



December 1, 2025

Your Board Members and Officers

President: George Kohler
 Vice President: James Consiglio
 Treasurer: Tim Ahl
 Secretary: Dave Vandenberg
 Safety Officer: Donn Thane
 Field Marshall: Alan Clark
 Newsletter Editor: Gary Fuller
 Web Master: Dan Etcheto

PROP WASH

Turkey Shoot / Balloon Bust

Many thanks to all the people who assisted with running this event. I could not have done this without your help. And a big thank you to everyone who attended making this the best Turkey Shoot ever. Paul

The event was a great success as many members and their family came to watch. Twelve pilots entered the contest and prizes were awarded for 1st, 2nd and 3rd place.

Will Qualey (Reno club) won 1st place
 Donn Thane (Carson club) won 2nd place
 Dave Becher (Carson club) won 3rd place

The two things that impressed me about the Balloon Bust/Turkey Shoot was the beautiful sunshine (it's November for God's sake), and the number of folks that showed up. You could hardly wish for better flying conditions. A slight breeze coming down the runway so you could fly slow without stalling through the "balloon gate". The parking lot was nearly full and I was told that over thirty people, including participants and spectators were there. Both groups enjoyed themselves, and the top three point getters (breaking balloons or sticks) went home with a Butterball Turkey. It was the biggest Balloon Bust/Turkey Shoot I have seen at the Pony Express Air Park. Good job Paul.



Pilots meeting in progress



Dave B left a field of scattered sticks



Ebner got them in his crosshairs



Astro Hog, one of two biplanes



Wes and his beautiful Swizzle Stik



Your Butterball Turkey winners

PROP WASH cont.

I will be finishing up my five year enlistment promise as your Newsletter Editor with this December's edition of the SIERRA SIGNALS. Before approaching then President Dugmaore, after asking Dave if he would assist me in being the Newsletter Editor, we started on my hitch together. This journey covered 242 pages of newsletters and many requests for pictures and articles from the others who joined our team, yes a team effort every newsletter.

My guide for the trip was printed in the Club Bylaws. When the letters should go out and what it was to cover. I had examples of past newsletters that I sometimes used and pictures from their efforts in covering events. Of course, I had to add "*Interesting Aircraft*" as this was my personal interest and would sometimes be a "filler article" and sometimes not.

The critical component of the newsletter was the pictures. Those of you who took the time to take and send me pictures this year made our efforts fulfilled and gave us inspiration. Thank you Larry, Vince B, Vince E, Tim, Bill V, Rich D, Don M, Alan, George, Paul, Dan O, Rich E, John L and Trisha Pugh (my daughter). I tried not to nag members about writing articles, sometime without my attendance, or taking or sending in pictures. Yes, we had a self imposed deadline to meet By-Law requirements.

We tried every time to send out a "perfect" newsletter. We were close a few times, but no cigars. I spelled members names wrong, got members mixed up, and even had a few brain farts. Each newsletter was read many, many times for typos by our proofreaders, me, Dave and my wife. Wouldn't you know it, as soon as Dave sent it out we read it again and there was a typo bigger than squat. We thank those of you who said nice things about our efforts, that always made us feel good. We also had a comment from a member that we didn't need newsletters. My approach was that 85% of our members couldn't attend all our events and articles helped keep them feeling involved or want to plan for that event next year. Coming Events helped with this.

Another group that I would like to acknowledge is the other clubs around us. Our friends, the Club members from Reno, Fernley, Fallon, and Gardnerville. It is always good to see different aircraft and skill levels as "old friends" joined our events. Besides, it added new acquaintances for our BS choir.

I can't thank Dave Vandenberg enough, he does more for OUR Club than anyone and to take on the job as my "right hand man" was more than I would ask from anyone else in the Club. We helped one another get through our stressful spots and worked through multiple drafts before the final copy was sent out. We could bounce ideas off one another and get a feel for what would make our efforts for a better newsletter. I wouldn't have done it alone.

In the long run, I found that being your Newsletter Editor was quite a good experience. It was much more tasking than when I wrote a newsletter for another Club some forty years ago on my typewriter and ran it off on a mimeograph without pictures and put it in the mail. I hope this edition is next to perfect and I didn't leave too many people out or get their names mixed up. Technology moves on and I am just barely hanging on by my fingertips. I encourage our Club members to help anyone who is getting our news out. I'll still hang around at the field so that I am not totally absent. We have some good people that volunteer to run our Club as things don't happen by chance. Keep supporting them. In regards to the Newsletters, DON'T LET THE INK WELL RUN DRY.

Coming Events

Frozen Finger Fun Fly 1/1/2026 hosted by Gary Fuller

Items for Sale?

