

Central Valley Rocket News

TRIPOLI CENTRAL CALIFORNIA

Serving the Central California Chapter of the Tripoli Rocketry Association



Special Issue

OCTOBER SKIES 2004

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The Maddox Dairy once again played host to the
5th Annual October Skies
put on by Tripoli Central California.

THANK YOU Steve Maddox!!

FRIDAY OCTOBER 15TH - EXPERIMENTAL DAY!!

Friday was a scheduled Experimental Day as has become a tradition for each of the "ALL WEEKEND" launches here at the Dairy. It was a great day for flying rockets. It was short-sleeve weather with blue skies and some high wispy clouds. Otherwise, it was clear skies and rockets would fly!

Our most recent EX launch, opening this years Dairy Aire, was dominated by James Marino EX loads. James had issued a challenge to others to get on the EX Band Wagon a few months prior to this launch, and the challenge got a good response.

While Friday was not a "busy" day, it had a good mix of flyers, rockets and EX formulations.

The first launch of the day, most appropriately I thought, was made by TCC President Scott Eakins. Sporting an Olsen M1 altimeter, Scott's olive-colored 7 lb, 48" V2 made a real nice flight on a home brewed J250 trailing some thick black smoke. Scott would return later in the day with a much larger motor!



Right on the heels of Scott's flight, James Marino threw down the EX gauntlet with his resurrected 74" white and red *Cherokee III* loaded up with a 1700 ns K825 Everclear motor. This would be James' smallest motor of the day! The Cherokee rapidly rose to almost 6000 feet on a nearly smokeless yellow/orange flame. Safely back on the ground the GWIZ MC read out 5914 feet. Great flight James!



Next up was Jeff Proschold, the EX Frequent Flyer of the day. Jeff's first of 8 flights was his 80" white and blue Binder Designs *Cobra* housing a GWIZ altimeter and powered by an I400. The Cobra rose quickly on a column of grey smoke and little visible flame. Unfortunately, there was no ejection of the recovery system, and the Cobra came in hard and hammered the airframe.



Jeff Proschold & his Cobra

James was the first to make a return flight. He brought back his *Cherokee III*, but this time it held an L1200 Wimpy Red (WR) motor. As usual, the Wimpy Red motor formula exhibited a bright red flame and lots of power. The flight progressed well to about 2000 feet or so when the Cherokee started to shred its fins and leaving a trail of debris. The chute did deploy however and the remains of the Cherokee floated to a soft landing. WOW!



Lee Teicheira's record breaking Cloud Buster

Next one out was Lee Teicheira. Lee was actually teaming up with James to make an attempt at breaking the "38mm Long Motor Team Altitude Record". The rocket was Lee's 60" 38mm minimum diameter orange and blue *Cloud Buster* weighing in at 2 lb 15.5 oz. The motor was a J360 (1% J). I tried to get a picture of the launch, but this thing took off like, well, like a rocket! The flight was a great success. The GWIZ MC altimeter read out 8,157 feet to put Lee and James into the record book! Congratulations!

Jeff Proschold's 2nd flight would be a 14lb 84" tall black and blue nameless rocket. This rocket was powered by a K1200 motor of presumably the same formulation as Jeff's other

rockets of the day. Leaving a trail of grey smoke, with an orange flame imbedded in the smoke, the flight was straight and clean! Great flight Jeff!



Jeff had 6 more flights throughout the day. He flew a green *Sumo*, his red custom 40" *Super Hawk*, a 40" *Red Pencil* and his 48" *Black Widow*, all on H120's. He also flew a LOC *Weasel* on an H100 and even an Estes *Black Brant* on a C9.



Duane Uhl had one flight Friday with his blue 50" LOC *Weasel* powered by a H120 and dual deployment recovery. Duane hooked up with Barry Lynch of LOC/Precision, who was also here for the launch, to create and sell commemorative OCTOBER SKIES rocket kits. (More on that later.)

Tim Gubbins was also on hand for the weekend and got in a single flight on Friday. He flew his 48" custom built black and yellow *Bumba* on a H210. Travis and Natalie Gubbins also got into the action. Travis flew his scratch built multi-colored *A3* on an A3 motor and Natalie flew a yellow Estes *Sky Writer* on a B6. All had good flights! Way to go gang!



