



November 1, 2025

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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

Glider / Old Timer Fun Fly

I just want to thank everyone who attended the event. We had a great turnout and a good time was had by all. There were quite the pile of gliders there! Thanks again to all who attended and made this another club success, Paul.



A gliders roost



Wes (?) getting ready



Consendo warming up



Looks like a Bird of Prey



The rib bone is connected to the wing bone



Which Consendo is this?



Bob Heitkamp's Park Flyer

Interesting Aircraft

The Vultee P-66 Vanguard was a fighter designed during the 30's and was originally ordered by Sweden, manufactured by Vultee. As the US Army Air Corp saw the writing on the wall concerning WW II, they canceled the order. Shortly thereafter, the Chinese government obtained an order to meet requirements for a modern fighter.

The Vanguard was a single engine, single seat aircraft with a low-wing design. Armament consisted of a combination of 50 and 30 caliber machine guns and a 20mm cannon. In order to meet condition required in air fields in China, the aircraft had a large oil cooler and air filter to protect the engine from dusty conditions. It had retractable landing gear reinforced to handle rough terrain.

It had a crew of one, was 28 feet 5 inches long and had a wingspan of 35 feet 10 inches. Gross weight was 7,100 pounds. Power was provided by a Pratt & Whitney R-1830-33 14 cylinder twin row radial providing 1200 hp. It had a 3 blade Hamilton Standard hydromatic propeller.

Even with unique features, the P-66 proved to be underpowered and exhibited poor performance. It was unpopular with Chinese pilots who chose the more advanced design of the Curtiss P-40. As a result, only a small number were built and the type was quickly phased out.



Mystery Event Revealed

Oct 11th we held a Military/Warbird fly-in, it turned out to be a White Knuckle event (E ticket ride). Winds were 7-12 mph up to 25+ and choppy.

Around 25-30 members showed up with coffee and donuts for all.

Many pilots were grounded but a few were undeterred and went for it.

A few pilots managed successful fights and a few others had rough landings with damaged landing gear and broken props.

We had one pilot struggling and ended up flying out of sight east of the field, the plane has still not been recovered.

Good times and conversation were abundant.



Larry's P-40



One of the Ducted Fans

Washoe Waterdogs

The float flying season for the Washe Waterdogs ended this Thursday, September 25th.. Four flyers got in their customary mandatory flights. There was Dave V, Paul, Tim and Darrel. We saw the rain coming across the Lake from the "Carson gap" and it came with a rush. As thr last attempted flyer, Alan put his plane in the water but by then you could not see across the lake and the wind picked up so he picked up too. There were some ten pilots out there, but to my knowledge only these four flew. It was fly early or fly in the rain. As the rain picked up, so did the pilots. Everyone started moving planes to their vehicles along with chairs, tables and what not. The only saving grace was before that Mrs. Fuller had provided warm crochets with sausages.



Weather in morning when Dave and others flew.

As I was leaving the Lake in the sunshine, you could see a rainbow forming across the lake. Tim Ahl got these pictures to share. Now, if we had been willing to wait an hour or so, we might have had a good float flying day. Hope to see you next year beginning in April.



Weather when all of us headed for cover.



See my float booties

Coming Events

November 8, Thanksgiving Turkey Shoot, Host: Paul Ciotti
November 11, Club meeting and Election of Officers
December 10, HSRCC Christmas Party
January 1, 2026, Frozen Finger Fun Fly, Host: Gary Fuller

Member News

When I was out at the field the other day, I was surprised to see two helicopters take off at the same time from the copter pad. Paul and Ed were the pilots. As Mark was talking to Paul, his helicopter held in midair so Paul could address Mark while showing him radio positions. When he was done, he looked back at the helicopter and continue flying from there. Try that with our regular aircraft. I never thought of that being a option with my planes. It is good seeing our copter pad being used.

SAFETY INFORMATION

Just a reminder from our Safety Rules:

GENERAL FIELD RULES

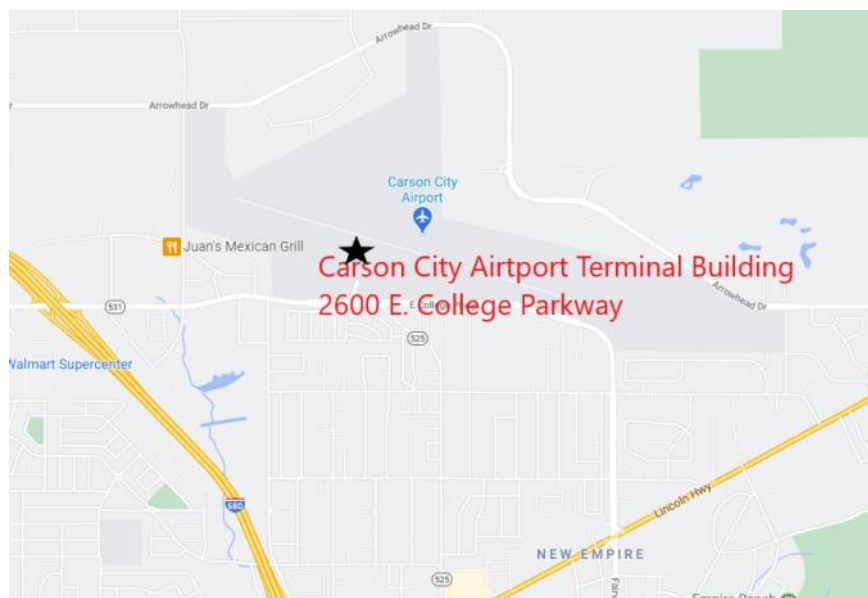
5. Children and other spectators must remain behind an invisible line which is immediately in front of the shade structures, running east-west. No one other than pilots and their helpers, spotters and pilots on deck are allowed at the start-up tables. Children must always be supervised.

FYI, the invisible line is now white.

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, November 11, 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!