees with wind and rain for Saturday and Sunday (#%*(\$^^&*%...DANG!) NOT AGAIN!!

As it turned out, the launch was a fantastic success. Although there was a smattering of rain on Saturday morning and a persistent wind all day, it was a record setting day with 243 recorded launches and some 15 or 20 un-accounted "Estes" launches as we ran out of flight cards near the end of the day. There were 182 launches on Sunday and 18 launches during Friday's EX Day.

That made for an official grand total of 443 (probably over 460) launches for the weekend, and breaking our previous 1-day record of 231 flights (2004 Dairy Aire). The weekend numbers for that launch were 441. Official or not, it was a huge launch with 140+ different flyers.

FRIDAY EX DAY!

Friday was a beautiful flying day! Clear blue sky, and yes, 90 degrees! The range was assembled and tested while flyers and vendors arrived and slowly expanded the flight line to the point where it was quite a little walk from end to end.

It was a very casual morning as folks set up their camps, visited the vendors and renewed acquaintances from past launches. The first EX flight didn't go off until just after noon.

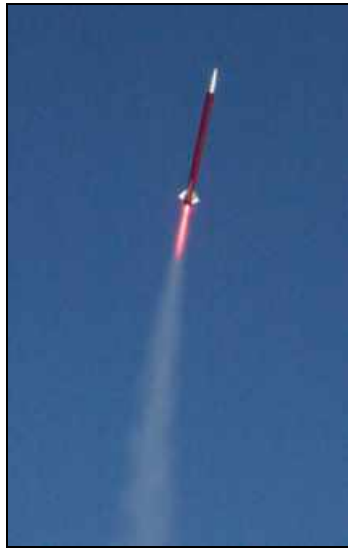
The first to set to the skies was Hulan Matthies of Lake Elsinore. Hulan's 52 inch yellow *Tri-Star* carried an ALT S1 altimeter and lifted off on 3 Kosdon G75S's. The cluster was a nice start to the weekend, but unfortunately, the rocket suffered an airframe separation on ejection.

Next up was Dave Raimondi of San Jose flying his 50 inch red and silver *XCaliber* on a Wimpy Red I240. The *XCaliber* topped out at 3346 feet and

recovered via dual deployment handled by a GWIZ MC.



Hulan Matthies' *Tri-Star* is the first flight.



Chris & Dave Raimondi's *XCaliber* takes off on an I24WR.



James Marino's *Schitzengitz* lifts off on an L1280 WR

For his first flight, Sacramento's Jeff Proschold flew his "definitely green" *Green Monster* on an S.O.D. K1500. Weighing in at 42 pounds, the 10 foot by 7.5 inch Monster was armed with an Adept Timer and a GWIZ accelerometer for recovery.

Jeff's 10 pound *Jaded* stood 84 inches tall and used an Adept altimeter for a "mains only" recovery. This rocket was powered by an S.O.D. J800 for another nice flight.

Fresno's own Mike Smith came out next to fly his venerable *My Mistress* on a Kosdon J345 Slow motor, sans electronics.



Mike Smith and his *My Mistress* under Kosdon Power.



Jeff Proschold's *Green Monster* powered by an SOD K1500.

The Sutchek family (Paul, April and Sabastian) flew April's *KISS* rocket (lip prints everywhere) on a Wimpy Red motor of unknown impulse. The red rocket and red flame were a nice match.



Also among the EX flyers on Friday was James Marino of Tracy. Propelled by James' Wimpy Red L1280, the fiberglass green, 21 pound, *Schitzengitz* rode up on a long red flame for an awesome flight. Onboard electronics was a GWIZ MC for dual deployment. Nice flight James!

The last EX flight of the day was by Lee Teicheira of Clayton. Lee's *Estes Maniac*³ used a GWIZ MC and was powered by another Wimpy Red. This WR was an L1150 to motate the 8 foot tall multi-colored upscale of the Estes Maniac.



Lee Teicheira's *Maniac*³ on an L1150 WR.

On Friday alone, Chris made 7 Estes flights with 7 different rockets.

