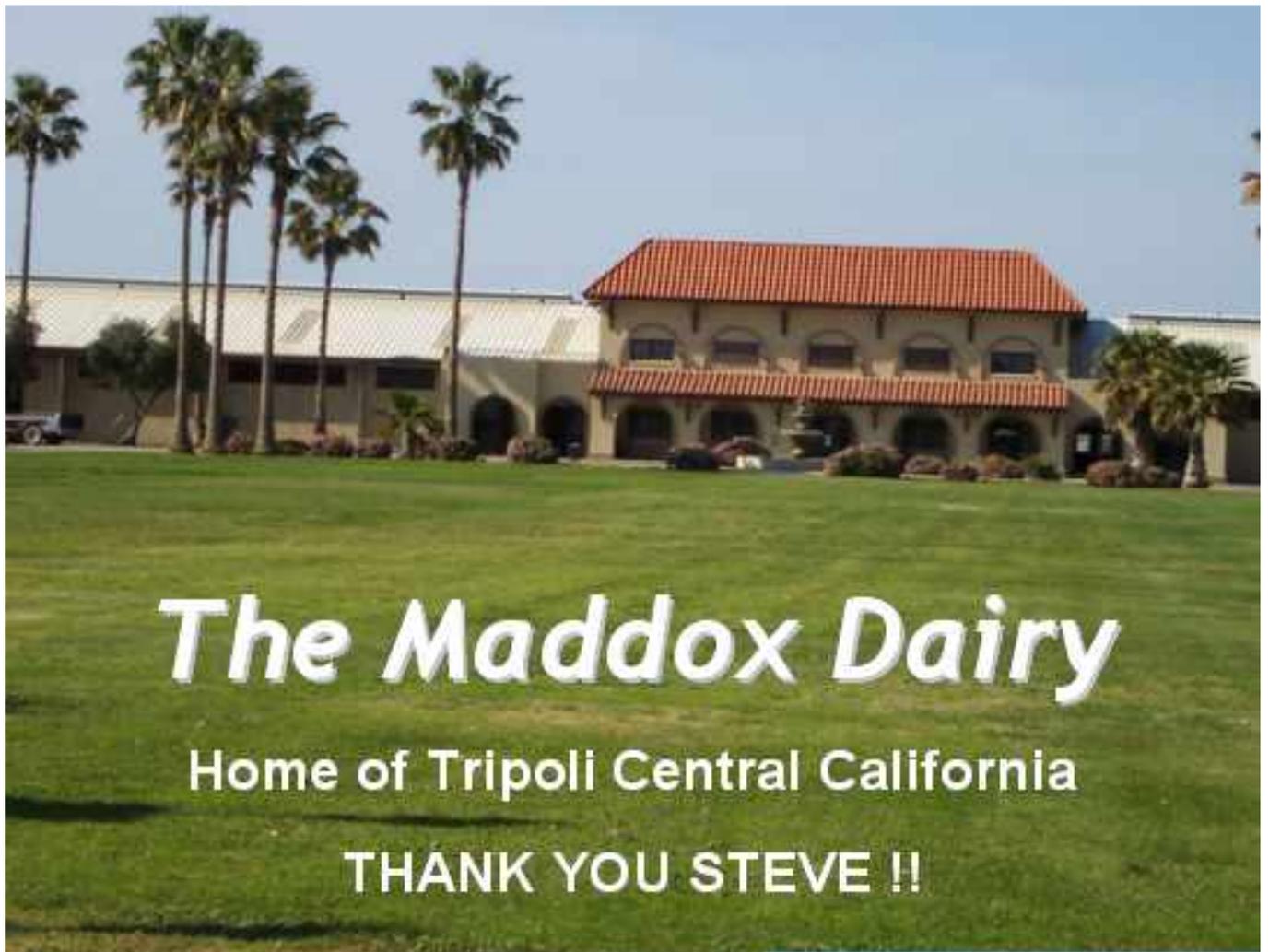


TRIPOLI CENTRAL CALIFORNIA Central Valley Rocket News

Serving the Central California Chapter of the Tripoli Rocketry Association - July 2005





The Maddox Dairy

Home of Tripoli Central California

THANK YOU STEVE !!



Steve Maddox receives a "THANK YOU" from TCC President Scott Eakins



Shootin' the breeze with some vendors and flyers.

Dairy Aire - 2005

“A LONG TIME AGO ON A FAR AWAY DAIRY, COWS DARED TO REBEL AND FIGHT THE ROCKET EMPIRE...” So began the embedded message on the new DAIRY AIRE shirt logo from Clovis’ ALPHA GRAPHICS. In honor of the release of yet another Lucas film, the theme for Tripoli Central California’s 6th Annual DAIRY AIRE launch was DAIRY AIRE WARS.

