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being able to take part in all aspects of production," he said. "So even if you weren't actually in a show, you were still involved. Working in a professional television location department is all about being involved. You have to work directly with almost every other department, coordinating many things and solving all kinds of problems. The involvement fostered by WestConn definitely influenced my career decision and gave me the tools to succeed."

Before working on *Celebrity Apprentice*, Rosini worked as a location scout and location manager for feature films like *Spiderman 3*, *American Gangster* and *For Colored Girls*, and for TV series such as *Curb Your Enthusiasm* and *Cupid*.

Trocola is bothered when people say it's practically impossible

to get a break into TV or theater these days. "Not so," he said, noting that good training, hard work, and persistence can often pay off.

"I got my first job while I was still in college, as an intern/production assistant on *The Private Lives of Pippa Lee*." After graduating with a degree in communications, he worked for the Connecticut Film Festival, *Real Housewives of New York City* and *Project Runway* before landing a gig on *Celebrity Apprentice*.

Mike Hartel, also a theatre arts major, credits the school-sponsored off-campus activities for helping him understand logistics and "how to build a substantial operation," which is also part of what a TV location manager does behind the scenes.

"At WCSU, we came to understand the real world outside of

our campus, which gave us valuable skills," he said. "Everyone worked on getting equipment together, making travel and lodging arrangements, being self-sufficient, and letting other people rely on us."

Hartel has also handled scouting and location management for the TV shows *Sex and the City*, *Cashmere Mafia* and *Ugly Betty*, and for the films *Revolutionary Road*, *War of the Worlds* and *National Treasure*.

"The professors at WCSU are all working actors, directors and producers, which gave us the discipline and understanding to navigate a truly crazy business that I would not have understood otherwise," he said. "The program at school was just the right size to let everyone have a few successes and failures before they kicked us out of the nest."



CCSU's rocket engineering team: Dr. Viatcheslav Naoumov, Alexander Haralambous, Adam Goldreich, Mike Hrubiec, Ryan Campbell, Rukie Egborge. (Thomas Boynton is not pictured.)

by Brian Ambrose

Shooting for the moon

For engineering students at CCSU, it is rocket science

by Joel Samberg

■ As they were growing up, many young men and women who are now students at **Central Connecticut State University** used to rush to their TV sets to watch with wide eyes and open mouths as rockets blasted off from the Kennedy Space Center. There were so many things to wonder about – the astronauts inside, where they were going, what they would do when they got there. Probably none of the kids gave much thought to what exactly it was that spewed out of the bottom of the rockets or its long-term effects on the atmosphere.

But they are now.

CCSU, devoted to a broad spectrum of liberal arts and sciences at its New Britain campus, has one of the most intriguing engi-

CCSU's hybrid propellant rocket engine (HPRE) is part of its aerospace-related research program.

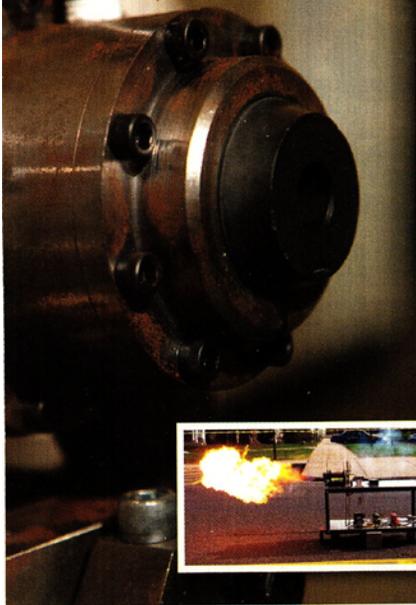


Photo by Brian Ambrose

neering and technology programs in the public university sector. One major project in which students and faculty have been working concerns an attempt to lessen the environmental impact of rocket launches by using non-conventional, non-toxic propellants. Their work may very well have a positive impact on the nation's rocketry program one day, and the program will likely see more and more private companies getting involved. Students past, present and future have a good reason to be proud to be part of it.

"In the fall of 2010, our Department of Engineering offered a new senior design project in which a student team designed and built a 20-pound, small-scale, hybrid propellant rocket engine (HPRE) and the instrumentation system for collecting data of the fuel's regression rate," explained Dr. Viatcheslav Naoumov, the associate professor of engineering who supervises the project. The system uses a paraffin-based fuel, which produces only CO₂ and water as byproducts. "The first test was successfully performed on April 9, 2011."

The test rockets don't actually fly into the air, but instead are mounted horizontally on a fixed platform. The propellant, which blasts out a 10-foot stream of smoke and flame, is then measured and analyzed. Currently, only students and faculty witness the tests in a remote part of a university parking lot, for the sake of safety, though there are plans for a new facility that may one day allow for more public participation in the results of CCSU's engineering experiments.

"Rocket exhausts are hugely polluting," said current project manager Thomas Boynton. "If you Google solid or liquid fueled rockets, you'll see that they put out all kinds of things like hydrochloric acid, sulfur, carbon monoxide. In fact, when the Clean Air Act was passed in the early '90s, NASA insisted that rockets be

made exempt. If they weren't, there would be no more space program."

Team leader Alex Haralambous said one of the project's goals is to "show that new green technologies do not only apply to products like the Toyota Prius. The school is interested in projects that exemplify the challenges and rewards associated with real world engineering... ones that focus not only on the theoretical, but also on other important aspects of engineering such as environmental, safety and economic concerns."

Many CCSU engineering students move on to work for such firms as Pratt & Whitney, Sikorsky, Kaman Aerospace and Hamilton Sundstrand. "The efforts of our students highlight CCSU's commitment to knowledge through scholarship and sustainability," Naoumov said.

The school's Mechanical Engineering Program, which has an aerospace concentration, sponsors many other exciting projects, including the design and construction of a moon buggy, a human-powered helicopter, a miniature Formula One racecar and an electric bicycle.

The moon buggy is a human-powered lunar vehicle that can be folded up into a small package and has already been tested by NASA's Marshall Space Flight Center in Huntsville, Alabama.

The racecar was part of a project sponsored by the Society of Automotive Engineers. CCSU engineering and aeronautics students also work from time to time on the development of new airplane engine components for Connecticut's aeronautics industry.

There are many captivating projects coming out of the CCSU campus. And while not all of them are actually thrust hundreds, thousands or hundreds of thousands of feet into the sky, the rate of their project successes and the promise of their engineering futures have many students flying high.



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