Tim Gubbins & Bumba

Always ready for some serious action, Stockton's Jack Garibaldi loaded up a Marino Wimpy Red L1280 in his 8' tall, 10" diameter, grey and blue *Thump This!* At 32 lbs, we were a bit concerned that the L might be a bit under powered, but the motor was definitely up to the task. It was a low and slow flight that helped all in attendance appreciate that red flame. Sure was pretty!



It was now Scott Eakins' turn to up the ante. After some last minute preparations, Scott took his 78" X 6" 35 lb *Way Too Many Margueritas* to the "away cell" loaded up with an M1300! The on-board Olsen M1 altimeter was set to deploy the 15' main chute at apogee. The rocket left the pad beautifully with the motor emitting a bright orange flame and black smoke. Ooh Yeah!



Scott Eakins' Way too Many Margueritas

Suddenly, the motor's aft closure blew out and the *WTMM* spewed flaming chunks of propellant out the back of the motor as it arced over in a trail of thick black smoke. The altimeter did its job well this day, as the chute came out at apogee and Scott's rocket came down safely and almost without a scratch. Except for the CATO, it was a textbook rocket flight. Great show Scott!



Oh, by the way. If there's a category in the record books for the lowest successful rocket flight on an M-motor, Scott has to be a contender. The Olsen recorded a peak altitude of 634 feet!

Not to be out M'd, James Marino had one more motor in his bag. Topping off the day, James brought out his 40 lb 9' tall, custom built, all black *Money* rocket. With both Olsen and GWIZ electronics on board, *Money* was powered by an M1400-WR (8000ns, 5.7 second burn). *Money* had a flawless flight to 7,914 feet. My hat's off to James. He sure can build those motors!



James Marino's Money on a M1400WR

WOW! What a kick-off to the OCTOBER SKIES 2004 launch. 2 J flights, 2 K's, 2 L's and 2 M's. And it was only Friday!! Stay tuned, more to come!

Between flights. Never a dull moment!



More EX DAY!

Photos by Sam Montalvo





More EX Day!
Photos by Gary Walker



What was that waiver altitude??

SATURDAY, OCTOBER 16TH

Saturday's weather was nearly identical to Friday. Another beautiful day for flying!

One of the first flyers to set up at the high power pads on Saturday was San Jose's Mark Bosca. Along with Brian Dalby, Mark's first flight was his black/yellow *Stinger* sporting a very loooong burning Ellis Mountain I69. After a very high and successful flight, and 30 minutes to remove the motor, Mark presented my son Brandon with the *Stinger* as a gift. THANKS Mark!



Mark Bosca & Brian Dalby

Mark had one more flight later in the day of his 6' tall blue *Mirage* on a H210 Redline.

A real up and comer from Los Gatos, Jordan Raice flew 2 rockets on Saturday. The first was a 36" Cosmodrome Nike 1 kit named *Almost Mach*. Jordan flew this 11lb, 11 oz rocket once on an H180 and then later on an H275. Jordan also made his 1st dual deployment flight with his dad Jeff Raice assisting the prep of their 85" BSD *Thor*. The *Thor* weighed in at almost 12 lbs and was powered by a Cesaroni J380 SS. The deployment end was controlled by a Perfect

Flight altimeter. Great flight and deployment guys!



Ryan Fisher & Jordan Raice

Between flights, Jordan was giving his cousin, Ryan Fisher, the tour of the launch and helped Ryan fly his 36" *Purple People Eater* on an F20. It's great to see some youngsters taking such an interest in the hobby. Who knows how far it will take them!



Ryan's *Purple People Eater* & Jordan's *Thor*

It didn't take long for the "big ones" to make a showing. Bakersfield's Larry Hobbs had his 45 pound, 10" X 11' 8" Polecat *Nike Smoke* assembled and ready even before the first flight of the day was off the pad. This was to be Larry's Level 3 flight attempt and he was ready to go! Painted in the traditional white and orange scheme, the Nike was most impressive.