Now I didn’t personally witness any rebellious bovine wielding light sabers at this year’s event, but there were plenty of rockets, flames, smoke, and yes the occasional debris field.

As you all know, the central California weather had been a bit unpredictable this spring, forcing the cancellation of our first 2 launches, and the few weeks leading up to Dairy Aire were no different. Rain was being predicted for the Sunday of Dairy Aire, dredging up some rather soggy memories of last fall’s OCTOBER SKIES launch that had rained out on Sunday. I’m still picking hardened mud out of those shoes.

But the rocket gods were merciful and the entire weekend was what might be described as a classic California weekend with blue skies and high temperatures in the 80’s and low 90’s.

FRIDAY

While there are always a variety of capable EX flyers on EX Day, the most recent king of EX at DAIRY AIRE has to be level 3 flyer James Marino of Tracy. James has been casting and flying his “Wimpy Red” propellant, among others, for the last few years. Let me tell you right now that there is nothing “wimpy” about James’ propellant.

James’ first rocket on the pads was his *Marginal At Best* weighing in at 16 pounds and standing 7 feet tall. Armed with a GWIZ MC, *M.A.B.* was stuffed with a K600 Everclear motor and ready to go. Unfortunately, when the button was pushed, the motor CATO’d and scattered the rocket to the wind.

Undaunted, James picked up the pieces and prepared for another flight. This time James brought out his *Money* rocket. Clearly the biggest flight of the day, James’ all black *Money* stood 9 feet tall and 6 inches in diameter and was powered by an M2400 Wimpy Red. With an expected altitude in excess of 10,000 feet,

GWIZ and Olsen M2 altimeters were on board for recovery.

This time, as the countdown reached zero, *Money* leapt up from the pad with a roar on a huge column of red flame and climbed nearly out of sight. The electronics did their job and *Money* landed safely several fields to the northeast.



James Marino’s MONEY on a M2400 - GW photo

James finished out his day with his 60 inch *Babylon Sister* on an I150 Wimpy Red and a GWIZ MC for recovery.

Another major flight of the day was flown by Rob Wegner from Grass Valley, up northern California way. Rob's yellow and black *Goblin* was 8 inches in diameter, stood 78 inches tall and tipped the scales at 30 pounds. The *Goblin's* power plant was a Kiwi Green L1000 that really lived up to its name. The yellow airframe trailing a bright green flame was really different. Rob's onboard GWIZ did its job faithfully deploying the mains at apogee and the *Goblin* recovered for a classic flight.



Rob Wegner's L1000 powered *Goblin* - GW photo

Rob also flew a 28 inch *Alpha Upscale* on a G65 and an Estes *Big Daddy* on a 24mm Sparky Black motor.

Steve Kendall of San Jose made a couple of EX flights on the day as well. Steve loaded up his grey 46" *Little John* with a J450 Wimpy Red for a real nice flight and used a 3-grain Black Smokey (BS)

propellant for a slow "H" burn in a yellow PML *Phantom*.

Rocklin's Dave Kenyon made 3 flights on the day with his fleet of yellow rockets. An I285 powered Dave's 4 foot tall *Little Mac* to over 4000 feet. His *Thud II* was loaded with 2 G64's for the only cluster flight of the day and his custom built 24 inch *Lil' Mo'* went up on a G80.



Dave Kenyon prepping his *Little Mac* - GW photo

Not to be left out of the EX frenzy, Tripoli Central California's President, Scott Eakins teamed up with coastal hopping Mark Canepa of South Carolina. It seems Scott had a batch of sugar motors that had been in storage since about 1998 and he figured they had aged just enough.

Scott supplied an "H" sugar motor to fly in a rocket Mark had left with Scott before moving across country. Yes, Mark was here for the launch! The combined effort was called *AH, SUGAR SUGAR*. But on ignition, the motor CATO'd on the pad, taking Mark's rocket with it.

A later static test of another motor from the same batch also cato'd, so Scott asked that we pass on this little bit of wisdom to those

of you building these motors, “Apparently, sugar motors don’t store well.” A fact not lost on some other potential flyers of Scott’s motors who were quickly removing them from their rockets. OOPS.



Scott Eakins readies SUGAR SUGAR! - GW photo

Tim Gubbins flew his 6 foot, black and yellow *Bumba* on an I 285 with a GWIz for electronics, while his son Travis and daughter Natalie warmed up the Estes pads for the Saturday crowd flying their *Race Rocket* and *Sky Writer*, among others.