The day had started out with a clear blue sky. Not a cloud to be seen. By the end of the day, the sky was almost entirely filled with high wispy clouds and a haze on the horizon.



Sunset on Friday evening. - James Strong Photo

Interspersed among the other flights throughout the day, San Diego's Andy Woerner (WHAT'S UP HOBBIES) was flying his new unpainted *Pyramid Rocket*. Andy flew it on several different powered motors with varied results. The first flight was a bit underpowered and did a cruise missile to the east just off the rail. Andy later bumped the power up a bit and opted for rail-less launches. The resulting flights were straight up and stable. Cool!



Andy Woerner's *Pyramid Rocket*.

Also scattering flights through the course of the day was little Christopher Raimondi, who turned out to be "frequent flyer" of the weekend. On

SATURDAY

At 6am, just as we set out to drive to the launch from our home in Merced, the rain began. That sinking feeling just got deeper and deeper. The rain was fairly heavy but as we drove south on HWY 99, I could see the horizon lighting up from the rising sun and it appeared to be a cloudless horizon.

By the time we reached Kerman, the sky was blue, albeit windy. Maybe we would escape the rain after all! About an hour after our arrival at the launch, the clouds we thought we had left behind had enveloped the launch area.



Windy conditions on Saturday morning. Jim Norton Photo

Just as we were prepping our first set of rockets, the rain started coming down. It was thankfully a brief shower that barely wet the dairy soil. That was to be the only rain we would get. However, THE WIND continued on through the entire day at a steady 15-20+ mph and gusts that just about took the shades away! There was a lot of chasing of drifting rockets.

My attention would be diverted from my usual photography duties on Saturday as we had invited our Cub Scout Pack to attend and fly some rockets.

Oh and did they fly. After sorting thru the flight cards, it turns out that the McSwain Pack 82 Cub Scouts, and their various siblings, accounted for 53 of the Saturday's 250+ flights. Impressive!



Scouts & parents line up for RSO inspection.

It was the first time to launch a rocket for many of the scouts and a definite first time at a high power launch. They all had a GREAT time!! Mrs. Walker and I, along with the other leaders and parents, spent the morning getting the scouts oriented in the flight card routine and trained in wadding, parachute and igniter preparation. It was all worth it to see the excitement and enthusiasm as they launched their rockets and oohed and aahed at the high power stuff!

McSWAIN PACK 82 sends their thanks and appreciation to Tripoli Central California!



Scouts lined up in front row for the group photo. Nathan Montalvo Photo

About mid morning Gary Vielbaum was flying Frank Luchelli's *Big Mac* rocket on a long burn L330. The Mac arced over but there was no chute ejection and it came in ballistic, destroying Frank's rocket. No particular reason for the failure was found.

[See Gary Vielbaums Photo Page]

There were a number of spectacular rockets that were to launch this weekend and I'm sorry to say that I missed many of them on Saturday. Luckily for me, several put off launching until Sunday in hopes of better conditions.

One that I missed was Paul Sutcheck's custom *Fat USA*. Standing 30 inches tall, 6 1/4 in diameter and weighing 16 pounds, Pauls rocket had a central k550 and airstarted 3 H180's. A GWIZ 800LC was on board for electronics.

Another was Jack Meredith's scratch built, 81 inch tall green *SCUD*. The SCUD was powered by an M1315 and had 2 ALTACCS on board for recovery.

Just about noon, I looked up from our scout group and saw Jack Garibaldi and crew setting up his massive up-scaled *Estes Citation Patriot* at the away pads. I excused myself from our camp and headed out to see the goings on. I wasn't going to miss this one!

Jack's Patriot stands 13 feet, 6 inches tall displaying a very detailed, original Estes paint scheme thanks to Tango Papa decals and an Estes style parachute by Rocket Rage. It weighed in at 132 pounds, loaded.



3 Garibaldi generations gather for the *Patriot's* launch.

“LOADED” is the key term here. This “beautiful beast” sported a central M2505 surrounded by 3 L750’s... ALL LIT ON THE PAD!! I was actually a bit surprised at liftoff at just how quick it left the pad. I typically can anticipate the launch by listening to the countdown but just as the countdown hit 3...2...1... The motors were up and going and the Patriot was ON IT’S WAY!! It was a stunning flight with a flawless recovery! The pictures just don’t do it justice! [You can find more information on Jack’s beautiful creation in the picture page section.]