TCC club Prefect Nathan Montalvo helped Larry carry the Nike out to the away pad and get it on the rail. Taking no chances, the Nike was loaded with an ALTACC, an RRC2, and a wireless RWC2, just in case. After the last minute pictures and setting of electronics, all that was left was to light her up.

After a long 10 count, the M1419 roared to life and the Nike was off in a huge plume of

white smoke for an absolutely beautiful flight in the early morning sky. The drogue came out, the mains deployed, and Bingo, Level 3! Congratulations Larry!



RocketMotion's Larry Frieson also got out to the pads fairly early. His 1st flight was his white, red and black *RocketMotion Axis*. Stuffed with an ALTACC 2C and a Rocket Hunter to track it down, the Axis disappeared into the sky on a Cesaroni I540. Larry did recover the rocket later on.



Larry & Nathan prep RocketMotion Axis - S. Montalvo pics

Larry's 2nd flight was a project that he had been working on for a couple of years, but hadn't had time to complete and fly. Today was the day! Weighing just over 20 lbs, Larry's 31" X 5.5" LOC *Mini Magg* would lift off on an Aerotech K458 for a great flight. The Black Sky ALTACC deployed the dual chutes and the Magg floated off to the northeast. After a lot of searching and just a bit of frustration, the Magg seemed to be lost. Bummer!



Larry Frieson's Mini Magg on a K458 - S.Montalvo pic

Our most active Equipment Chairman, Jim Abrames, took a short respite from his other duties to fly his 6' PML *Amraam* powered by an I284 with and ALTACC handling the chute deployment. With all that Jim does in support of the club and its launches, it's great to see him take time out to actually fly.

Atascadero's Scott Boyd kept the racks filled with a variety of rockets. In addition to his red scratch built *Funnel of Love* funnel rocket and his purple *Kinda Dicey* on F20's, Scott flew a yellow 5' rocket dubbed *Just For Fun* on an I161 and an I211. His multi-colored *Political Differences* made a flight also on an H123.



Scott Boyd & the Funnel of Love



Jim Abrames & his Amraam

Photo contributor Ben Sandoval stepped into high power this year and was back Saturday

with his 42" *Bad Photo* sporting a new orange and gold paint job. His 2 lb PML kit really screamed off the pad on an I287, but it shredded at about 500 feet. On the bright side, Ben got the "closest to the pad" award as the remains of *Bad Photo* landed within 1 foot of the pad it had just left! Sorry Ben, but it was cool!



Ben Sandoval and his *Bad Photo*

The hands-down favorite rocket of the day, for the kids in the crowd, had to be Anthony Cooper's 72" stretched Aerotech G-Force. Why? Anthony's *Pinata* rocket was packed with 2 pounds of candy! The on board GWIZ first activated the parachute, and the next deployment was the candy ejected at 500 feet! When the kids got the A-OK, they rushed the field like a bunch of race horses out of the gates!



Did someone say CANDY?

Anthony also flew a gold LOC *Legacy* on an I154J with a BlackSky 2C handling the dual deployment. Sorry, no more candy, and no more rocket. Anthony would leave the launch without finding his *Legacy*! Nice flights though Anthony!

The second M motor of the day was packed into Jack Garibaldi's blue and grey 10" Nike Smoke dubbed *In Debt!* Jack's Nike weighed a stout 54 lbs and was equipped with dual Black Sky ALTACC's. As usual, Jack's Nike made a flawless flight and really got the attention of the crowd.

Jack also flew his 15 lb. 57" gold and black *G-Unit* on a Cesaroni K660, and his red and white

G-Thang on a Cesaroni I540. Between his own flights, Jack was helping Jackie G. fly an *Outlander*, *Big Betty*, *Fly-N-High*, *Big Daddy*, *Guided Bomb Unit*, etc... It's a Garibaldi family thang!



Jack Garibaldi's Nike Smoke on a M1419

Along with ALL his other flights of the weekend, Jeff Proschold had a real cool rocket titled the *Green Monster*. Standing 10 feet tall and 7.5" in diameter, the 36 lb behemoth was powered by a K700 and the electronics package held a GWIZ Deluxe and an Adept Timer. Way Cool Jeff!