Tim Gubbins at the pads with BUMBA - GW photo

Near the end of operations on Friday, Fresno’s own Mike Smith made his sacrifice to the rocket gods with the flight

of his 5.5 inch Polecat *Nike Smoke*. Powered by an Ellis Mountain K600, Mike’s *My Mistress* left the pad cleanly, but a thrust ring failure allowed the motor to push up through the airframe and spread its contents around the range. Sorry Mike.

As a backdrop to all of Friday’s EX activities, Doug Gerrard of Socorro, New Mexico was busy assembling his huge aluminum launch tower for his planned flights on Saturday. In addition to some cool rockets, Doug’s payload specialty is high-speed movie cameras. No, not video, FILM! To augment his onboard flight movies, Doug’s launch pad is equipped with booms and stands that hold numerous cameras and camcorders to capture the launch. Way Cool!



Doug Gerrard (center) gets some assistance assembling his tower from Mark Canepa (L) and an unknown helper(R) - GW photo

Just as Doug’s tower grew and grew as the day went by, the relatively leisure atmosphere and pace of launches on Friday was giving way to anticipation of the “official” start of Dairy Aire on Saturday morning. The flight line was growing with an ever increasing row of shades, tents, cars and motor homes, and a wide variety of rockets and workmanship was on display. Dairy Aire was about to get seriously underway.

Use the FORCE Bessy!



SATURDAY

To kick off the launch, 2 flyers agreed to do a simultaneous launch (drag race?) at the very end of the playing of the *Star Spangled Banner*. Doug Gerrard who had spent the previous day setting up his awesome launch pad would launch his 7 foot *Mars Snooper III* on a K780R and The 2 Brians (Brian Weese and Brian Dalby) would launch their beautifully detailed, 6 ½ foot tall *Saturn V* on a J415. At the appointed moment and the button was pushed, Doug's Snooper streaked skyward on a column of red flame and smoke. A few short moments later the Saturn V also took off with a roar. Wow! What a way to wake up the crowd!

Doug's Snooper was equipped with an AltAcc for recovery, and the Snooper came back down safe and sound. The Brians' Saturn, using motor ejection ("we don't need no stinkin' electronics"), had a delay that was a bit too short and zippered just before apogee. The Saturn's upper sections ripped apart as they separated from the booster at speed, but we were all assured that a repair was possible. Great show guys.



Doug Gerrard & the Mars Snooper III - Sam Montalvo photo



Brian Weese & Brian Dalby & their Saturn V - Sam Montalvo photo

David Flynn, of Santa Clarita, was another early flyer that the crowd was waiting to see. David's awesome 92 inch, 4 inch diameter 2-stage *Omega 4K* was set to boost on a J800T and stage to a K185W. Onboard electronics was a single Control unit from Defy Gravity to handle the staging and dual deploy recovery. The payload section was packed with a Cineroc camera.

The Omega surged off the pad on a bright blue flame and as the J800 started to fade, we all seemed to hold our breath waiting for the second stage to light. Right on cue the long-burn K185 came to life and the Omega just kept on truckin' on a dense column of white smoke. The "up" part was great.

Dave would later relate a few problems with the "down" part. Apparently the drogue failed to deploy, so when "the main chute was deployed at 600 feet and 200+ mph", the airframe suffered a "big zipper". To add insult to injury, the rocket and camera landed in a field being irrigated. The

drenched camera was dead and no pictures. DANG!



Dave Flynn & Doug Gerrard ready the Omega - GW photo

On the very next launch cycle, San Jose's David Raimondi brought out his brightly painted, red, white, and blue PML *Quantum Leap II*. This David's 2-stage was armed with a J800T in the booster, an I218 in the sustainer and a GWIZ MC in each for recovery. Once again, the J800 gave up the required kick for the initial part of the flight, but the I218 in the sustainer failed to light. The electronics did their jobs regardless. The whole stack made it up to 4000 feet and the booster and sustainer were both recovered for another flight. Dave vowed to return on Sunday for another try.



Dave Raimondi's Quantum Leap boosts on a J800T - GW photo

Brian Weese would return in the mid morning for a flight with his really cool *F104G*. Standing 50 inches tall and weighing in at 8 pounds, this thing really looks bold on the pad. This was the first flight of the F104 and it would be powered by an I366R. After lifting off on a bright red flame, the F104 arced over to the west. The ejection charge fired, but the chute didn't separate fully and the rocket slammed into the ground pretty hard damaging the upper tube. BUMMER!



Brian Weese with his F104 - GW photo

Brian is a real fan of scale rocketry and his attention to detail is a real inspiration for others, like me, who dream of their rockets looking "like the real thing." Whether it's his Saturns, V2's A4's or his F104, they are all works of art. I'm sure the F104 will be back.

