

FLIGHT LOG

August 7, 2005

<u>#</u>	<u>Name</u>	<u>Manuf./Model</u>		<u>Manuf./Motor</u>		<u>Result</u>
1	Mark Beever	Estes	Maxi-Alpha III	Estes	D12-3	GF
2	Mark Beever	Estes	Flying Saucer	Estes	B6-0	GF
3	George Beever	NCR	Big Brute	AT	G64-7RMS	GF
4	George Beever	Semroc	Sky Hook	Estes	A8-5	Lost
5	George Beever	Rocketpad	Honest John	Estes	A8-3	GF
6	Larry Gerlach	Estes	Silver Comet	Estes	D12-5	GF
7	Larry Gerlach	Estes	Big Bertha	Estes	C6-5	GF
8	Dale Greene	Scratch	Javelin 4.0	AT	G40-4	Sep
9	Dale Greene	Estes	Super Big Bertha	Estes	D12-5	GF
10	Dale Greene	NCR/Estes	Big Brute	AT	F50-4	GF
11	Tom Ha	Estes	Skywriter	Estes	A8-3	GF
12	Tom Ha	Estes	Fat Boy	Estes	B6-4	GF
13	Tom Ha	Estes	Mach 12	Estes	C6-5	GF
14	Tom Ha	Estes	Stretch Cobra	Estes	C6-5	GF
15	Tom Ha	?	Jenny	AT	F20-4	Sep
16	Rick Hackman	Scratch	XR-141 B-2	Estes	B6-4 X 2	GF
17	Rick Hackman	Scratch	XR-140 B-1	Estes	B6-4 X 2	1/2GF
18	Rick Hackman	Scratch	XR-139	Estes	B6-4	GF
19	The Spencers	Scratch	Short Fat Rocket	AT	G80-7	GF
20	John Yost	Ed Miller	UFO	AT	D21	GF

Considering the obstacles that we had to overcome to get this launch in, this was one of those “glass half full” or “glass have empty” deals. Or something philosophical like that. The big obstacle of course was the weird weather. It was as predicted – warm, humid, possibility of thunderstorms – and the breeze came and went, sometimes taking models with it. Sometimes it put models back down within whistling distance of the pad.

After a short equipment delay [is that like a “wardrobe malfunction”?] we got things going around 2:00PM. One of the first flights proved that Dale Greene, despite his reservations about clustering composites with Copperheads, really does know his stuff about ignition. He advised me to invest in some “Twiggys” to light reluctant, old reloadables – and he was right! I used one to finally light that G64 that drove me to distraction at the July 3 launch. Of course, it lit the delay train, which in turn ignited the propellant grain, leaving the 7-second delay modified to about 1 second, but as Dale says, “it’s a feature, not a flaw”.

The bad news is that we’ll see Mick Spencer’s *Short Fat Rocket* no more. After a great boost on an Aerotech G80, the breeze kicked up and sent it into a thigh-high soybean field, never to be seen again. The same happened to my Semroc *Sky Hook*, but then again that was only a \$6 model, not nearly what Mick had invested in his rocket.

Dale Greene did save a surprise for us, though. He flew his Estes/NCR *Big Brute* on an F50. That's right, a whimpy little F50. I don't think he's ever flown that model on anything less than a G before. Must be jet lag from his trip to NARAM-47 that blurred his judgement.

It wouldn't be a SPAAR launch without two things – Larry Gerlach flying his ancient *Big Bertha*, and Rick Hackman flying a variety of original designs. Larry celebrated his birthday by once again tempting fate by flying his *Big Bertha* on a C6-5 – and Rick launched two jet bomber look-alikes on twin engine clusters. One worked, and one well.....didn't. He always shows originality though.

Around 3:30PM we started hearing the rumble of thunder to the west, and Tom Aument arrived and told us that there was a severe thunderstorm warning on for York County. That explained the thunder to the west. It also made sense to start packing up, which we did!

We hope the small turnout at this launch just means that a record number will attend the launch at Ft. Indiantown Gap on September 4!