Jeff Proschold's Green Monster - Greg Morgan pic

Having crashed his awesome *Crap Shoot* rocket at the September BALLS 13, Gary Vielbaum flew a yellow and red *Big Mac* rocket owned by Frank Luccelli. Standing almost 7' high and 7.5" in diameter, the 21 lb. LOC kit was also powered by a K700 with a ALTACC 2A handling the chute deployment. Nice flight Gary!!



The Lucelli/Vielbaum Big Mac - Greg Morgan pic

Another K-powered flyer was Oakland's Richard Hagan. Richard's 11 lb, 74" *Baddaboom* was hurled into the sky atop a white plume generated by a K550.

Brian Weese, our resident scale expert and Saturn V enthusiast, made just one flight this day. He launched a scale forerunner of the German V2, an A5. Brian's beautifully detailed A5 stood 40" tall, was 5.5" in diameter, and weighed 8.5 lbs. The smoky I284 made for a very realistic flight and the recovery was perfect.



Marino's King Killer & Kings Marino's Nightmare
(See Cover Page for Liftoff Photo)

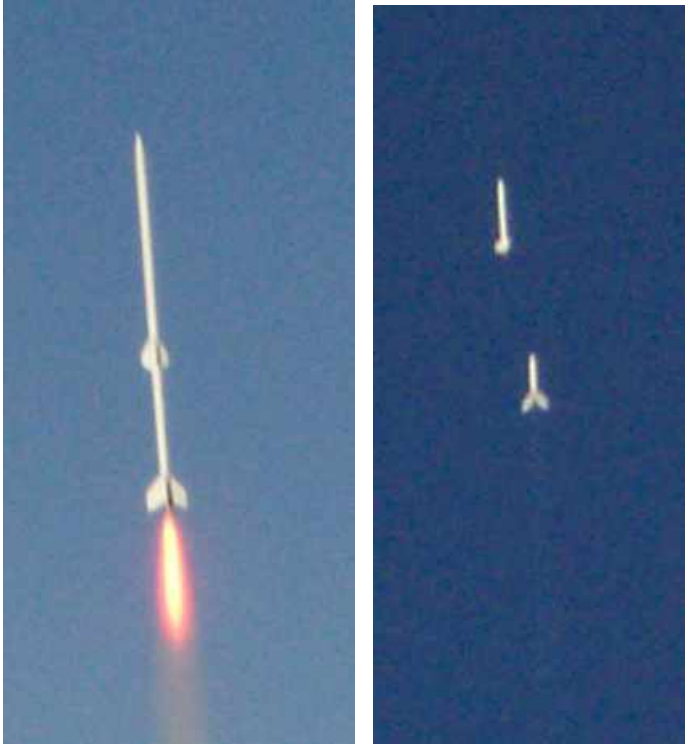
One of the real highlights of the afternoon was a drag race between James Marino and club Treasurer Richard King. Each contestant flew somewhat modified Maxi? Maggs and were powered by identical K1100's with identical igniters (this time). After a bit of trash talking at the microphone by both sides, it was time for Richard's *Marino's Nightmare* and James' *King Killer* to put up or shut up! Both rockets leapt off the pads on pillars of bright blue flame, but Richard's seemed to have an edge. At apogee, James' rocket deployed its chute, but Richard's didn't come out completely. The *Marino's Nightmare* came tumbling rapidly downward with a nosecone packed with "mucho lead" pulling it down. When it slammed into the ground it was like a bowling ball had been dropped from a couple thousand feet with a streamer attached. So it seems that Richard "won" in both directions. First one up and first one down!

Tim Gubbins had the only high power 2-stage to fly on Saturday. The custom built *Prodigius Minimus* was 73" long and 1.5" in



Brian Weese's A5

diameter and weighed 3lbs 12 oz. The H210 in the booster lit well, but the G80 in the upper stage failed to light. The GWIZ LC 800 kicked in though and ejected the chute at apogee, bringing the sustainer home without incident.



Tim Gubbins' Prodigius Minimus 2-stage

Duane Uhl and Barry Lynch flew their beautiful display model of the LOC EZI 65 dubbed *Hang Time* sent skyward on a J210 with a 10 foot Spherachute. Unfortunately, the chute failed to deploy and the LOC boys were not a happy crew. Rrrrrr... Maybe Captain Morgan can help fix it! ;-)



Hang Time & The LOC Boys

Certification Flights...