Doug Gerrard's next flight was his 9 foot, red and yellow custom built *BDCR*. A GWIZ MC would handle the recovery and the

payload was a Photosonics 1VN 16mm high speed movie camera capable of 200 frames per second. Weighing in at 44 pounds, what with camera and all, the power plant would need to be up to the challenge. Doug chose an L1150R to carry the rocket and its payload aloft.

With the assistance of a few TCC officers and other volunteers, the *BDCR* was slid onto Doug's launch rail and the tower was lifted into position. Doug proceeded to prep the rocket, arm the electronics and double check his array of pad cameras, one of which is a swiveling camera that rotates upward to follow the rocket on liftoff. What a set-up! I admit it, I was a bit jealous.

Liftoff was a really colorful event. Bright rocket colors, big red flame, big launch tower and a cloudless blue sky all combined for a beautiful flight. Now I'm just waiting for a chance to see the resulting film footage!



Doug Gerrard's *BDCR* drapes a smoke curtain over the tower.
Photo by Richard Cloak

Speaking of film footage...Dave Kenyon was back from his flights on Friday with a custom yellow, 8 foot rocket dubbed *Hy-Po*. Powered by a K550, onboard was a digital video system that recorded the entire flight, start to finish. The flight was flawless, but the landing was complicated a bit by some power lines all the way over at Kamm Ave. SHOCKING! You can download a video of the flight and resulting fireworks at Dave's Web-site:

<http://astronomy.sierracollege.edu/Department/MeteorCamera/rhp/indexr.html>

Richard King, TCC's Treasurer, brought his supersonic *Big Daddy* out for its second flight in as many Dairy Aires. Richard's *Big Daddy* is an exact scale replica of the Estes version, but that is where the similarity ends! Richard's is all fiberglass and powered by a J800T! SAY WHAT? Yes, this little baby disappears in a puff and a pop.



Richard King's *Big Daddy* is returned! - GW photo.

Richard had announced a reward for the return of his *Big Daddy* before the launch to help keep all the eyes possible on its flight path. Money still talks and within an hour or so, 2 young ladies (guess who!) came walking in from the fields with the *Big Daddy* in hand. Forty bucks well spent!

The “big dog” of the day was Larry Hobbs of Bakersfield. Larry and some helpers carried his 11 foot 8 inch tall, 10 inch diameter Polecat *Nike Smoke* out to the away pad for the only ‘M’ powered flight of the day. With redundant electronics including an AltAcc 2C, a Missile Works RRC2 and an RC2 Remote, Larry was taking no chances at getting this big boy back safely. It was going up on an M1939.

The moment of ignition was awesome. A huge cloud of white smoke with a central glow surrounded and almost engulfed the Nike as it seemed to pause momentarily and then quickly rise straight up into the sky to over 8000 feet, leaving behind a thick trail of white smoke. At apogee the drogue was ejected and the mains deployed at around 1000 feet. A really impressive flight!



Larry Hobbs' Nike Smoke lifts off on M1939 - Mark Canepa photo

Steve Sawyer's *Silver Bullet* was another impressive flight on Saturday afternoon. This 6 inch diameter, stretched Magnum stood 8 feet tall and was fitted with an AltAcc 2a and Perfectflight altimeters. The big Blue Thunder K-motor roared off the pad trailing a bright blue flame (kinda reminiscent of an AMW L700 Blue Baboon). Nice flight Steve!



Steve Sawyers Silver Bullet - GW photo

Stockton's Jack Garibaldi, known for always pushing the envelope, took it relatively easy on Saturday. He flew his gold 7 ½ X 57 inch Polecat Thumper, the *G-Unit*, on a K660, his *G-Money* on a J295 and his *LOC IROC* on a J330, all Cesaroni motors. Jack would return on Sunday

All the way down from Eureka, Drew Gleason joined the K-motor frenzy flying a red and green *PML Eclipse* on a K185 with a PML Co-Pilot for recovery. Drew also had his 4 foot *Mach Itch* going up on an I435 for a real scorcher.

There were many unique rockets flown over the course of the weekend. One of them was Paul Lane's of Rodeo. He flew a black and yellow cluster rocket called *Dirty Pair- Duce*. With a 4 inch diameter and standing 5 feet tall, the *Duce* sported a pair of I287 Smokey Sam motors that produced a really distinctive inverted 'V' of black smoke on liftoff!



Paul Lanes Dirty Pair of I287's -Greg Morgan photo

Paul also put up his 18 pound, 6 ½ foot *Mr. Green* powered by a K660 Cesaroni motor and a LOC Stovi motivated by a cluster of 6 Estes E9's and a central F12!