The weekend had a side interest going as there had been a call for all BIG DADDY’s to fly, big or small. There were a number of pumped up versions of the Estes kit flying on D’s, E’s, F’s G’s and even H’s and J’s!!



The business end of some Big Daddys.

In the “original scale” category, George Morgan and Jim Norton flew their *Big Daddy’s* on D12’s. Ben Sandoval flew his *Rocket Rocket* on a G40 and a G54. And the team of Storm McNerney and Amanda Kaestner flew theirs on a cluster of 1 E9 and 8 C6’s! Wow!!

On the bigger side, Terry Swift’s 30” *Big Daddy Plus* was powered by a G80 and Bobby Wright’s 4” diameter *Red Daddy* flew on an H148!

Some, myself included, chose to create an even bigger version of the popular Estes Kit.

After Jack’s launch I had made my way back to our camp to finish prepping my *DEF DADDY* for a pre-arranged drag race with Lance Wright. My 6” diameter *DEF DADDY* vs Lance’s 7.5” diameter *BAD DADDY*. Both powered by J540 Redlines!

The somewhat smaller *DEF DADDY* left the pad first by about a second or two that probably

seemed to be an eternity to Lance. Both rockets streaked skyward on long red flames for great successful flights. They of course seemed to drift forever!



[Editor’s Note: *DEF DADDY* was unofficially disqualified as it appears that there was some igniter doping on the part of the Walker team that accounted for the head start. (HEY, how many drag racers reveal ALL there secrets??)... A rematch is in the works!]

The Biggest Daddy of the weekend, Sandy and Vito Orlandella’s *Who’s Your Daddy*, would wait for Sunday.

While I was out chasing down *Def Daddy*, Vito was setting up his *Polecat Nike Smoke* for his Level 3 certification flight. Powered by an M1939W the *Smoke* soared skyward to a perfect flight to garner Vito his L3 cert. He would need it for Sunday (hint, hint)! Congratulations Vito!

Walker Team Rocketry’s *DARTH D2* (R2D2 Gone Bad!) made a return flight for October Skies having made a successful maiden flight at Dairy Aire. The May flight saw *Darth* fly without his legs for stability and weight concerns on its first flight.



Gary Walker preps *Darth D2* before lift off on a K695R.

This time however, *Darth’s* legs were left intact and a larger motor installed to offset the

additional weight. Weighing 35 lbs and powered by an Aerotech K695 Redline, Darth leapt off pad 14 and weather-cocked directly over the heads of spectators along the flightline to a maximum altitude of maybe 500 feet! Needless to say, my heart was in my throat as I expected an imminent disaster!

Just as I was about to faint, and Darth was arcing over the crowd, the 10' red chute ejected and Darth drifted safely back and landed right next to pad 14! Afterwards, a rattled Gary Walker was heard to say, "I planned it that way..... really!"

Flying some more K's during the day were Hulan Matthies, Breck Lietz and Greg LaFramboise. Hulan flew his yellow *Super Tethys* with an added payload bay and a boattail on a Kosdon K400S. Breck flew a white *Vertical Assault* on a K1100 and Greg's black 72 inch *FarSeer* went up on a K550.

SUNDAY

Sunday was a beautiful day for rocketry. The temperature was in the 70's and the wind and clouds had gone.

Gary Vielbaums immaculate 32 pound *Black Brandt* was one of the first flights of the day. Packing 2 ALTACCS, a Walston tracker, CD3 and a PRMII, it launched on an L1120 for a beautiful flight to 8400 feet.



Mark St. Germain and Gary V. compare Black Brandts.

A real crowd pleaser was the "Baby Sponge Bob" launched by Sebastopol's Leah Von Ehrenkrook and Paul Sutckek. This was the most unstable

looking rocket I think I've ever seen. The Sponge was 18 inches wide and Bob stood 22 1/2 inches tall and weighed over 26 pounds. Sponge Bob rocketed into the sky beautifully on a K650T and recovered nicely with a GWIZ LC 800 popping the chute and trailing smoke as it descended! Great flight guys!