In addition to Larry Hobbs' L3 certification flight, there were a number of others seeking certification.

To my knowledge, Sandy Orlandella made the only Level 2 certification flight of the day. Her reliable *Get-R-Done*, the same rocket she used for her L1 flight, performed very well. The J135 made for a relatively slow, but long burn flight for Sandy to garner her the Level 2.



Sandy Orlandella's Level 2 Get-R-Done - S.Montalvo pics

The CAL POLY crew was again making their presence known at the launch with a number of their group working on their certifications. Looking to make Level 1, John Anberg flew a cool looking scratch built 4' *Battle Axe of Doom* motivated by an H148 Redline.

Also from Cal Poly were Shea Ellerson making his L1 flight attempt with a blue 50" kit, titled *Kahn*, and powered by an H73J and Dan Macy flew an all composite custom built *Composinator* boosted by an I285R for his L1.

Among a multitude of other flights, Chris Uffelman made his L1 attempt with a LOC *Nuke Pro Max* powered by a 2-grain Pro 38 H153.

James Haggmark's Level 1 attempt in his purple and green *Excaliper Camelion* was motivated by a Pro 38 H153.

San Jose's Bob Holmblad made his L1 flight with an H238 powered PML *Black Brant*.

Russ Reiber, with the Boy Scouts from Stockton's Troop 50, made a L1 flight with a white 60" *Caliper ISP* on an H153.



Russ Reiber & Stockton's Scout Troop 50

Mark St. Germaine used a pink LOC *Legacy* powered by an H128 for his L1 flight and Lance Wright of Pacific Grove made his L1 flight with a LOC *Forte* also using an H128.

After a long day of flying rockets, chasing rockets, buying rockets and watching rockets, the range was shut down. By this time my whole family had arrived and we partook of the great food made available by the LUNCH PAD and CK's, as did the large group of folks who typically stay for the Saturday evening festivities.



The sun sets on Saturday's launch - S. Montalvo pic

Duane Uhl has made a tradition of providing the evening entertainment. This year he set up a huge 10ft projection screen video

system. Duane wowed the crowd with a movie, *October Sky*, of course, and some Rock videos that included Fleetwood Mac.



Duane Uhl's portable theatre

It was getting a bit cool during the videos, what with a few clouds blowing in, but the crowd was kept warm around a roaring fire of disposable AP. No problem lighting THAT fire!

By late evening a light sprinkle had developed, so I headed off to my sleeping bag to get some rest for what would be a busy launch day on Sunday.

Rain, Rain, Rain, Rain...

Had this year's OCTOBER SKIES logo tempted fate (*Clear Skies, Rockets Shall Fly!*) The valley skies opened up with the wet stuff just around midnight on Saturday night and continued on until early morning. I was in a little dome tent next to my pick-up when I woke up around 2 or 3 am to the sound of heavy rain and low voices. Chris, one of my sons, was still sleeping soundly inside my pick-up.

Trying to ignore the situation, I lay there for about 45 minutes until I realized I was getting water in my tent. I reluctantly pulled myself together and exited my tent. All around, folks were stowing their equipment, tearing down their shades, tents and other shelters to get the heck out of there.

I pulled a chair to the center of one of my Insta-Shades, where it was SLIGHTLY dry, and tried to get a few winks until "daylight".

SUNDAY, OCTOBER 17TH

By the time the morning twilight added a faint glow to the surroundings, it was evident that the masses had made for the hills in the night. Less than half of the vehicles that had lined the field's edge on the previous evening still remained. Andy Woerner and WHAT'S UP HOBBIES had long since departed.