Another cool cluster flight was Rob Wegner's yellow *Goblin Upscale*. This 2.6 by 26 inch rocket took off on 7 C6-5's and a central E9. All lit on the pad with a black powder flash pan. Smokin'!

Ah yes, Smokin'. Tim Gubbins had to be the winner of the most colorful motor

failure of the weekend. Not to minimize his many other flights throughout the weekend, including his Level 2 certification with his *Bumba* rocket on a J350, but Tim's custom built *Big Daddy*, powered by an H128 breathed fire and smoke like no dragon I've ever seen.

The motor failed just after liftoff and the chute was ejected at a low altitude. The *Big Daddy* drifted back to earth in a plume of smoke and flames and proceeded to burn profusely on the ground. There wasn't much anyone could do at that point, but we did get some great pictures ;-) Sorry Tim, but it was WAY COOL!



Tim Gubbins' ill-fated Big Daddy. Tim says that a PHOENIX DADDY is in the works - Photo series by Sam Montalvo.

Sunnyvale's Terry Swift is a real regular at the dairy and was busy flying most of the weekend. Terry flew a 5.5 inch *Nike Smoke*

on a K650 SS, motor ejection, a fiberglass *Giant Leap Firestorm* on a J400SS, an *October Skies 2004* commemorative kit on an H165 R and a *Cosmodrone Nike Smoke* on an Ellis Mountain G20. Busy, Busy!

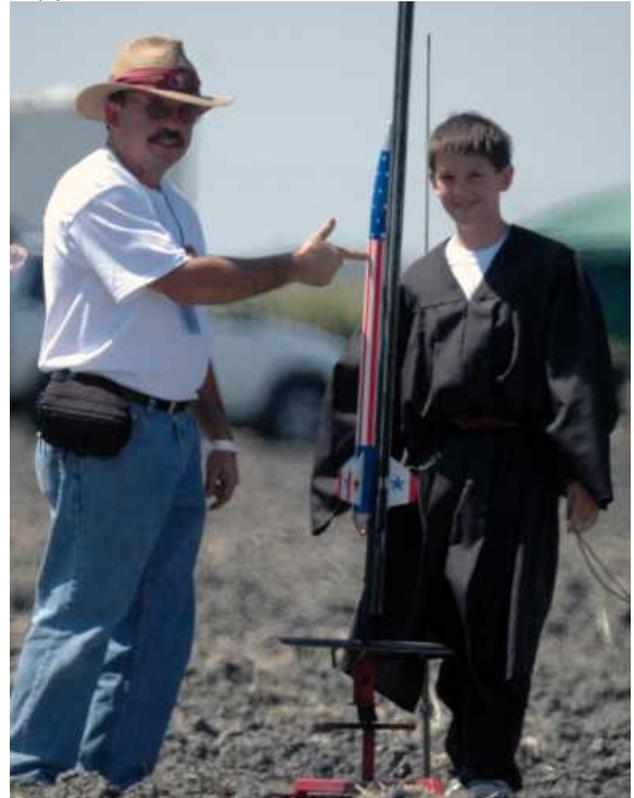
Jordan Raice also had numerous flights all weekend with several rockets. Included in those were his 5.5" *Nike Smoke* that went up Saturday on a K570 to just over 5100 feet and again on Sunday on a K530 SS to 4100 feet. Both great flights.



Jordan Raice (right) & assistants with his Nike - GW photo

One of the younger flyers on the day, and there were many, was Michael Walker who was chomping at the bit to fly something all day long. So he helped dad prep their red, white and blue LOC *October Skies Special* and put in an F50. The up part was fine, but on ejection, which was a bit early, we noticed something tumbling down free of the rocket. As it came down we realized that

the nose cone had ripped free, but as the main rocket and nose hit the ground, it was evident that no real damage had been done. Yippee!



Michael Walker & Dad with their LOC October Skies rocket. Greg Morgan photo

The large number of flights over the weekend kept all the volunteers busy. There were 180 flights, including model, mid and high power on Saturday alone! Flyers ranged in age from maybe 5 years old to... well, just older. But young or old, the excitement of seeing your rocket leave the launch pad and soar into the sky is the same.



A flyer ante's up at the RSO table. - Richard Cloak photo

Saturday Night

Well, if you've attended a Dairy Aire before, you know that Saturday night is party night. Just as the last rockets of the day were drifting to the ground, the smell of Bar-B-Q was wafting through the air. Many folks had come prepared to cook for themselves, but some took advantage of the vendor who had come and cooked BBQ chicken, ribs, beans and all the fixings (Delicious Barbecue and Catering).



