

FLIGHT LOG

September 4, 2005

<u>#</u>	<u>Name</u>	<u>Manuf./Model</u>	<u>Manuf./Motor</u>	<u>Result</u>
1	Cam Aument	Scratch	The Gray Thing	AT F52-8T GF
2	Cam Aument	Scratch	The Gray Thing	AT F52-8T GF
3	Cam Aument	Scratch	The Gray Thing	AT F52-8T GF
4	Mark Beever	Estes	Snitch	Quest C6-0 GF
5	Mark Beever	Estes	Flying Saucer	Estes C6-0 GF
6	Mark Beever	Estes	Deep Space Transport	Estes C6-3 GF
7	Mark Beever	LOC	Viper III	Estes D12-7 x 3 GF
8	Mark Beever	LOC	Viper III	Estes E9-6 x 3 GF
9	Mark Beever	Estes	Maxi-Alpha III	Estes D12-3 GF
10	Mark Beever	Estes	Maxi-Alpha III	Estes D12-3 GF
11	George Beever	Estes	Maxi Honest John	Estes D12-3 GF
12	George Beever	Estes	Patriot [Pro Series]	Estes E9-6x2,D12-0x2SEP
13	George Beever	LOC	Lil' Nuke	AT E28-4RMS GF
14	George Beever	Dr. Zooch	Saturn V	Quest B6-4 GF
15	George Beever	Rocket Pad	Astron Starlight	Quest B6-4 GF
16	Donald Brubaker	Estes	Big Daddy	Estes D12-5 GF
17	Mike Brubaker	Estes	Fat Boy	AT D9-4RMS GF
18	Mike Brubaker	Launch Pad	Nike Hercules	Estes D11Px2, D12-0,D12-5
19	Jim Cox	Estes	Silver Comet	AT G40-7 GF
20	Jim Cox	LOC	Viper IV	Estes E9-8 x 4 GF
21	Dale Greene	Estes	Super Big Bertha	Estes D12-5 GF
22	Dale Greene	Scratch	RotaRoc	Estes B4-2 GF
23	Dale Greene	Estes	Fat Boy	Estes C6-5 GF
24	Dale Greene	Scratch	Javelin 4.0	AT G40-4 GF
25	Dale Greene	Estes/NCR	Big Brute	AT G40-7 GF
26	Dale Greene	Estes	Big Bertha	Estes C6-5 GF
27	Rick Hackman	Scratch	B-1 Vulcan	Estes C6-5 x 2 1/2GF
28	Rick Hackman	Scratch	Interceptor	Estes A8-3 GF
29	Rick Hackman	Scratch	Iron Bomb Mk 2	Estes D12-7 GF
30	Chris Land	PML	Quantum Leap II Booster	AT G40-7 GF
31	Chris Land	PML	Quantum Leap II Booster	AT G40-7 GF
32	Chris Land	PML	Quantum Leap II Booster	AT G40-7 GF
33	Chris Land	Scratch	Target John	AT G40-7 GF
34	Chris Land	Scratch	Cringing Dale	AT G80-7 x 2 GF
35	Chris Land	Scratch	Cringing Dale	AT G40-7 x 2 GF
36	Cory McClintock	Estes	Alpha	Estes 1/2A6-2 GF
37	Cory McClintock	Estes	Big Bertha	Estes C6-5 GF
38	Cory McClintock	Estes	Blue Ninja	AT F12 No Chute
39	Cory McClintock	Estes	Blue Ninja	AT E30-7 GF
40	Cory McClintock	Estes	Blue Ninja	Estes D12-7 GF

41 Cory McClintock	Estes	Big Bertha	Estes	C6-5	GF
42 Cory McClintock	Scratch	Army Ordinance	Estes	C6-3	UNS
43 Cory McClintock	Estes	Big Bertha	Estes	A8-3	GF
44 Cory McClintock	Estes	Alpha	Estes	C6-5	GF
45 Cory McClintock	Estes	Alpha	Estes	A8-3	GF
46 Cory McClintock	Estes	Alpha	Estes	C6-5	GF
47 Cory McClintock	Scratch	Army Ordinance	Estes	C6-5	GF
48 Cory McClintock	Estes	Blue Ninja	Estes	D12-7	GF
49 Cory McClintock	Estes	Blue Ninja	Estes	D12-7	GF
50 Ron Saul	Estes	Guardian	Estes	C6-3	GF
51 Ron Saul	Aerotech	Mustang	AT	F23-7	GF
52 Ron Saul	Thrustline	Black Shadow	Estes	C6-5	GF
53 Ron Saul	Thrustline	Pumpkin Head	Estes	D12-5	GF
54 Ron Saul	Quest	Iquarus	Estes	C11-5	GF
55 Ron Saul	Quest	Iquarus	Estes	D12-5	GF
56 John Yost	Scratch	Grumpy Martian Dog	Estes	D12-3	GF
57 John Yost	Scratch	Grumpy Martian Dog	Estes	D12-0/D12-3	!!!
58 John Yost	Ed Miller	UFO	AT	D21	GF
59 John Yost	Ed Miller	Shuttlecock	Estes	A10-P	GF

