

# SIERRA SIGNALS

Newsletter of the High Sierra R/C Club  
AMA #1362 and SAM 34  
Carson City, Nevada



*June 2007 Edition*

**Next Meeting - June 12<sup>th</sup>, at Round Table Pizza on College**

**June Events - Carson Airport Open House - June 2<sup>nd</sup>  
Hanger Queen Contest - June 9<sup>th</sup>  
Float Fly #1 - June 23<sup>rd</sup>  
Military Fly In - June 30<sup>th</sup>**

From Da Prez;

Fun fly number two has come and gone. Unfortunately only two members were interested enough to show up, so again another event was canceled. While I was unable to make it, I understand that Sam #1 was a success, with five members having a good time. Jim Stinson did the director honors, and the weather actually cooperated.

Lots of things coming up this month. The Carson City Airport open house on the 2<sup>nd</sup>, the inaugural Hanger Queen contest on the 9<sup>th</sup>, our first float fly on the 23<sup>rd</sup>, and the Military Fly-in on the 30<sup>th</sup>. And the club picnic, swap meet, on July 7<sup>th</sup>. Should keep all of us busy (even without any

repairs). These events can be a ball, come on out and join in.

There was a new club safety format introduced at the May meeting. Our Safety Officer, Ray Hurlburt, finds that he will not be able to be an active member this year. I was unable to find a volunteer to fill his spot, so we will now have a Safety Committee. The volunteers for this office were Vince Euse, Pete Francone, Gene Frey, Gary Fuller, and Tom Howell. These are members that are usually at the field, and will therefore be able to provide us a real service. Please give them all the help that they need, an accident at the field will certainly lead to a total lose of the entire facility, which is something that we absolutely cannot afford. The committee

has already had one formative meeting, and hopefully a preliminary safety program proposal will be included in this issue.

This will surely be a main topic of discussion at the June meeting, so please be prepared to present any suggestions for improving field safety.

In addition to the safety proposal, you will also find Tom Howell's Flight Pattern Diagram enclosed. I know that many of us have sort of forgotten that there really are flight area rules, and each of us needs to keep his/hers AMA insurance valid by following them.

For the new and newer members, as well as those that would like to become more proficient, Tony Buholzer and Pete Francone have said that they will do 'buddy box' type instruction and mentoring, if asked. Both have also said that if you make an appointment to fly with them, BE THERE!! This is great of them to offer their personal time, and there is no excuse to not show up when they are making the effort to help you. It may seem like fun to us, but instructing is a real strain & pain, having to be constantly alert to save the flight when necessary, while giving advice at the same time, and I can certainly see why we do not have many volunteers.

How many of you would be willing to pay \$10/12.00 a year to be able to check the wind and weather at the flying site without being there? Many members do drive a considerable distance to get to Pony Express, and must be really discouraged to find a cross wind or the Carson Valley gale blowing. Not only wasting time and gas, but they could have been doing something meaningful with the time that was wasted. I believe that we could put in a weather station that would provide a constant wind and temp report every day for about that amount. It would take a few donations to pull it off, but continuing costs should amount to no more than a monthly phone bill. Think about it, OK?

And speaking of donations, how about a JR transmitter? Some older unit that perhaps did not have enough channels and is just sitting around your place. At the May meeting a motion to buy a JR 'buddy box' for club members use was passed. Only problem is we now find out that JR does not make one. Seems that any JR Tx is supposed to work as a buddy box, so a donation will really be appreciated. I can even arrange to make it tax deductible if you want.

By the time that you are reading this, the runway cracks will have been filled, and possibly the runway overlay completed or very near being done. I would think that a thank you letter to Scott Fairenbrook from the club would probably be appreciated. Not many clubs have the good fortune to have a city or county operated facility such as ours.

Enough for now, lets all get out and fly.

PS: Those of you with an email address, please get it to Dan Etcheto, as you will then receive occasional event reminders.

