



November 1, 2024

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 Secretary: Dave Vandenberg  
 Safety Officer: Alan Clark  
 Field Marshal: Paul Ciotti  
 Newsletter Editor: Gary Fuller  
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## PROP WASH

### War Production

Many of us are aware that Packard Motor Company produced Rolls Royce engines for PT Boats during WW II but most did not know that Studebaker produced engines for B-17's. This is a coincidence since Packard was bought out by Studebaker in a merger after the war. The advertisement by Studebaker notes this.

**Studebaker craftsmen again give "more than they promise"**

The devastating bombing power and matchless fighting power of the Boeing Flying Fortress make comforting daily items in the war news.

Studebaker, America's oldest manufacturer of highway transportation, is privileged to collaborate with Wright, America's oldest producer of airplane engines, in providing flying power for this invincible dreadnaught of the skies. And Studebaker is also building much other war matériel, including tens of thousands of big, multiple-drive military trucks for the forces of the United Nations.

Today, as for generations past, Studebaker craftsmen make their watchword—"give more than you promise." Every Studebaker employee is justly proud of the achievements of his organization in the arming of our Nation and its Allies.

**BUY U.S. WAR BONDS**

**War Trucks for the United Nations!** Studebaker, famed for years for dependable transportation, has now become one of the largest producers of big, multiple-drive military trucks for the forces of the United Nations.

**Studebaker** BUILDS BRIGHT CYCLOPE ENGINES FOR THE **Flying Fortress**

## The Blue Angels at Stead

One of our Reno flyers, Thom Riddle, shared with us a line up of the Blue Angels at Stead for the recent Reno Air Show a short time ago. I first saw the Blue Angels fly in 1964 at the Seafair Unlimited Races in Seattle. They were flying Panthers then. How time flies.



Photo taken by Steve



Photo taken by Griffen Jones

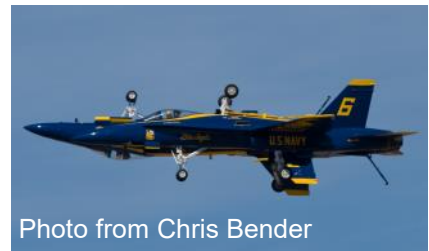


Photo from Chris Bender

## Washoe Waterdogs

The last flying day for the Washoe Waterdogs had a most unusual weather phenomenon on the South end of Washoe Lake. Carson City was completely fogged in making the trip North out of town a slow boat to China. Then, all at once as I crested the top of Duck Hill, it opened up where you could see the lake in bright sunshine.

As we flew there looking South, the four of us could see where a Carson City fog inversion began to seep through the gap at Duck Hill. Paul was good enough to take some pictures that we could share with you. Until next year, keep your wings and floats level when setting down.



## Night Flying

Richard Dugmore hosted a night flying activity on September the 7th. Besides Richard, there was Dan Ortiz, Tim, John Lequerica and Jay. The weather was good and there were no totals



L to R Richard Dugmore's Cermark Cosmos, Dan Ortiz low wing, Tim Ahl's Night Vision and Richard's Fly Beam from Hobby King



Jays Ultimate Bipe

## Interesting Aircraft

In 1941 the Tiger Moth and the Fleet Finch were training aircraft that were becoming outdated, so the Royal Canadian Air Force selected the Fairchild PT-26B Cornell as their replacement. The RCAF version featured an enclosed cockpit, an improved heating system along with a Ranger piston engine. The first Cornell, known as the PT-26B, was flown in July 1942.



The Cornell featured a fabric covered welded steel tube fuselage. The remainder of the aircraft used a plywood sheathed center section of the wings and tail surfaces. The landing gear was fixed with a large wheel span giving good ground handling. 1,642 Cornells were built by the time production ended in 1944.

The aircraft had a wingspan 37 feet and weighted 2022 pounds. It was powered by a Ranger L-440-C5 6 cylinder inline engine. Maximum speed was 122 mph with cruise at 101 mph. Service ceiling was 13,200 feet.

Just a foot note. The AT-6 Texan first flew in 1937 and replaced the Cornell later on. When the AT-6 was ordered by RCAF, it had a fixed landing gear as they did not want to have many un-serviceable aircraft due to retractable gear problems. It was known as the Havard.

