



July 1, 2024

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PROP WASH

Field Maintenance

The field is really starting to take shape again. Paul, Larry and Tim along with others helped in preparing the field for the next phase. The crack filling crew in Tim's picture are Allan, V2, Donn and Wes. Thanks for your volunteering of your time and effort. They did a hell of a job and went through 16 containers of filler. We still have some more to go, but the majority of the runway and worst cracks are taken care of.



Mike Hickey's C-47



This is Bob Heitkamp (Minden) doing paint work on builder Mike Hickey's (Gardnerville) 110 inch wingspan 8 foot fiber glassed balsa fuselage C-47 "That's All Brother." He has finished the insignias and will be clear coating next. Mike is an excellent builder and Bob has been painting scale aircraft for some time. Not sure when the maiden flight will take place on the dry lakes. This aircraft is powered by twin 35 cc engines. This is REAL model, I'll look forward to seeing it fly at the dry lake.

I want to wish David V a speedy and smooth recovery from his surgery, hope to see the Tidewater on the lake soon. Take a takeoff taxi as long as it takes, don't rush.

Coming Events

July 27 - Biplane Fun Fly
 Aug 24 - Electric Airplane Fun Fly
 Sept 7 - Night Fun Fly

Family Pic Nic and Fun Fly

Somewhere around twenty five folks came out for our Family Pic Nic (pre-Father's Day) and fun fly. It was a nice sunny day but Mother Nature flexed her muscle by providing a breezy handicap. That didn't stop the hard core flyers. Vince B said he flew before I got there as well as Larry and Lance. I saw Tim fly his Consendo, Bob Heitkamp flying his Ultra Stick and Dan O put his P-47 through the paces.

I have seen wind move planes around on landing, but Bob's Stik set the record in my book. After making his landing, the wind blew the Stik upon its nose. Bob waited for it settle back on its tail wheel, but the wind blew it down the runway about forty yards, still nose down, and off the end of runway. Bob got to "walk a mile" for a Stik.

We were served those big juicy hot dogs by Tim at the BBQ with JT manning the condiment line and the chili and potato salad concession. Most aircraft remained on the set up tables or in the cars and pickups because of the wind. It gave us more time to discuss the world situation and eat cookies supplied by Steve P and Vince B (V2) wives. Thanks ladies and thanks to our volunteers for arranging this event and thank you Larry for taking the pictures.



Reserved Seats



JT and Tim getting ready



Dan's P-47



Lance flew his Ace biplane



Alan with air boat and Darrel



Darrel and his Consendo

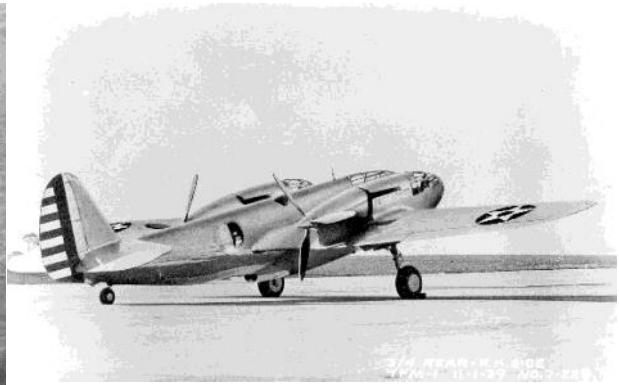
Interesting Aircraft

Usually I lean toward British airplanes when I think of ugly, but this time I am highlighting one of "our own," the Bell YFM-1 Airacuda. Designed by Bell Aircraft Company as a heavily armed escort aircraft for the bombers in 1937, the idea was to have extra firepower to accompany them on their missions.

The aircraft had a wingspan of 69 feet 10 inches, was 44 feet 20 inches long and had a crew of six (pilot, copilot, navigator, radio operator/gunner, and two wing gunners). It had an empty weight of 13,376 pounds and was powered by twin engines with a speed of 277 mph, a ceiling of 30,500 feet and a rate of climb of 1486 fpm. Armament consisted of two 37mm wing cannons, 30 caliber nose machine guns, 50 caliber machine guns in waist blisters, and it carried 20 fragment 30 pound bombs internally (?).

It seemed to have its share of flaws. The pilot did not like the characteristics in flight and it had overheating engine problems. It lacked speed to catch and keep up with the bombers. It had a tendency to have fuel pump failure problems causing no fuel pressure, no vacuum, no hydraulics, no gear control, no flaps and no engines. It seems to me other than that it was a great airplane.

It first flew on September 1, 1937. 13 were built with production lasting until 1939. Bell went on to build the P-39 and P-63 fighters after that.



