



July 1, 2025

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PROP WASH

Family Picnic

When I arrived at the Pony Express Airpark on the 14th, I had to park in the third row of the parking lot. We had a pretty good turn out. Quite a few planes were in the air and even a young pilot. It was good to see wives and significant others watching as well. Ralph and Terry brought their stroller along with their new Chiwawa pup. Francie took center stage for a minute from V1's Cinder.

Chef Tim had the grill going and we were treated to a huge hot dog and buns along with Macaroni salad, chili, and all the fix'ns to go along with soft drinks. Once through the line not many had to go back for seconds. The weather was nice but there were reminders by the wind on occasions. I saw John Thurman and Roger Collins who I hadn't seen for awhile and it was good to see them again.

Tim, George, and Alan were the point men for this activity and I want to thank them very much. Good Job Guys!



A good time was had by all



The line of happy campers



Look for an opening.



Long pants—short pants



Hartley P., Larry, George and Bill at the flightline

Old Birds and Young Birds



Old Birds



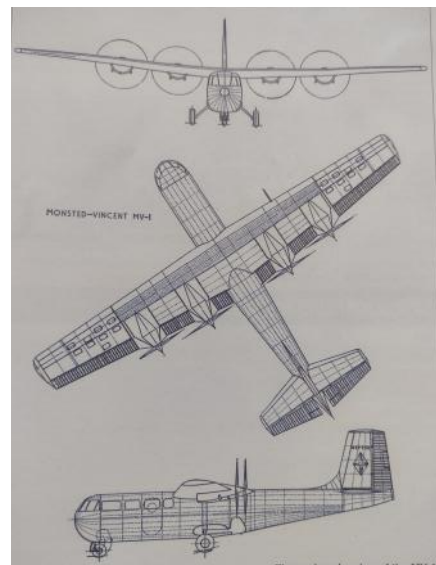
Local resident Fly Catchers, There goes the neighborhood, No Piece and Quiet

Interesting Aircraft

I usually don't spend much time looking at commercial airplanes, I am kind of a WW I - WW II warbird buff. I ran across a plane I had never seen before in the July 25 issue of AIR CLASSICS, it is the Monsted-Vincent MV-1 built by Monsted-Vincent Aeronautical Inc. I have flown on a few commercials such as Boeings, Douglas, Lockheeds, DeHavliands, Beechcrafts, Cessnas and Fokkers, but never a MV-1.

In 1948, this was a radical looking airplane. It was powered by four C-85 Continental engines mounted on the trailing edge of the wing. It had a wingspan of 48 feet 5 inches, was 34 feet 6 inches long. Power was provided by four Continental C-85 hp (later C-90) engines giving it a maximum speed of 160 mph and a cruise of 150 mph. Stall speed was 57 mph. It had a range of 1,200 miles and a ceiling of 16,000 feet. It carried 172 gallons of fuel. I never could find a possible passenger count, maybe 10 -12.

Little is known about the test flight program as the MV-1 never was certified. The only aircraft was donated to the Wedell-Williams Aviation & Cypress Mill Museums in Patterson, Louisiana. Hurricane RITA hit the area in 2005 and flipped the plane over onto its back causing heavy damage. It was to be rebuilt as the only four engine aircraft to be built in Louisiana, but that never happened, it just faded away.



Coming Events

July 26 - Biplane Fun Fly
August 9 - Fossil Fuel Fun Fly

It had to begin somewhere...

Steve S shared with me one of his older magazines, MODEL AIRPLANE NEWS, October 1937. I found a couple of articles about the first national RC event, yes, 1937, on pages 18 (trophy), 21 and 38 under Radio Control by Leo A. Weiss. I used much of Mr. Weiss' article verbatim and admit this.



Weiss and Lopus tuning up their radio-controlled model



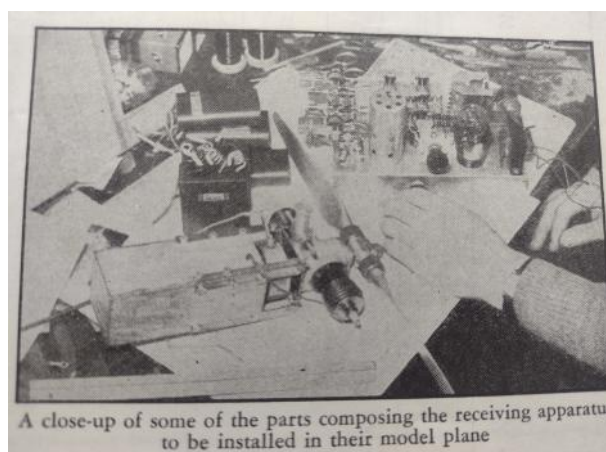
Picture No. 2—The MODEL AIRPLANE NEWS trophy for radio-controlled flight

The place is Wayne County Airport, where? Situated in the far corner of the field there were six rather large gasoline-propelled models. There were model builders devoting most of their time to some queer-looking apparatus never seen at a National Contest. These models were representation of the newest and most spectacular forward step taken by model builders in America, radio control.

As the meet progressed, it seemed that at least one of the models would fly. Chester Lanzo, the winner, was able to get airborne although it was a little erratic. One plane cracked up on take off while another had control only on the ground. One of the participants even had a wind generator on his aircraft. The other flyers elected to save their aircraft and spend more time making their plane better.

The new technology had to be satisfactory to a degree in order to improve. Any airplane had to be built well enough to stand up to experimentation and stay together. It would have to be a large model since the radio would weigh at least 6 pounds, some say 8 pounds. Considering wing loading, we are talking about a 16 pound airplane. Wing design would have to be designed to lift rather than speed, and we are talking about a minimum two control aircraft. It must be understood that the control system must be speedy and flexible and capable of moving controls simultaneously.

We have these gentlemen to honor as to where we are today, thank you guys.



A close-up of some of the parts composing the receiving apparatus to be installed in their model plane

SAFETY OFFICER REPORT



FIELD MARSHALL REPORT—CLUBHOUSE ANNEX

Last week Donn and Tim wire brushed the entire storage container to prepare it for paint. Yesterday (June 17) Dan Lively and Tim painted the container. Tim did a color match with Sherwin Williams and it came out great.

Special thanks to Dan Lively for providing the airless sprayer and expertise shooting the paint. Next step is installing vents. Tim has purchased a roof vent and is purchasing side vents.

Dan Lively suggested that we paint the interior of the container to brighten it up. He said we can use latex paint and can mix a variety of colors of used paint to save cost.

This week Donn Thane, Richard Ebner and myself took down the large sign/ frequency board. Thanks to Donn for providing the chain saw and Richard for swinging the 10lb sledge hammer.

Alan Clark, HSRCC Field Marshall



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, July 8, 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!