This guy needs no introduction...

Leah and Richard Von E. also flew a 3-stage *Pringle Eater* with 4 D11's in stage1, a D11 in stage 2 and topping off with an E9. Huh, and I've been throwing those cans away!

Jay Easley had a couple of good flights. His red *PML Eclipse* roared into the blue on a K1100 using the CPR 3000 system for recovery. He also flew his copper 2-stage *Thunder and Lightning* on an I285 with an Accufire timer in the booster, staging to an I212 with a Co-Pilot unit in the sustainer.



Jay Easley's Thunder & Lightning.

Mike Smith would return to fly his *My Mistress* Nike Smoke on a K700 W. Mike's Black Sky altimeter reported an altitude was 6635 feet and landed about a mile away. It suffered a broken fin, but Mike was happy with the flight!



Mike Smith's Nike SMOKIN' on a K700!

Terry Swift cornered the K-motor flight market on Sunday with no less than 3 K-powered flights. His 72 inch dayglo yellow *Firestorm* launched on a K530. Terry's 64 inch *Polecat Nike Smoke* flew twice, once on a K650SS and once on a K570... both with motor ejection.



Terry Swift's Firestorm on a K530.

Richard King's 36inch by 7.5 inch "*GOT M?*" *Chubsy*, seeming to glow with that blue and lime green paint job, was a real sight as it streaked skyward on a long blue flame generated by an M2400. Talk about short, fat rockets with a lot of punch! An ALTACC was used to blow the main at apogee.



Ain't that M2400 Blue Thunder Flame sooo cool!

Rod Lovley's boldly painted orange and khaki green *Honest John* flew on an increasingly popular Ellis Mountain L330 with a 9 second burn. The Polecat kit weighed in at almost 17 pounds and Rod used an Olsen M2 for the electronics. Rod would later report... "*It is one of Andy's kits that I really beefed up. The Olsen M-2 altimeter read 4558 which I thought might be a little low since it seemed like it went much higher. The rocket separated at apogee into 2 pieces with separate chutes to eliminate any zippers. I strongly recommend it to all!!*"



Rod Lovley's Polecat Honest John with an Ellis Mtn. L330.

Among his other flights during the weekend Mark St. Germain had his red, white, and blue *Miss Riley* rocket to fly on a J350. This rocket is from the *October Sky* movie, and is a real beauty with the spun aluminum nozzle. Very appropriate for October Skies! Thanks Mark.



Mark St. Germain's *Miss Riley*.



Freedom Won going away before the air-starts.

Jordan Raice, along with his dad Jeff and other family members, launched their awesome 9.5 foot tall, red, white and blue *Freedom Won* with a central L730 and airstarting 2 J400's at 4.3 seconds into the flight. Electronics included a Perfectflite MAWD and a Perfectflite timer but there were some recovery problems that Jordan would later talk about.... "The main chute did fully inflate just before being hit by a section of the rocket. The chute didn't tangle but simply deflated and came down like a streamer (force of air kept it from opening up). But the rocket had minor cosmetic and no structural damage so it will fly again".



The Raice's load up *Freedom Won*.

Flying one of his scale V2's, 70 inches tall and "painted like an R1", Brian Weese once again made it look like the German's were on the march, helmet and all. The V2 had a spectacular launch on an L850, but suffered a zipper on ejection of the chute. Brian has since reported that it is already repaired!



Brian Weese's V2/R1 on an L850.

There was one particular rocket that was the hands-down favorite for quickest-off-the-pad rights. Randy Helmonds loaded up his 55 inch tall, 2.6 inch diameter *Grey Ghost* with a Kosdon J1000. That's a burn time of 0.6 second out of a 29mm motor, 33 inches long! It was like Thor was striking the earth with his big hammer as the Ghost left the pad with a thunderous BOOM! Randy noted that "It would hit mach within the first 100 feet!! Or CATO!" It didn't cato!



The J1000 is prepped.