Guys & Gals hangin' out around dinner time
Mark Canepa photo

While we fixed our dinner plates, a blues band (3 Guys Playin' the Blues) had set up at the RSO area and was warming up. After a few songs, even one of the attending flyers jumped into the mix. GET DOWN!



3 Guys Playin' the Blues (plus 1) - Sam Montalvo photos



Did someone say food? - Sam Montalvo photo

As the sun began to set, Doug Gerrard set up his 16mm projector and was showing films of some of his previous rocket flights with on-board footage. Duane Uhl was also setting up his projection screen to begin showing movies after dark.



The Girls from the Dark Side got the best of Darth Michael - GW

When the movies were over, and I had released Darth Michael from some rebellious "girls from the dark side", my sons and I hit the sack in our van in anticipation of the next day. We had a flight to prep for in the morning.



A Central California sunset. - Sam Montalvo photo

SUNDAY

All day Saturday, as flyers came up to the RSO table to register or go out to fly, they were greeted by what I would later learn was one of Sunday's most anticipated launches.



Travis & Natalie Gubbins with DARTH D2 - Tim Gubbins photo

Walker Team Rocketry's special project, to go along with the DAIRY AIRE WARS theme, sat on a wagon, beeping, booping and whistling at passers-by. "Is THAT a rocket?", some could be heard to say.



WTR just before Darth D2's maiden flight - Greg Morgan photo

Yes, this was *Darth D2, A Good Droid Gone Bad*. All black and sporting a paint job that reflected a real bad attitude, this 35

inch tall, 14 inch diameter replica of the Star Wars character, R2D2, had most assuredly gone over to the dark side.

Around 10am, with legs removed and a set of large clear acrylic fins attached, the Walker family brought Darth D2 out for its maiden flight. Weighing almost 25 pounds and powered by a J540 Redline, the expected altitude was a mere 1100 feet. This was a definite HEAD'S UP flight.

Since the motor had been donated by a fellow flyer, Larry Hobbs, and the 10 foot Spherachute was on loan from Duane Uhl, (THANKS GUYS!!) the LCO, Richard King, announced, "Darth appears to have been gathering a lot of stuff and he might just come after YOU! So, keep an eye on this thing!"

After what seemed like a very long 5 count, WTR's Brandon Walker pushed the launch button and Darth roared off the pad on a long red flame. To the amazement and relief of everyone, (including it's builders) Darth climbed almost straight up into the sky. As we all held our breath, Darth arced over and began to descend at an ever increasing speed. UH OH!



Darth D2 lifts off on a J540 Redline - Sam Montalvo photo

Suddenly the dome of Darth's short airframe ejected and the huge chute deployed

smoothly, bringing the rocket to a safe landing. The only damage was a pair of the brittle fins snapped off on impact. Oh Yeah!



DARTH D2 under a 10 foot Spherachute - Greg Morgan photo

Another real crowd pleaser was provided by Steve Kendall of San Jose. He had, I believe, the only air-start cluster of the weekend. His 5.5" *Nike Smoke*, called the *Smokin' Roach*, left the pad on a K1100 and then air-started an I200. "It used an R-DAS with an external igniter board, and a Black Sky ARRD deployment device for the main." An additional H268R failed to light, but it didn't matter to the crowd. The ooh's, aah's and exclamations heard echoing through the crowd as the extra motor kicked in reflected their satisfaction. Awesome!



Steve Kendall preps Nike Smoke - Greg Morgan photo



The Smokin' Roach on a K1100 - Greg Morgan photo

There were no M motors lit on Sunday, but Jack Garibaldi can always be counted on to light the place up, one way or another! His smokin' red, white and blue *Ludacris II* ripped off the pad on an L850 for a real scorcher of a flight and good recovery.



Jack Garibaldi's Ludacris II on an L850 - Gw photo

As promised, Dave Raimondi returned on Sunday for a second attempt at getting his 2-stage *Quantum Leap II* through a complete flight. This time all went as planned and the sustainer's I218 lit just as the booster's J800 faded out. This time the sustainer reached 6200 feet with the GWiz MC handling the recovery again. "Perfect flight!" Congratulations Dave.

Saturday was no exception, but it seemed that the warm Sunday weather had attracted a real swarm of K-powered flights.

Greg Morgan of Clovis returned after a successful Level 2 certification flight on Saturday with a J275 to fly his immaculate blue Polecat *Blue Smoke*, on a J415 and a K550. The Blue Smoke is painted with metal flake automotive paint that is really striking and Greg's attention to detail was evident in the teardrop shaped stand-offs for the rail buttons. Sweet!



Greg Morgan's Blue Smoke on a K550 - Greg Morgan photo

Gordon Balena is another flyer that puts a lot of attention into the sparkling details of his rockets. His 3 foot LOC Warlok made a nice smokey flight on an I284, and his nicely detailed 11 foot *Jumanji* Hawk

made flights on a J275 and again on a K550.