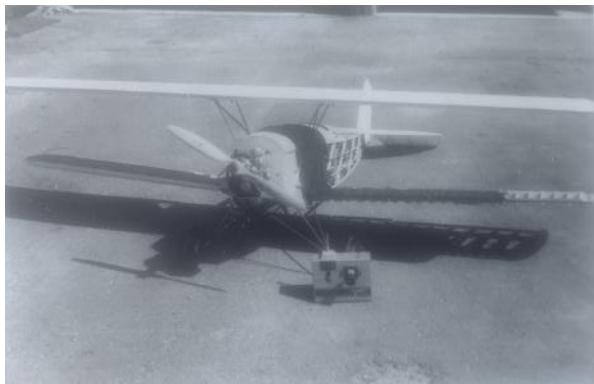
If any members have any RC Equipment for sale they will have new opportunities to share them with our members. These items can be put on our website Bulletin Board or on the white board inside the clubhouse. This may help a lot of the members who are looking for things and don't want to pay full price for brand new stuff. Adding items to the website (hsrcc.com) Bulletin Board is very easy and will be shared with instructions directly with club members by email soon.

Interesting Aircraft

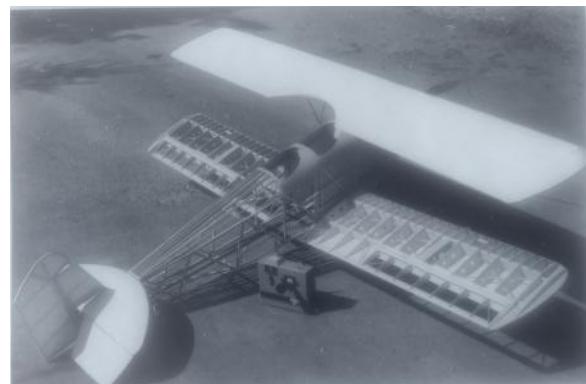
The aircraft we are looking for is a 1925 Model 2 biplane. It has a wingspan of 28 feet and a 28 foot 9 inch fuselage with seating for two occupants, student and instructor. Power was supplied by a Kinner 5 - cylinder radial supplying 110 hp. Maximum speed was 113.5 mph and cruise was 88 mph. The gross weight was 1820 lbs. and it carried 55 gallons of fuel. It had a ceiling of 12,200 feet. It was produced by the Fleet Aircraft Company.

It was used primarily as a trainer aircraft by the military, but some showed up in the public sector. Many other countries purchased the aircraft including Argentina, Canada, China, Mexico, Romania, Turkey, and Paraguay.

The pictures in black and white are of a Model 2 biplane. It is powered by a 2.2 cc Koritz gas engine with a 22x11 propeller. It had a wingspan of 84 inches. I don't remember the weight. If you should decide to build one, it is a 1925 FLEET biplane offered through Concept Models. Build the wings first as that will test your building skills and patience. The final covering was Solortex and it was painted with red Dope. Flying was very gentle with no bad habits but could use a little more hp. We currently have a member building one.



84 " partially finished biplane head on



Model from rear



Fleet Model 2, Source: "Planes of Fame Air Museum", Chino, CA

← Top wing on work table 42 years ago.

2026 HSRCC Board

President: George Kohler
Vice President: Paul Ciotti
Treasurer: Tim Ahl
Secretary: Dave Vandenberg

Safety Officer: Donn Thane
Field Marshall: Alan Clark
Newsletter Editor: John Lequerica
Webmaster: Dan Etcheto

Christmas Poem

Over the years I have recited my version of the T'was the Night Before Christmas at our Christmas Party, this year being no exception. With one members encouragement, here I am again. Asking forgiveness of plagiarism upon myself and others, I present this year's updated version on Clement Clark Moore's T'was the Night Before Christmas written in 1882.

T'was the night before Christmas and things were going pretty well,
foam airplanes were being assembled just like ringing the bell.
Wings and plane parts were hung from the ceiling with care,
hoping they will be ready for flying next year from there.

Some pilots are going back to flying glow powered airplanes,
they forgot burning eyes, packing starting batteries and starters being such a pain.
Cleaning fuel residue is something you still have to do,
but the sound is the thing that keeps them coming back as others flew.

Out on the workbench there arose a God awful clatter,
I jumped off my stool to see what was the matter.
One of my 30 wing collection stacks had fallen to the floor,
Balsa, foam, and covering greeted me as I opened the door.

Picking up the pieces I began to formulate how my next float plane would look,
You can never have too many airplanes to fly to keep you off the hook.
I know you can only fly one at a time,
but that is like clothes, it's kinda nice for a change to look fine.