Some of the other familiar flyers taking advantage of Sunday's nice weather were Scott Christiansen flying his 7 foot *Purple Pete* on a K550, Lee Teicheira with his 6 foot, white and brown *Kan Hauler* on a J800, James Marino's *Tripoli Central California Archer* (complete with TCC launch logos) on an I357, Brett Wilkins (CK's) launching his new *Phobos* on an H242, Larry Frieson (Mojave Desert High Power) flying an *Amraam II* with an H238, and outgoing TCC president, Scott Eakins, flying his 2 inch diameter *One Ugly MOFO* on an I134.

Of course there was the Big Daddy craze on Sunday too. Among them were Jim Norton's *BD* on a D12, Ben Sandoval's *Rocket Rocket* on a G75, and James Marino's *Big Daddy Deluxe* with a central F39 and air-starting 2 C6's.

Topping out the 19 inch wonders though was Richard King's all fiberglass 19" *Big Daddy* flying again on a J800! He might deny it, but he probably started this whole "Big Daddy thing".

With "no room" for electronics, recovery is handled by a "REWARD IF FOUND" announcement on the PA system. It worked!

Capping off the whole Big Daddy thing was Vito and Sandy Orlandella. Their *Who's Your Daddy?*, was flown as a dedication in honor of Vito's recently deceased father. He was surely looking on proudly.



Nathan Montalvo helps the Orlandellas load up WYD?

Who's Your Daddy, standing just about 6 feet tall, weighed in at 70 pounds and looked every bit the perfect upscaled Big Daddy. The business end was loaded to the hilt! A central M1600R was surrounded by 4 J380 Smokey Sams. ALL lit on the pad!





Sandy & vito with WYD? - Nathan Montalvo photo

The liftoff was stunning! The flame color combination was brightly contrasting and WYD? roared off to what had to be the weekend's highest flight. Vito later reported a peak altitude of over 14000 feet! Awesome!!



There were many great rockets and flights throughout the weekend. I would love to be able to include them all, but space and time don't allow the luxury. Everyone who attended seemed to have a great time, even those who had flight failures and in spite of the weather.

Thanks to all the folks who stepped up for RSO, LCO, registration and raffle duties.

Thanks are also extended to the vendors who came out to support the launch and who supplied many great prizes for the raffles....
CK's - *Brett and Crystal Wilkins*
Discount Rocketry - *James Myers*
Just Rockets - *Scott Ulrey*
Mojave Desert High Power / RocketMotion -
Larry Frieson
What's up Hobbies - *Andy Woerner*

Thanks are also extended to Alpha Graphics of Clovis for the great OCTOBER SKIES LOGO and Rod Lovley for the shirt sales.

See you next time! -*Gary Walker*

THANK YOU!!

Steve Maddox and the Maddox Dairy for providing a great launch site and for your continued support!

Flyer Listing

Charlie (unknown last name)
Dave (unknown last name)
Nikolas (unknown last name)
Amy Andrews
Anna Andrews
Justin Andrews
David Arrate
Brian Atamian
Michael Atamian
Mark Bosca
Darren Boyajian
Earl Boyajian
Harrison Boyajian
Kevin Brown
Scott Christiansen
Robert Clancey
James Cole
Jerry Cole
Brian Dalby
Jason Daniel
David Delancey
Robin Delancey
Gary Dwyer
Jay Easley
Ryan Fisher
Eric Frazier
Rod Freeman
Larry Frieson
Drew Gleason
Kyley Heggen
Merle Heggen
Randy Helmonds
Thomas Helmonds
Philip Hofman
Richard Hofman
Michael Hoskins
Andy Hudson
Bradley Hudson
Amanda Kaestner
Richard King
Alex Klein
Matt Klein
Ted Klein
Wil Ladewig
Greg LaFramboise
Charlene Larsen