Bell YFM-1 Airacuda

Washoe Waterdogs

Over these last two weeks we have been having about ten Waterdogs enjoying float flying or running boats each Thursday. Vince "2" had to wade up to his limit one time to retrieve his plane, and Johnny Johnson from Silver Springs had his 80-inch Flex Innovations 6 cell Cessna 170 dive into the water. Luckily, Scot had his new retrieval boat handy and no one had to get a belt buckle wet. Come on out and work on your tan.

"Our President at play"



That's a 70's midlife Crisis

Memorial Day Jet Fly In

Sunday, Memorial Day Week End, what a beautiful day to visit the Dry Lake. It was Sunny with a soft breeze and some great looking aircraft. There were about six turbines flying, three or four gas planes, Dan Holman's five cylinder radial Waco biplane, a mini helicopter that was a fast machine, a couple of warbirds and even a glow and electric plane to round out the group

As often as I have watched him fly, Richard Verano is so good with his big jet doing slow rolls ten feet off the lake. Bob H flew his Jet Cat with a smoke show, and President George did a good job flying his gas Yak. It is always good to see the "big iron" putting on a show every now and again.

SAFETY OFFICER REPORT

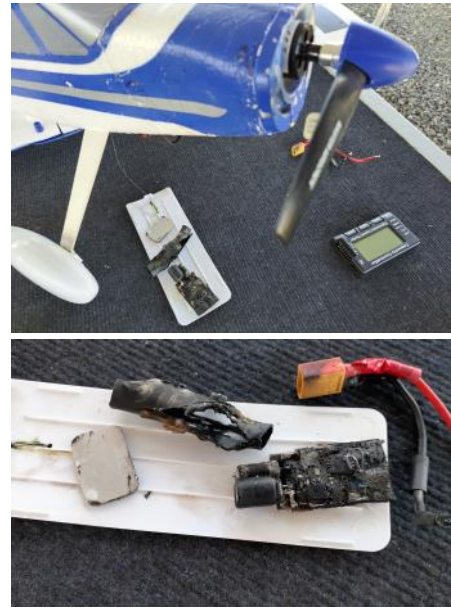
There was one incident to report for June.

My plane caught on fire. I purchased it at the swap meet and did all the pre-flight checks. On take off it made a howling mechanical sound and lost power. I picked up the plane off the runway and it had no damage. Another pilot held the plane for me and I slowly brought up the throttle. It sounded normal until I hit max throttle when it started howling and the other pilot smelled smoke.

I pulled the battery cover and saw flames under the battery. I was able to blow out the fire and we took it to the bench for inspection. The speed controller was charcoal.

Lesson learned was mechanical howling can be caused by a defective speed control and should be replaced. A friendly pilot gave me another speed control and I am back in the air.

Alan Clark, HSRCC Safety Officer



FIELD MARSHALL REPORT

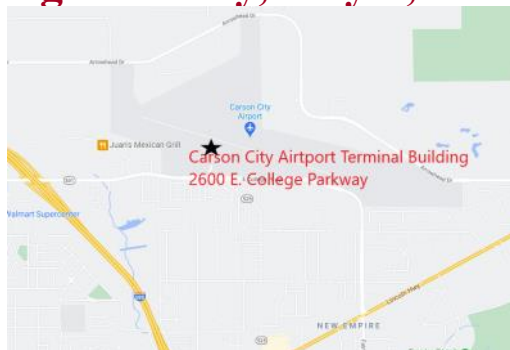
1. The irresponsible dog owner problem at the club field seems to have fixed itself. After seeing me there one evening they have not been seen again.
2. Weeds: There has been no reply from the City to my email asking if they would be spraying this year although I did see their rep drive out to the field shortly after my email. All he did was drive to the gate, look around for a moment and drive away. Since then I have done a lot of spraying myself on and around the runway, at the track, under tables and around the shade structure.
3. Regarding the runway, I must thank all the volunteers again for their help sealing the cracks that have returned. There's only two things I know of to keep our runway alive besides putting in a new one. Sealing the cracks will stop water from undermining the surface and causing it to collapse. The other fix would be resurfacing the whole runway with a 2" top. Sealing the cracks (there's still a little left to do) will cost a total of around \$1800. Resurfacing the entire runway is estimated to be about \$80,000. For now sealing is our best option and one more day of sealing will do it which will be early this fall. It will be too hot to continue right now.

Paul Ciotti, HSRCC Field Marshall

CLUB MEETINGS

If you are a new, old, or a prospective club member please join us for our monthly meetings. We try to hold them the second Tuesday of the month in the evenings.

Next Meeting: Tuesday, July 9, 2024, 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!