The September 4 Sport Launch

-or-

THE FLAP AT THE GAP

Sorry – I couldn't resist.

After a couple of false starts and dead ends over the years, and after several months of hard work, meetings, and planning, a Sport Launch was held at Ft. Indiantown Gap on September 4 by SPAAR [503] and Penn Manor TARC Team [647].

The weekend actually began at 3:30PM on Friday afternoon when Chris Land, Dale Greene, and George Beaver attended a mandatory range safety briefing given by the Pennsylvania Army National Guard. This briefing covered all groups, military and civilian, who wish to make use of the facilities at "the Gap". The one and a half hour session was followed by a 40 question written exam. These guys are serious!

The first model rocket flight ever lifted off the pad at 11:40AM – it was an Estes *Snitch* flown by Mark Beaver, powered by an Estes C6-0. After that, eleven other flyers flew until about 5:00PM, getting in a total of fifty-nine flights.

All but a handful was successful. Ron Saul flew a really nice Quest *Iquarus* a couple of times. He was also seen with a very sharp looking Aerotech *Mustang* around the range head, but I didn't get to see it fly. And of course, Chris Land continued to drive Dale

Greene somewhat nuts [there's an oxymoron for you] by clustering G motors in his *Cringing Dale*. This time, however, he didn't use Crapperheads to do it. That made Dale feel a little better. We're not sure just what *Target John* was or means, but I know John survived because we left at the same time and there wasn't a rocket sticking out of his car or anything.

Besides the *Snitch*, Mark also flew his LOC *Viper III*, a birthday present that he built last month. It flew great on a cluster of three D12-7's and then again on three E9-6's, although an 8-second delay may have been better. Jim Cox also flew a *Viper IV* on E9's for a nice flight, as well as an Estes *Silver Comet* on a G40. Dale Greene flew his big scratchbuilt *Javelin 4.0* on a G40-4, which had a perfect deployment of the two chutes. Cory McClintock was one busy guy with fourteen flights. One flight in particular was incredible, a *Blue Ninja* on an E30. Cam Aument flew a model he called *The Gray Thing* three times on F52 reloads. He calls it that because, well, because it's gray.

And then there were a couple of flights that were, shall we say, "noteworthy"? George Beever loaded up an old Estes Pro-Series *Patriot* with two E9-6's and two D12-0's. Sounds good in theory but in practice it wasn't. The initial boost was fine, but when the D12's burned out they had a bit of a kick-back effect – which caused the nosecone to come off a bit early, which threw the whole thing out of whack – and after thrashing about the sky for about half an hour the ejection charges on the E9's broke the shock cord. Off went the nosecone with parachute attached, never to be recovered. This elicited the comment from Mike Brubaker of "Well, if it was easy, everyone would do it." This, because just prior to this his beautiful *Nike-Hercules* came to grief for reasons that I still can't figure out. It also boosted out fine, but at the point of staging, parts went everywhere. Then there's the odd tale of John Yost's *Grumpy Martian Dog*. He launched it early in the afternoon as a single stager on a D12-3 for a great flight. The second, two stage flight with a D12-0 added was mystifying. It lifted-off great, then seemed to take it's own sweet time staging, almost laying over in the process. Then, after the second stage finally ignited, it appeared to us on the ground that the 'chute ejected awful early. To his credit, John knew right away what had happened. He had inadvertently reversed the motors – the D12-3 was in the first stage and ignited the D12-0 in the second. I do not believe there was any damage, and it was one cool flight!

A big thanks to everyone who did range duty, and a real big ATTABOY to Chris Land for all of his hard work to make flying at Ft. Indiantown Gap and reality – we are the first to ever do it. The next launch there is scheduled for November 25, but don't forget SPAARSPAM, which I believe has been moved to October 2 at Penn Manor.