(Editor's Note - My e-mail is dan@hsrcc.com)

Hey Louie, soaring is fun !!



January 10, 1964, started out as a typical day for the flight test group at Boeing's Wichita plant. Pilot Chuck Fisher took off in a B-52H with a three-man Boeing crew, flying a low-level profile to obtain structural data.

Over Colorado, cruising 500 feet above the mountainous terrain, the B-52 encountered some turbulence. Fisher climbed to 14,300 feet looking for smoother air. At this point the typical day ended. The bomber flew into clear-air turbulence. It felt as if the plane had been placed in a giant high-speed elevator, shoved up and down, and hit by a heavy blow on its right side.

Fisher told the crew to prepare to abandon the plane. He slowed the aircraft and dropped to about 5,000 feet to make it easier to bail out.

But then Fisher regained some control. He climbed slowly to 16,000 feet to put some safety room between the plane and the ground. He informed Wichita about what was happening. Although control was difficult, Fisher said he believed he could get the plane back in one piece.

Response to the situation at Wichita, and elsewhere, was immediate. An emergency control center was set up in the office of Wichita's director of flight test. Key Boeing engineers and other specialists were summoned to provide their expertise. Federal Aviation Administration air traffic control centers at Denver and Kansas City cleared the air around the troubled plane. A Strategic Air Command B-52 in

the area maintained radio contact with the crew of the Wichita B-52.

As Fisher got closer to Wichita, a Boeing chase plane flew up to meet him and to visually report the damage. When Dale Felix, flying an F-100 fighter, came alongside Fisher's B-52, he couldn't believe what he saw: The B-52's vertical tail was gone.

Felix broke the news to Fisher and those gathered in the control center. There was no panic. Everyone on the plane and in the control center knew they could be called upon at any time for just such a situation. In the emergency control center, the engineers began making calculations and suggesting the best way to get the plane down safely. The Air Force was also lending assistance. A B-52, just taking off for a routine flight, was used to test the various flight configurations suggested by the specialists before Fisher had to try them.

As high gusty winds rolled into Wichita, the decision was made to divert the B-52 to Blytheville Air Force Base in Northeastern Arkansas.

Boeing specialists from the emergency control center took off in a KC-135 and accompanied Fisher to Blytheville, serving as an airborne control center.

Six hours after the incident first occurred, Fisher and his crew brought in the damaged B-52 for a safe landing.

"I'm very proud of this crew and this airplane," Fisher said. "Also we had a lot of people helping us, and we're very thankful for that."

The B-52, Fisher said, "is the finest airplane I ever flew."