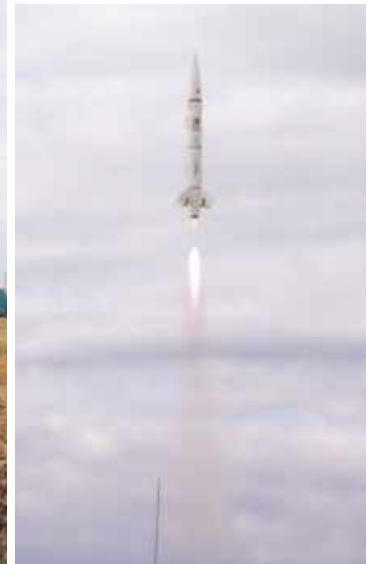
The sky was only a light drizzle by now, but weather reports were predicting another front descending on the valley by mid afternoon. So, the decision was made to cancel the remainder of the launch and begin tearing down the range. Jim Abrames and Nathan Montalvo had already stowed much of the electronics for the sound and launch systems to protect it from the rain.



What had been a field of crunchy dirt clods the day before was now a layer of gooey, sticky mud that added layer after layer of muck to the bottoms of our shoes. Just walking around was an effort in itself. Each of my "slip-on" shoes, the only shoes I brought, had at least an added inch and maybe a couple pounds of added weight. No, they didn't stay on very well!

The rain had now stopped, but it never fails that whatever the conditions, rocketeers will fly, if at all possible. Mike Smith and Bruce Rohn let it be known that they had come to fly, and fly they would.

Mike set up his 5.5" *Sancha* and let her fly on a J800, I think. Shortly thereafter, Bruce had his *Bull Pup* on the pads and launched it on a J540?? Things were kinda informal at this point and I don't recall exactly what motors they used.



Diehard flyers Lee Teicheira, Mikey Smith, Mike Smith and James Marino (left) - Bruce Rohn's Bull Pup takes to the cloudy sky (right)

Actually the 2 flights helped lift our spirits a bit as we finished packing up the pads and started pondering the possibility of actually getting our vehicles out of the muddy field. Most were able to slip and slide their cars and trucks out with a little finessing of the throttle, but one motor home wasn't going anywhere.

Luckily Steve Maddox came out to check up on us and he apparently arranged for a tractor to pull out the stuck motor home. Thanks Steve!!

We all said our good-byes and as I drove out of the field and panned the area and the mountain range to the west, I glanced in my rear view mirror. I could see blue sky and the sun was starting to break through, of course!!

*Editor - Gary W. Walker
TRA # 9273*



Looking back on October Skies 2004

While the weather didn't quite cooperate for Sunday, the 5th Annual October Skies launch was a great time to be had by all. There were 238 flights on Saturday alone, by 90 different individuals. If time and space allowed, I would mention each and every one of you here in the newsletter because ALL of you do your part in making launches like this a success and a joy to attend.

Here is a list of the other folks who came out and flew at October Skies 2004...

Scott Christiansen
Ben Christiansen
Jessie Cole
Jerry Cole
Joe & Kevin Danjou
Barry & Becca Dobyns
The Drake Family?
Katie Fisher
Drew Gleason
Lowell Hart
Richard Hagen

The Smoke Stack!

Motors Burned over the weekend...

Friday, Experimental Day! 9 Flyers, 19 flights
2 M's, 2 L's, 2K's, 2 J's, 1 I, 7 H's and 1 C, 1B, 1A

Saturday! 90 Flyers, 238 flights
HIGH POWER - 2 M's, 9 K's, 13 J's, 28 I's, 30 H's,
MID & MODEL - 15 G's, 28 F's, 22 E's, 17 D's, 49 C's, 18 B's, 16 A's and 2 ½ A's

Sunday! 2 Flyers, 2 flights
2 J's?

Merle & Kyley Heggen
Mark Jackson
Amanda Kaestner
Brandon Knoblock
Paul Lane
Scott & Dexter Lemm
Breck Lietz
Billy Little
Paul Macker
Rosie Marino
Kevin McGrath
Jack Meredith
Dillon & Tyler Miller
Meigan & Amanda Miranda
Greg & George Morgan
Aaron Morneau
Norm Newlon
Jim Norton
Vito Orlandella
Vincent Orgon
Charlie & Sarah Puckett
Roy & A.J Pippin
Joe, Kathy Jessica and Zach Pettinnichi
Steven Reiber
John Reynolds
Sanger Boys Club
Steve Sawyer
Ron Sherill
Terry & Tamara Swift
Justin Smith
Mikey Smith
Jim Strong
Gary & Brandon Walker
Lisa? Wilkins
Andy Woerner
Bobby Wright

THANKS TO OUR VENDORS!

