



September 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

Biplane Fun Fly

Another sunny day, July 26, had a little wind to keep us on our toes, but the biplane attendance started small and built up to 18 biplanes with sixteen taking flight. They included a pattern ship with a small wing above the cockpit and Adam's mini Pitts to the host's big Sopwith Pup. The head of the group was Ernie bringing his three biplanes, two Smith Mini Planes and a Gladiator from the defense of Gibraltar during WW II.

The wind was a little tricky on landings, but the pilots rose to the challenge without any serious crashes. Larry's Waco's initiated flying around 8:00 AM and planes were in the air most of the time after that. Some of the biplanes make only few flights a year, and it was good to dust off the airframes and see them again. The planes ranged from Lance's big red and white Aeromaster with a gas engine to Adam's little Pitts with electron power. I sure will be looking forward to the Biplane Fun Fly next year.



One of the best pictures of George and his Pup.



Larry's Old Faithful Waco



Adam's big Waco and Little Pitts.



Ernie and one of his Smith Miniplanes



Paul and his Python



What a nice Aeromaster



Who flew this one?



Ernie's double your pleasure



Ernie's Airplane ?

Fossil Fuel Fun Fly

I don't remember if this is the first "annual" Fossil Fuel Fun Fly or not, but I think it might be. I didn't count the flyers or planes, but there were a scad of them. It seems only fair that I mention "It is good to smell methanol in the morning." Another beautiful day greeted us for flying and it wasn't wasted. (gf)

We had 7 poker contestants with three playing 2 hands each, a total of 10 hands at \$5 each hand. The entrant cash pot was \$50 total. \$25, \$15, \$10 were awarded for the high hands. There were about 20 other pilots and spectators present. A personal observation: As event coordinator I tried to do more than I actually had time for. I filmed the participants, handed out cards and tried to fly six sorties to fill my two hands played. It was not to be. My first airplane lost power, in flight, on my first sortie after completion of a big loop. My spare airplane was my big heavy fast Fugly vinyl drainpipe made from the wings Gary gave me a couple of years ago. I made two good flights with the Fugly, but landed long in the dirt with the engine still running and made a decision to continue flying to fill out another sortie/card. The wind had changed from the West to the East so I taxied back and took off again noting a substantial power loss. The airplane flies well at full power, but becomes dicey in the air with 1/4 of the propeller lost to the "God of Flight". Engine RPM dropped to 40%. I nearly crashed, but landed poorly but with no additional damage. I called it a day at that point, my last poker hand went wanting for the last two cards. "Flying with Waxed Wings too close to the Sun" is a common downfall of "Kick the Tires and Light the Fires" piloting. It is good for us all to take our time!

The YouTube presentation video of the event is at:

<https://youtu.be/40MdszjcQ7M>

Lance, AKA "Drainpipe"



Abigale, Ernie, and friend with Twist and Super Bee



Joe checking controls



George's old Frankenplane



Tim's nice looking Tiger



Dave, You shouldn't love your plane



Darrel's Old Faithful



Dave Becher's beauty



Paul 's different Simitar



George's Sportser and Astro Hog (PT 19)



Rick T's Avistar



Would you call this a "Boggie" in the pattern?



Darrel's good Tiger.

Interesting Aircraft

The Horton Wingless aircraft was invented by William Horton of Huntington Beach, California in 1952. He called the strange looking plane "wingless" because he claimed the entire craft was a simple air foil with vertical fins and utilized all surfaces for lift. Unfortunately, Horton did not have the money to develop it, but was able to get into a partnership with billionaire Howard Hughes and Harlow Curtis.

The plane had successful, but short flights. The venture failed not because the airplane didn't fly, but because Hughes sued Horton which effectively stopped any further development of the aircraft.

Hughes managed to have the prototype and partially constructed production version destroyed. One aspect of the law suit was a statement that the "aircraft could not fly," which witnesses and photographs and video obviously showed not to be true. At one point, Horton served jail time for selling stock in a company for airplanes that "couldn't fly" and had several violent confrontations with people associated with Hughes and Curtis because of the law suit and resulting injunctions.

The amazing thing to me was that the short wings were retracted into the flying wing fuselage after take off making it "wingless." It had a wingspan of 8 feet 10 inches and a length of 11 feet. Power came from two 85 hp Continental engines providing a maximum speed of 170 mph. Gas capacity was 4.5 gallons.

Only one remaining aircraft survived and it is in the airplane museum in San Diego.



The Washoe Waterdogs

The Washoe Waterdogs official schedule runs out during the last week of September. Therefore, anyone wanting to float fly with the Waterdogs before the season runs out should plan to fly no later than September 25th. After that, should you need a recovery craft, you might be on your own.

With the Park notification of the algae bloom, you need to make your own decision about flying. I will be out at the Lake each Thursday through September to check out the conditions. So far it hasn't been noticeable. I will make my own decision about flying while at the lake each time. You are welcome to call me at 775-720-0856. gf



Washoe Waterdog's Memory—
Tommy's Grumman Albatross

Coming Events

The next event is the Electric Fun Fly on August 23. There will be a RAFFLE of give aways and you get a ticket for each electric aircraft you fly."

September 6 Night fun fly

September 20 Glider/Old timer Fun fly

SAFETY OFFICER REPORT

We recently had an incident where a prop flew off in the start up area. Fortunately, no one was injured but a number of kids had been running around the Airpark earlier. We were fortunate that were no spectators were involved. There is a requirement for spectators to be behind an invisible line in front of the shade structures. At the last club meeting it was approved to paint a line on the gravel in front of the shade structure marking the no spectators dividing line which we will do. We should also discuss this requirement at Pilot briefings during events. Thought for the day, ask folks to stand back unless they are part of the pit crew assisting the pilot. Bottom line, Safety is everyone's responsibility.....Keep everyone safe and have a cleared distance away from starting glow/gas engines.

Donn Thane, HSRCC Safety Officer

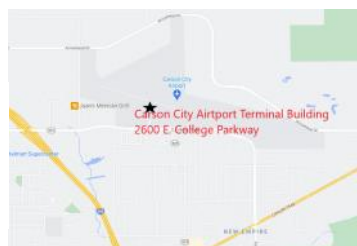
FIELD MARSHALL REPORT

Field Marshal Alan Clark is requesting replacement 55 gallon barrels for the trash barrels at the field. The existing trash barrels are full of holes and rusting out. If you know of any 55 gallon barrels in good condition please contact Alan Clark. He needs up to 12 barrels.
Call or Text Field Marshall Alan Clark 775-721-8966

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, September 9, 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!