## Random Pictures



Static displays, Reno Air races 2023

## Coming Events

Glider/Old Timer Fun Fly and Fundraising Sale- October 19 , Don Morse hosting, Paul Ciotti selling  
Thanksgiving Turkey Shoot/Balloon Bust - November 9, Paul Ciotti hosting  
Christmas Party - December 11 at Fandango Casino, JT Consiiglio  
Frozen Finger Fun Fly - January 1, Gary Fuller hosting

## SAFETY OFFICER REPORT

For this month's report I would like to share that there was an RC boat collision at Washoe Lake where a high speed RC boat struck an RC sailboat. This was resolved amicably. I also met 3 new flyers out at the field and explained the AMA requirements to fly there.

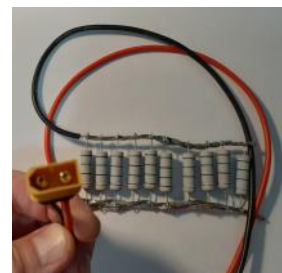
Recently I discovered lipo batteries in our trash cans at the airpark. This is an unacceptable practice especially if they have not been drained of their charge. You can safely discharge your old lipos and dispose of them properly, but please not at the Airpark. I would like to share a less messy alternative method to draining the charge off of your Lipos in saltwater prior to disposal. You can drain them by draining the charge with a load resistor. I built one myself. The following is what I did:

I ordered 10 each of 150 ohm 5 watt resistors from Amazon. I chose the quantity and resistor values for a reasonable price (around \$6.00) and small size to discharge 4S and smaller batteries.



### **Safety continued,**

I wired the resistors in parallel to create a 50 watt 15 ohm load. This will discharge a 4S battery at 1.12 amps. This is a nice slow rate so no worries about the battery getting warm. 24 hours is more than enough time to fully discharge the battery. If you have a voltmeter you can measure the voltage across the load resistor.



The first 4-6 hours will show a faster discharge than the next 4-6 hours. Batteries do not discharge linearly. I found that my 4S battery got no lower than 15 milli volts. I proved it was fully discharged by shorting the output to 0 volts and it would bounce back to 15 millivolts. Simple way to fully discharge a battery.

Alan Clark, HSRCC Safety Officer

## **FIELD MARSHAL REPORT**

After the last rain there was another collapse in the runway on the far (north) side. Alan Clark was kind enough to help fix the problem. We filled the collapsed area with asphalt and sealed the top. Every time it rains we will have this problem so avoid the far side. Our runway is over 30 years old and it was constructed without adequate base preparation. As a result, water is seeping below it from the improperly draining road that the city still has not fixed. The ultimate solution to this problem, after fixing the road, will be to resurface the whole thing, I estimate this could be about \$80,000. It should be noted that the city hasn't lived up to their commitments this year. No weed spraying and no further contact with us on the handicapped access they were concerned about. The water tank over the toilet in the clubhouse has been refilled. Two gallons of antifreeze were added to it.

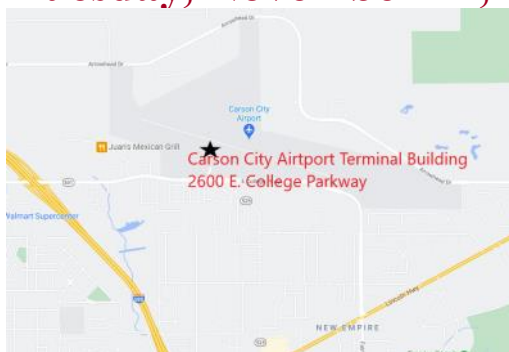
Lastly I will be resigning from the position as Field Marshal at the end of this year. Alan Clark has been nominated to be the Club Field Marshal for the year 2025 and is unopposed. Thank you Alan for volunteering to take over the position. I will continue to oversee fundraiser sales for the club as needed and in that regard I have enough merchandise now to have a sale this month. This will be announced when the date is finalized. I will also continue to print the Club Membership Cards and Plane Identification Labels for the club membership.

Paul Ciotti, HSRCC Field Marshal

## **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 in the evenings.

**Next Meeting: Tuesday, November 12, 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!