Larry Frieson and ROCKETMOTION
Andy Woerner's WHAT'S UP HOBBIES
Kenny and the LUNCH PAD
Brett and Crystal Wilkins at CK's
Lowell Hart & SEQUOIA BEVERAGE

LOC Commemorative Rocket Kit

Duane Uhl and Barry Lynch of LOC Precision came to the launch with some OCTOBER SKIES commemorative rocket kits in hand. The kits sold for \$30 and 5\$ from each sale went to Tripoli Central California. They sold forty kits totaling up to a \$200 donation to the club.

THANKS GUYS!



Sam Montalvo Photos





Greg Morgan Photos





Gary Walker Photos





Gary Walker Photos

Letters to the President...

Hello Scott,

My son (Bobby), his friend (Billy Little), and I attended the October Skies Launch and had a great time. Because you had answered our emails with helpful information, I had hoped to meet you at the launch. We are very impressed with the great job that Tripoli Central California does in putting on launches. Everyone's efforts are very much appreciated, so please pass our thanks on to all club members.

I obtained my Level 1 certification at the launch, so am now excited about learning more rocket skills. Billy and Bobby are members of the York Rocketry Club (high school), which Bobby recently started. They have yet to decide on their first projects. Bobby successfully launched his Nuke ProMax and Vulcanite (pictures attached) with "G" motors, and is realizing that these rockets go pretty high and recovery can be tricky.

Thanks again,
Lance and Bobby Wright



Hello Scott!

I just wanted to say that I had an awesome time at the abbreviated October Skies launch. Not only did I certify level one, I also met some really nice people and made a couple of new friends (Barry & Duane from LOC) in the process. I plan on attending the monthly launches as often as possible, and look forward to meeting more of my fellow rocketeers.

Oh, by the way, my level 1 rocket (LOC Nuke ProMax) reached an altitude of 4,752 feet on an H153 motor (yee-haw!) ! Thanks for putting on such an awesome launch!

Chris Uffelman
TRA# 10141 Level1
Sacramento,CA

I have since learned that Larry Frieson's Mini Magg, thought lost after its launch, was spotted and recovered by Duane Uhl as he left the launch on Sunday.

This is a long shot but I lost an orange loc vulcanite with a gwiz mc and a pro 38 5 grain case. Just thought it couldn't hurt to see if anyone turned one in after the Oct Skies launch.

Thanks,
Drew Gleason
dgleason@co.humboldt.ca.us

I'm sure someone will announce it if it's found but I lost a Gold LOC Legacy with a 38/480 case and a Black Sky AltAcc 2C on the west side of the range.

Should the owner of a missing G-Wiz altimeter be on this list, I found one all by it's self on the west side of the range. While I was at the launch, everyone who tried to claim it had the wrong model of G-Wiz and the wrong kind of battery. I turned it into lost and found.

Anthony Cooper

Letters to the Editor

Hi Gary,

Just wanted to say Hi. And thanks for all the clubs support at October Skies! I hope everyone liked the kits. I've built 2 and they look great! We were able to donate \$200.00 from kit sales to the club!!!!!!!

I'm toying around with the idea of a Dairy Aire Kit!!!!!! 4in Kit, 54mm motor mount, Dual deployment, complete with COW pattern decals.....About the size of an EZI-65!!! \$20.00 from each kit sold to be donated to the club!! Let me know. What you think..?

Again thanks for everything and a great time!!!

Duane Uhl
Loc/Precision West

PSS. Here's a picture of my Saturn V(Apollo11) taken at night just after the lunar eclipse.
Brian Weese built this masterpiece!



I don't know if many of you have met Steve Maddox in person, but he is a truly kind and generous individual who went out of his way to help me last weekend. I'd like to send Steve a special thank-you for his help in towing my RV out of the mud...

Thanks,
Jeff Raice



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 ...

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contributing stories and photos.





More Sept. 19th Photos
by Greg Morgan





More Sept. 19th Photos
by Sam Montalvo