3 generations of Balena with their Jumanji - GW photo

Jack Meredith of Modesto had a brown, 7 foot, scratch-built *Scud* boosted by a K550 and Terry Swift flew his all fiberglass *Giant Leap Firestorm* again on a K570. He also launched his *Pterodactyl Jr.* on a J350 and a *Cheetah* on an H180.

Lee Teicheira, of Clayton, had his 8 foot upscaled *Estes Maniac Cubed* take to the sky on a K700. The electronics was a GWiz MC deploying a RocketMan RC4 drogue at apogee and a RocketMan RC7 main. Weighing in at almost 14 pounds, the Maniac reached 7470 feet and a max speed of 690 mph. Lee would like to send "a big Thank You to James Marino for letting me burn his K700."

Eureka's Drew Gleason had a real nice flight of his red and grey *PML Eclipse* on a K445, again with a PML Co-Pilot handling the

chutes. Drew's orange 5 foot *George* rocket flew on a J275 with GWIZ MC electronics.

Lance Wright was one of several certification flights sponsored by RocketMotion. Lance's *El Condor Grande* (LOC Magnum) performed well with a flight on a J350W. The Condor was painted red, yellow and green like the Bolivian flag in honor of Lance's wife Nelly. Nelly would also fly her 3 foot tall *Little Condor* on an F20. Nice touch Lance.



Lance and Bobby Wright with the Condor - Wright photo

Well, these were just some of the highlights of the 2005 Dairy Aire. I know there are many other notable flights that I've left out, but the space here is limited and my memory isn't what it used to be.

PS

I would like to extend my own thanks to Nathan and Sam Montalvo, Greg Morgan, Mark Canepa, Lance Wright, Jim Norton, Richard Cloak, Tim Gubbins, Steve Sawyer and Steve Kendall for contributing pictures and commentaries for this Dairy Aire Wars Edition of the CVRN.

GW

Thank You!

We had a great group of vendors to thank. *RocketMotion*, *Just Rockets and What's Up Hobbies* had just about any rocket product you might need. Barry Lynch of *LOC Precision* was on hand for the weekend as well. He and Duane Uhl (*LOC WEST*) had set up a display of the new LOC catalog artwork. You know, the ones with the aliens! Very Cool!

CK's and Delicious Barbecue and Catering provided some wonderful food and Scott Kendall of *Sequoia Brewing Company* donated a keg of their award-winning Thunderhead Amber Ale.

As I recall, this was the first time we had LIVE music for entertainment. Thanks to *3 Guys Playin' The Blues* for the great music on Saturday night.

Lastly, but actually most importantly, THANK YOU STEVE MADDOX for supporting Tripoli Central California. Words cannot express our deep appreciation!

Suffice it to say that to really appreciate what makes a Dairy Aire launch so unique, the wide diversity of rockets and expertise, the family friendly atmosphere and the Saturday night celebration... you just had to be there!

But if you weren't... there is always next year.

Gary W. Walker
Merced, CA
TRA# 9273

STATS

Friday (EX Day) - 37 flights (including some Estes, etc.)
Saturday - 180 flights
Sunday - 131 flights

The motor Class breakdown for Saturday and Sunday went as follows...
11 A's, 19 B's, 52 C's, 29 D's, 23 E's, 32 F's, 33 G's, 45 H's, 42 I's, 37 J's, 18 K's, 3 L's, and 1 M.

13 Level 1 Certification flights, and 10 Level 2 Certification flights

Flyer's Section / Letters to the Editor
Hi Gary,
Scott here from Just Rockets
www.justrockets.com , I had a great time.
Although I was running solo that launch, I usually have a helper. Your club puts on a great launch and the people were some of the greatest I've met. Just to let you know I will be there for October Skys 2005. I have started a pre order box at the request of some of your club members for October Skies.
Thanks,
Scott Ulrey

Hi Gary:
Just a quick note to let you know how much fun we had at Dairy Aire - and that it was good seeing you be your snap happy self out on the range. My two boys got such a kick out of your DarthR2D2 (hope I got that right) - a memory they will not forget. Very cool.
Thanks,
Wil Ladewig

Hi,
Had a great time. Here's Travis Gubbins with one that didn't end up in that hellish chest-high grass.
Tim Gubbins