Donna Larson
Mike Larsen
Russ Larsen
Breck Lietz
Kate Lippold
Warren "Scotty" Lippold
Rod Lovley
Larry Lynch-Freshner
James Marino
Rose Marino
Hulan Matthies
Sterling Mayberry
Kevin McGrath
Storm McNerney
Gary Mekeel
Alan Mendersee
Spenser Mendersee
Jack Meredith
Mesa Rocket Club
Rick Miller
George Morgan
David Morini
Dominic Morini
Mike Munneke
Emily Myers
Jim Myers
Norm Newlon
Jim Norton
Chris Nuno
Sandy Orlandella
Vito Orlandella
Jeff Proschold
Bill Puckett
Sarah Puckett
Erica Raice
Jeff Raice
Jordan Raice
Christopher Raimondi
David Raimondi
Jodie Reitz
Cyrus Romance
Kevin Rose
Ben Sandoval
Lauren Sansen
Kyle Sansen
Alexandria Schipper
Chris Schipper Sr.
Chris Schipper Jr.
Benjamin Schipper
Tim Sheehan

Ron Sherril
Ben Smith
Mike Smith
Rick Snow
Aidan Sojourner
Cliff Sojourner
Jeanne Spohn
Derek Stavenger
Shawn Stephens
Jonathan St. Germain
Mark St. Germain
Adam Sullivan
John Sullivan
April Sutcheck
Paul Sutcheck
Sebastian Sutcheck
Terry Swift
Lee Teicheira
Chris Uffelmann
Duane Uhl
Leah Von Ehrenkrook
Richard Von Erhenkrook
Gary Vielbaum
Curt Walker
Gary Walker
Brian Weese
Brett Wilkins
Andy Woerner
Bobby Wright
Lance Wright

McSwain Pack 82 Flyers

Jessee Espinosa
Eric Estes
Sean Estes
Steven Estes
Shane Gillard
Dylan Jennings
Cole Pennington
Andrew Skidmore
Drew Terry
Matthew Traverse
Nathan Traverse
Brandon Walker
Christopher Walker
Michael Walker
Jeremy Witt

Letters to the Editor

As always you guys and girls did a great job and deserve praise.

Thanks,

-Jack Garibaldi-

Hi all,

Well what a great launch, eh?

I'd like to thank everyone who helped to pull off yet another October Skies, especially the Rocket Gods who didn't allow it rain on us this year (well maybe just a little).

I'm sure you've all seen the story that the Fresno Bee ran on Monday, and if not it can be accessed via their website at

www.fresnobee.com Search for rocket.

I've already had 3 individuals asking about joining after seeing the article! We also were picked up by the wire service, view the attached message to see the blip that ran in the San Diego Paper.

Again, thanks to everyone for attending, and next years Dairy Aire 06 should be a Blast.

Until next month,

-Scott Eakins-

[Editor's Note: The above mentions an article in the Monday, Oct. 17th Fresno Bee titled "Rocket Event is a Blast!" by Sarah Jimenez with pictures by Craig Kohlruss. The picture below, taken by Nathan Montalvo, shows Ms. Jimenez interviewing Merle and Kyley Heggen.]



Here's the link to the pic [of Terry Swift.]
http://www.signonsandiego.com/uniontrib/20051017/news_1n17rocket.html

-Ben Sandoval-

Gary,

Your droid's flight was magical!...Did anyone get actual video of your droid's return to earth? Coming back in over the crowd seemed so surreal - rather unnatural - sorta slow motion...

-Richard King-

[No videos that I know of..-GW]

The stats are in and I just finished cleaning all of my cases. Missile Works put it at 5,438ft AltAcc data below. [see photo pages]

-Jack Garibaldi-

Gary

Okay here are the Raimondi Stats:

EX day, Xcaliber on a James Marino EX I200, 3342 feet, landed just past the end of the flight line.

Sunday, Xcaliber on an H242, 2243 feet.

Christopher, Frequent flyer award!

-Dave Raimondi-

Gary,

We had a blast at October Skies. I am sending some Big Daddy photos. [See photo pages]

Best regards,

-Lance Wright-

Hey Gary,

We even had some flights with no flight card because we were getting low. They were all Estes. 20 or so? I would say we had a record for sure!! I really don't think the weather even slowed people down!

What a launch!!

-Rod Lovley-

Hello Gary,

Hopefully I'm not too late; I just was hoping to add a quick blurb about my October Sky's 2005 experience for the newsletter.

