



August 1, 2025

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 Vice President: James Consiglio
 Treasurer: Tim Ahl
 Secretary: Dave Vandenberg
 Safety Officer: Donn Thane
 Field Marshall: Alan Clark
 Newsletter Editor: Gary Fuller
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PROP WASH

It was just a matter of time, mid airs I mean. Alan and JT flew in the same airspace at the same time on Monday. As it occurred between two foamies, I didn't hear it and I didn't observe the bal-sa cloud of falling pieces over the crash site. Both planes ended on the left side runway North.

Alan's profile sport plane lost 4-5 inches of the right aileron tip, noting that couldn't be fixed with a couple of tooth picks and a little glue. I was told that JT's Consendo did not occur any damage. I remember flying and trying to hit someone on purpose, it is not easy. All I got to say about that is "Live Long and Prosper."



Member Eric Harned who lives in Reno, maidenized his Delta Airlines AI 37 last month. His son Ben, had an Aero Sport in the air as well.

Mr. Phelps, should you take on this mission, you will have to paint the roof reflective white of a steel storage van eight 1/2 feet tall and eight feet wide and twenty feet long on an 80 + day without any shade or assistance. Some people step up to the task and just do the job. There is No MISSION IMPOSSIBLE here. We are really grateful, thanks a bunch Tim.



Tim painting on a hot, hot, hot, reflective metal roof.



Cutting holes to mount fans for ventilation in storage shed.



You have to start somewhere

PROP WASH Continued,

I thought I had a pretty good knowledge about WW II aircraft, little did I know. Ralph brought out his latest purchase, a Messerschmitt Bf 109 twin "in wing" motored aircraft. You don't see these every day. I would guess it has a wingspan of about 17 inches. Ralph said he thought he was getting a bigger plane. Nice camo scheme. You just never know what \$39 dollars will get. I am waiting to see it fly, hopefully on a calm day. You may want to order one of these before they get on the "backorder" list. I would name mine "Minnie Me."



Returning to the Glow Side



When Dan is not painting storage containers

Paul Ciotti was recently diagnosed with diabetes and is on the road to regaining his health. This explains his uncharacteristic absence from the flightline these past few months. It was good to see him out at the Lake Thursday even without a plane.

Coming Events

July 26 biplane fun fly, host George Kohler
Aug 9 Fossil fuel, fun fly, hosts Lance Morrison and Richard Dugmore
Aug 23 Electric fun fly, host Gary Fuller

Interesting Aircraft

In 1938 Grumman presented a proposal for a new aircraft for the Navy. The Grumman XFSF was a prototype twin engine shipboard fighter interceptor. The Navy ordered one prototype numbered G-24. This design was for a lightweight fighter weighing less than 10,000 pounds. It was named the Grumman Skyrocket and was first flown on April 1940. Single engine performance was good.

It had a wingspan of 42 feet and a length of 20 feet 8.5 inches. The folding wings made it 21 feet 2 inches. There was a distinctive design featuring center mounted fuselage that did not reach the leading edge of the wing. The twin engines were Wright R-1820's, a real hot rod. Maximum speed was 383 mph with a rate of climb of 4000 fps. It had a ceiling of 33,000 feet and a range of 1200 miles. Armament was two 20 mm cannons, later changed to four fifty caliber machine guns.



One test pilot said he pulled up along a Corsair and thought he had engine problems when he pulled away.

The Skyrocket continued to have problems of overheating and landing gear. After a wheels up landing, it was taken off active service. Grumman was in the development stages of developing the F7F Tigercat at the time.



Tony flies his twin on floats too!



Tim using Adam's FPV gear for the recovery boat



Larry's beautiful Toledo Special on floats



Will George be the first customer of the FPV recovery boat?

SAFETY OFFICER REPORT

Recent safety issues at another flying site need to be brought to our club members attention for safe practices that apply to all flying sites including our air park. This is second hand information related to me by another club member discussing the issue. Names are not mentioned but the issue is the important point of this post.

Situation: After a recent flight at a near-by lake, the pilot brought the plane to the shore and failed to disconnect the battery from the plane. The plane was unattended and the pilot unintentionally activated the throttle while doing something else. No one was injured but I would consider this a close call to other pilots/spectators near-by along with potential damage to other planes.

Safe handling Practice suggestions

- 1). Make sure you have a working cut-off switch assigned to your plane.
- 2). Always keep your thumb on the off position (down) of the throttle prior to flying and after flying while battery is energized
- 3). Add voice commands such as throttle on/throttle off

On another note, I have noticed the second table under the shade covering has residual fuel from folks fueling in the shade. Please fuel planes on stands near the runway. Others do not like to get oily from the spilled fuel.

Donn Thane, HSRCC Safety Officer

FIELD MARSHALL REPORT—CLUBHOUSE ANNEX

The storage container project is now complete. It is in service storing airplanes and assorted accessories. I would like to thank the following club members who contributed to completion of this project. They provided labor, tools and supplies. It takes a team to complete a project of this size. We are fortunate to have members willing to lend a hand.

Volunteers:

Tim Ahl	Dan Lively	Richard Ebner
Donn Thane	Chris Mahoney (donated Shelves)	Rick Taylor (donated Solar Light)

Much appreciated,
Alan Clark, HSRCC Field Marshall

*Editor's Note: "Alan was the ramrod on this job and suppld his tractor, ladders as well as cutting and grinding tools, **and himself.**"*

CLUB MEETINGS

If you are a new, old, or a prospective club member please join us for our monthly meetings at the Carson City Airport Terminal Building. We try to hold them the second Tuesday of the month.

Next Meeting: Tuesday, August 12, 2025, 6:30 pm



I want to especially thank David Vandenberg for assisting me with the HSRCC Newsletter. He is my "right hand" man and does most of the layout, second proofreader, and computer assistance. Thanks a bunch Dave!