Hi Gary,
On a sad note, the Smoke had a killer flight this weekend at Black Rock, but due to some serious wind, it was swinging pretty hard as it landed, and cracked the body tube in two. But...the good news is that the way I built it, the body tube just slips off with four screws, and I can simply carbon up another one and slip it over the fin-can/MMT/electronics assembly, and it's ready to fly again. I even made a slotting jig for the fins, so it really is just a matter of buying another tube and spending a Saturday afternoon building another airframe. I'll look for the article in ER when it comes out!
Steve Kendall

Hi all,
Dave Kenyon sent this link for the rocket that landed and shorted on the powerline Saturday at DairyAire. Not exactly where one wants to land a rocket, but because Dave had a digital video camera installed, he actually caught the lines as they touched.
<http://astronomy.sierracollege.edu/Department/MeteorCamera/rhp/indexr.html>

Scott Eakins

THANK YOU

Steve Maddox
& The Maddox Dairy



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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Pre-Launch Meeting



L to R - Sam Montalvo, Nathan Montalvo, Scott Eakins, Mark Canepa, Rod Lovley, Richard King - GW Photo

COMING TO OCTOBER SKIES 2005

*Calling All BIG DADDY's - Big or Small!
How Many Big Daddy's can we launch at
October Skies?*

Bring yours and let's find out??



CK's



JUST ROCKETS

What's Up Hobbies

A Tribute to Vendors

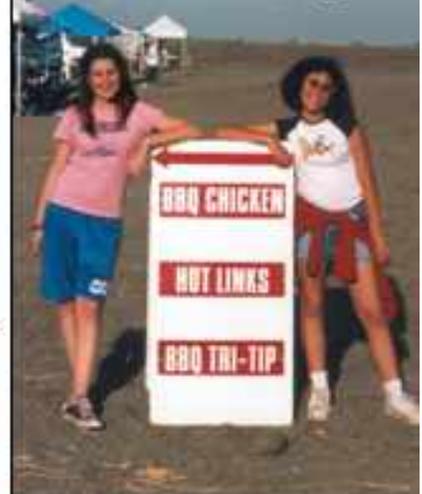
We had a wonderful time at the Dairy Aire Wars, even though we only launched two rockets. As always, we learned more about building techniques from fellow rocket enthusiasts, and appreciated how much work that Tripoli Central California does too make the launches so successful and provide certification. And, it was great meeting and thanking Mr. Maddox.

But what really struck me, was how fortunate we are to have such great vendors. While they are essential in providing us with the motors and materials for our launches, they are exceptional in their attitude, enthusiasm and willingness to assist us with their knowledge. Larry, of Rocket Motion, very generously sponsored my successful L2 flight with a J350 motor. Later, I had to wait a bit for him to get a photograph because he was patiently showing someone how to assemble a reloadable motor. On Friday, Andy, of What's Up Hobbies, provided answers to a long list of questions I had accumulated. I picked up a copy of the Plaster Blaster 3 DVD, just so I could see the triumphant launch of the humungous Vostok. I purchased one of the commemorative LOC Precision kits for my son, Bobby. It was a dream rocket for him at an incredibly low price, with \$20 going to the club. It was great to talk to Barry and Duane, of LOC Precision, and admire (and learn about) the construction techniques on some of the rockets they brought with them. I was able to get a H268R motor from Just Rockets, but more importantly get the long delay I had been looking for. And what could be better on a hot day, than a smoothie from CK's. We are warned that high-powered rocketry is an expensive hobby, but it is nice to know that your money is going to such great people.

Lance Wright
TRA# 10060



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Lance with Larry of Rocket Motion. Larry generously sponsored Lance's L2 Certification launch with a J360 motor.



Lance with his son, Bobby. Bobby supervised the construction, motor assembly, and launch preparation to ensure that his dad did not screw it up.

I've attached four photographs of my Level 2 certification flight on Sunday at the Dairy Aire Wars launch. – Lance Wright



The successful flight of "El Condor Grande". The colors are those of the Bolivian flag; Lance's wife, Nelly's, native country. The chute was successfully motor-ejected at apogee, an estimated 2,500 feet.



The recovery sight, just next to Kamm Avenue. In retrospect, the 84" chute was a bit large for the 12-pound rocket on a breezy day. Lance's goal of a soft landing was achieved at the cost of a long walk.



**Sam & Nathan
Montalvo Photos**





Greg Morgan Photos





**Richard
Cloak
Photos**







Gary Walker
Photos





Jim Norton Photos





Steve Sawyer Photo



Steve Sawyer Photo



Steve Sawyer Photo



Steve Kendall Photo



Mark Canepa Photo



Tim Gubbins Photo



Mark Canepa Photo



James Marino and his "Money" during EX Day at Dairy Aire.

This had an extremely high WOW factor on his M2500 Wimpy Red – it made mach 1.3 and nearly 10K altitude!

(Submitted by Steve Sawyer)