I received a crash course in how to build Public Missiles kits; basically how to deal with Quantum tubing. My rocket flew perfectly before on an H-180, but moving up to the I-366 made it perfectly clear that epoxy alone wont hold the rocket together. So my rocket started off fine, but at about 200 feet the motor just shot completely through the body. The motor mount came loose, flew up through the body, and basically tore my rocket apart. While picking up debris, I realized that everything initially held together with epoxy had sheered off. Not only the fins, but literally every single epoxied joint failed.

Luckily all pieces were eventually recovered, except for the launch lugs that may still be on the launch rod!

So the lesson learned was to never glue a smooth surface to another smooth surface. You gotta go in and rough up the area to give some valleys for the glue to grab on to. I never realized the true magnitude of the forces generated by a high powered rocket engine!

October Sky's was a wonderful time, and can't wait for Dairy Air. Until then, I'm repairing my disabled rocket, and see if it can't be nurtured back to flying shape in May!

And on a final note, I sent my friends young son an Estes starter set. He, his little sister, mom, dad, and grandma all came out and had a great time. Even though we were only shooting off A's and B's, it was obvious that rocketry was far, far cooler then they were expecting. Pretty soon, every kid in the park was gathered around in awe as they watched the Alpha III go up again. My friends kid was ecstatic! I must admit I'm a bit of a "rocket pusher"; I try to get kids hooked on rocketry.

Sincerely, Dave Renneker

<http://www.mrdinnersf.com>

Hi Gary,

Sorry I took so long getting back! Anyways my Honest John came in at 15.8 pounds with the Ellis Mountain L330. It is 84" in length and 5.5 in Dia. It is one of Andy's kits that I really beefed up. The Olsen M-2 altimeter read 4558 which I thought might be a little low since it seemed like it went much higher. The rocket separated at apogee into 2 pieces with separate chutes to eliminate any zippers. I strongly recommend it to all!! Anyways the rocket landed very close, just to the next field over due south. It got very very little scratches I think I can buff out. The rocket will fly again someday. I am starting a new project for next year, a 7 foot X15 and hope to fly at October Skies.

Thanks again for the great pictures!!!
-Rod Lovley-

Hi all,
Missed the GREAT October Skies, was off getting married & on honeymoon!!!

The September launch I lost my Lil' Nuke... went mostly at a low angle away on an H50. Orange & red. If any news please let me know.

Thanks,
Dale S. Soutas

THANK YOU!!
Steve Maddox and the Maddox Dairy for providing a great launch site and for your continued support!

Tripoli Central California

Tripoli Central California is a chapter of the Tripoli Rocketry Association, an international organization dedicated to high-power rocketry and governed by safety rules promulgated by state and federal agencies. Founded in the mid-1990's, Tripoli Central California welcomes new members. Annual dues are currently suspended. For more information, call one of our officers, check out our club hotline at 559-447-5888, or see our web-site at ...

www.tripolicentralcalifornia.com

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Photos contributed by Nathan Montalvo, Jim Norton, Steve Sawyer, Jeff Stout, James Strong, Lance & Bobby Wright, Gary Vielbaum.

EX MATH



NASA concepts of the next generation Crew Exploration Vehicle, CEV (above) and heavy lift cargo vehicle (below). ~ Photos courtesy NASA



THANK YOU!!
Steve Maddox
&
Maddox Dairy

File Name: upscale patriot10-15-05.DAT
File Size: 8196 bytes
File Date: 10/18/2005
Calibration File: C:\PROGRAM FILES\FLIGHT ANALYZER\DATA
Launch Site Altitude: 233 feet
Launch Site Pressure: 234

AltAcc Plus One Gee: 127.0000
Flight Mode: Main Only

Main Fired at: 16.7500 sec (5395 ft AGL)

Max Pressure Altitude: 5395 ft @ 16.7500 sec
Max Inertial Altitude: 4842 ft @ 16.6875 sec
Maximum Velocity: 616.55 ft/sec @ 3.3125 sec
Maximum Acceleration: 240.37 ft/sec² (7.5G) @ 0.4375 sec
Minimum Acceleration: -85.70 ft/sec² (-2.7G) @ 3.8125 sec



626% UPSCALED ESTES CITATION PATRIOT

Diameter: 10.25"

Length: 13' 6"

Empty weight: 102 lbs

Loaded weight: 132 lbs

Motor Configuration: Central 98mm and three 54mm's

Motors loaded: three L730's and one M2505

Total impulse: 15,745 ns (3,542 lb/s)

**Electronics: One Altacc2c, one Missile Works RRC2X, One Missile Works WRC2X
(last resort chicken switch)**

Deploying Main Parachute at Apogee.