As static laden foam swirls around your head,
you look for an escape as you reach for a broom before you go to bed,
I plugged my charger into the radio quite fast,
the little meter gave off a red light like a sudden blast.

I had open gimbals and short little sticks,
they shook when you bumped them like a guitar players picks.
From upstairs to downstairs in the hall,
I shouted glitch away, glitch away all.

You could hear me explain as I turned out the light,
see you at the Frozen Finger Fun Fly where things always go right.
Stay warm and cuddly during this season,
it makes you happy for no particular reason.

Keep your plane in control and wake up and fly right,
happy holidays to all and to all a good night.

Photographers

Here is the list of photographers that
have helped us this year:

Larry	Alan
V1 Euse	George
V2 Bonfiglio	Paul
Tim	Dave V
Bill V	Dan O
Rich D	Rich E
Don M	Trisha Pugh



Yes Tim, the field has rainbows too!

Parting Shots



Vince E's Aero Scout on skis



Rick and his Timber



New Member Jon Lusk's Super Timber



Tim Ahl and his night flyers



Local Washoe Waterdogs



Our President LOVES his T-28 too

2025 Christmas Party

The Christmas Party had a little over 40 attendees. Over half of those attending won a raffle prize. Thanks to Rich Ebner for donating 5 custom T-shirts for Raffle Prizes!! The food was great and plenty of it. Your officers did a swell job, thanks all. Tim wanted to thank Dan Lively for painting the storage container, he couldn't have done it without him.

Raffle Winners:

Darrel Hallmark- Icon float plane
Abigail Ionno-T shirt
Leigh Vandenberg-Radian
Dan Lively-T shirt
Barbara Raley-Messerschmitt 109
Ernie Ionno-Pluma Bi Plane
Tony Banauro-Sailboat

Richard Ebner-Conscendo
Dave Vandenberg-Tri Pacer
Bill Vonnegut-T shirt
Larry Raley-Newport 28
Wes Pearson-T shirt
Dan Ortiz-T shirt
Chris Costanzo-Extra



We had a full dinner crowd



Waterdog Tony won a sailboat



Ernie has another biplane



Wes won a T-shirt



Waterdog Darrel won an ICON



Dan won a T-shirt

When I get a headache, I take two aspirin and keep away from children just like the bottle says.

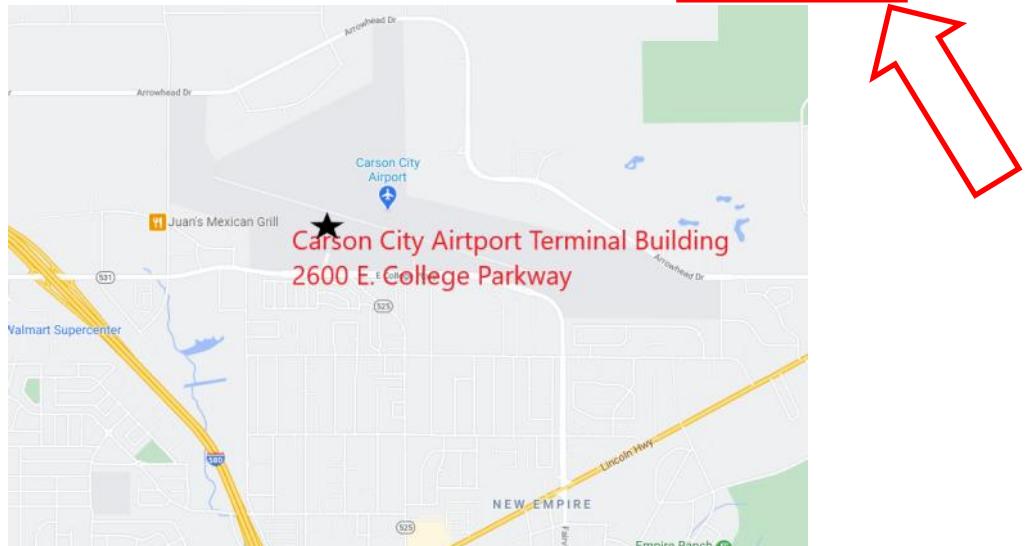
SAFETY INFORMATION

The most important issue we had recently involved a training session using the buddy box. The trainee's aircraft went out of control and crashed by the club house, narrowly missing another club member. The incident analysis suggested instructors should be overreacting rather underreacting and resuming control before it is lost. Another associated issue was the lack of an announcement to those present that control had been lost. Lastly, we all need to keep in mind that flight activities are to take place completely north of the runway. The increased use of our helicopter pad south of the runway emphasizes the importance of fixed wing models staying completely to the north.

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, January 13, 2026, 5:00 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!