**Thanks Frank for submitting this story!**





# High Sierra Radio Control Club Annual Raffle

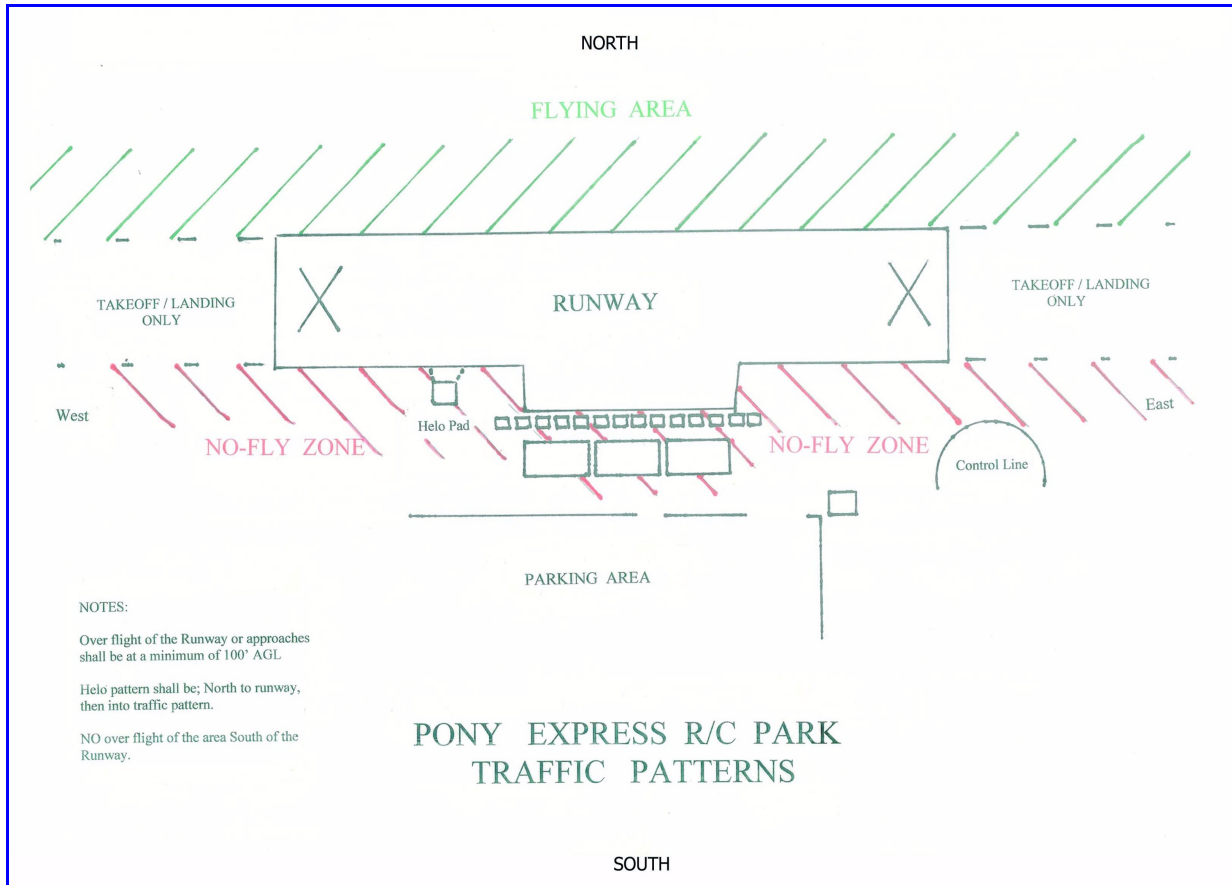
## \$ 1,000 R/C Shopping Spree

Yes! \$1,000 worth of the world's finest R/C stuff of your choice including aircraft kits, ARF's, engines, radios and accessories!!



**Tickets \$1 EA (6 FOR \$5.00). Drawing on  
Saturday, Sept 15<sup>th</sup> @ 11 AM at the  
Pony Express Model Airpark.**

**You need not be present to win.**



The traffic pattern shown above will be posted at the field as well.

**Your safety tip for the month. This applies to flying RC planes as well!**

**Don't be in such a rush. Pre-flight check is well worth the trouble.**



MELANIE (age 5) asked her Granny how old she was. Granny replied she was so old she didn't remember any more. Melanie said, "If you don't remember you must look in the back of your panties. Mine say five to six."

JAMES (age 4) was listening to a Bible story. His dad read: "The man named Lot was warned to take his wife and flee out of the city but his wife looked back and was turned to salt." Concerned, James asked: "What happened to the flea?"



I don't know, I think they should have used turbine engines!

Here's a link:

<http://www.modellflug-freakshow.at/images/bdm/bdm.htm>

*"Don't be bashful, don't be shy, get into something big enough you can see in the air! Hey, its scale modeling!"*

- Artist (from RCScaleBuilder)



#### 2007 Officers and Crew

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"Dear Lord," the minister began, with arms extended toward heaven and a rapturous look on his upturned face. "Without you, we are but dust..." He would have continued but at that moment my very obedient daughter who was listening leaned over to me and asked quite

audibly in her shrill little four year old girl voice,

"Mom, what is butt dust?"