Estimated Altitude: 5,100 ft (last flight 5,300ft)

Original Estes Parachute custom made by Rocket Rage. (Carl Delzell)

Custom Decals made by Tango Papa Decals.

**Airframe tubes, motor tubes, centering rings by Andy Woerner-What's Up
Hobbies.**

Launch pad: Rod Lovely and Jack Garibaldi .

Ground support: Tony Accurso

Technical support by Tim Lehr (Wildman Rocketry)

**Thanks to Estes-Cox Corporation for blessing the project. Especially Mary
Roberts-Manager of Technical Services.**

Video and camera 's: Gary walker, Nathan Mantalvo and son's.

Last but not least a huge thanks to TCC

Thanks to all, Now let's fly this beautiful beast

Jack Garibaldi



Photos by James Strong







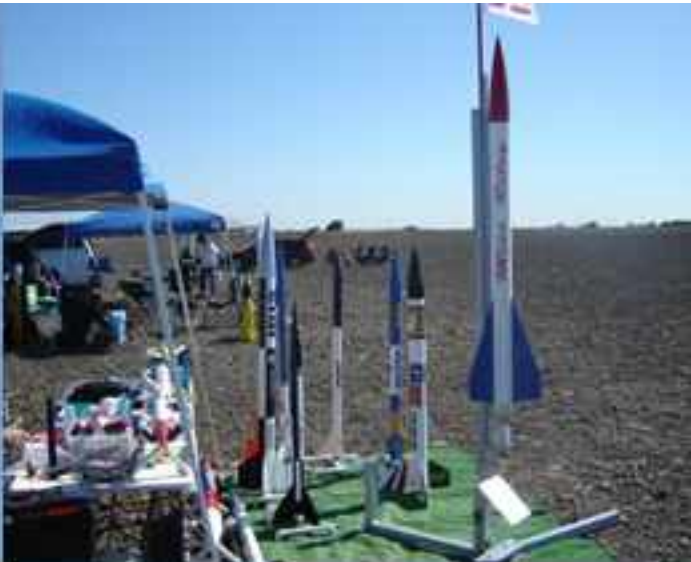
Photos by
Nathan
Montalvo





Photos by
Nathan
Montalvo





Photos by Jim Norton





Photos by Jim Norton



Photos by
Jim
Norton





Steve Sawyer Photo

Top Photo –Richard King, Rick Snow, Scott Eakins and Frank Kosdon watch the Grey Ghost go "Outasight" on a J1000!

Bottom Right – Richard King recovers his 'GOT M?'

Bottom Left – Mark St. Germain preps his Patriot.



Steve Sawyer Photo



Steve Sawyer Photo



Gary & Frank Luchelli's Big Mac flight failed to deploy the parachute



Photos by
Gary
Vielbaum

Gary Vielbaum & his Black Brandt



Big Daddy's come in all sizes – L to R – Jim Abrames, Richard King, Bobby Wright, Gary Walker, Lance Wright, Sandy & Vito Orlandella

**Photos by
Lance &
Bobby Wright**



Lance Wright (Bad Daddy) and Gary Walker (Def Daddy) get ready for the drag race.



Bad Daddy and Def Daddy survive to fly again. It must have been the awesome speed that ripped off Def Daddy's decal.



Def Daddy soars while Bad Daddy sits on the pad. Bad Daddy took off a second later. (We need to have a discussion about igniters)



Lance recovers Bad Daddy. Does the thumb signify a good flight or is he just looking for a ride back?



Gary Walker Photos



Gary Walker Photos



Gary Walker Photos



Gary Walker Photos

