

SIERRA SIGNALS

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



March 2008 Edition

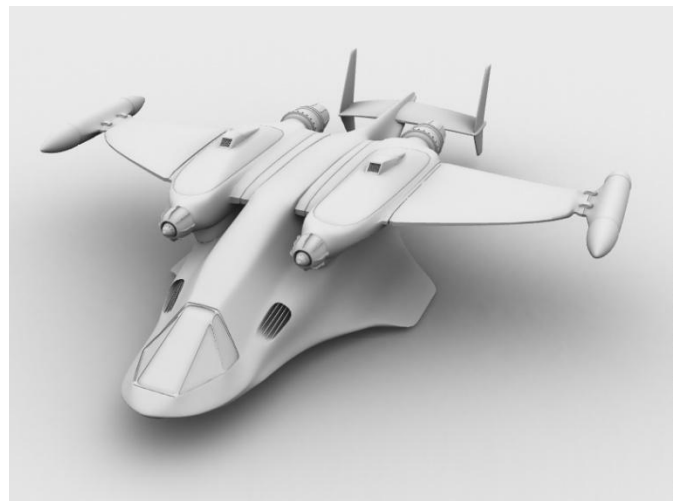


Next Meeting – March 11th, at Round Table Pizza on College Pkwy – 6:30 pm

I received an email the other day with pictures from the latest Rutan/Virgin Galactic space endeavor. Here are a few to wet your appetite. The web site is here: http://www.virgingalactic.com/pressftp/index_full.php A model anyone?

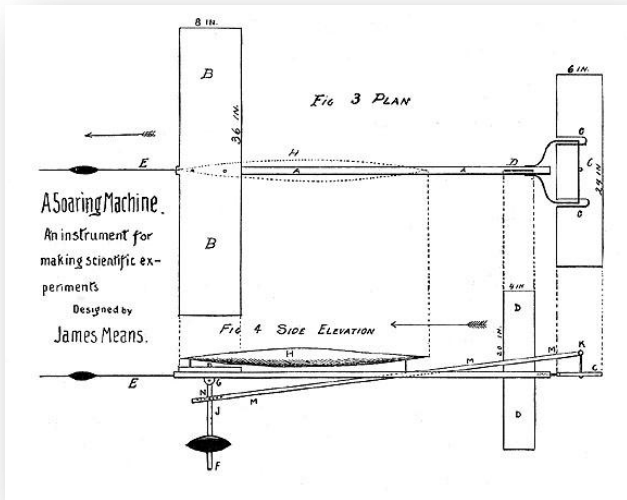


Also ran across this web site: <http://www.fsjets.com/newbizjets.htm> New airplanes excite me! The one on the hood is a real model. The picture on the right side is an artist rendition of a future fantasy jet.



"In our dreams we are able to fly...and that is a remembering of how we were meant to be."

- Madeline L'Engle



And of course, there is always room for the past. I received this from Ken Holden of SAM 51 fame. Here is the web site he refers to:

<http://www.flyingmachines.org/meanssoar.html>

The Means Model Soaring Machine circa 1893.

And now, from fantasy to reality, we have updates on some club member builds. Tom Reinbolt is starting to finish his Ecoupe and Dan (that's me) has mounted the wing to his (my) A-26 fuselage. Here are a few pictures, but the builds can be found here: <http://hsrcc.com/build.html>



From the Safety Committee – Tom Howell reminds those of us that have gas engines that we need to have a fire extinguisher with us when flying.

!! NEWS FLASH ----- NEWS FLASH !!

The **High Sierra Radio Control Club** has been qualified and upgraded to **GOLD LEADER STATUS** for 2008!
!! A big round of applause for those of you that made this a reality !!

If you can, please email me and give me the OK to put your name on the email notification list. I will send you a link as soon as each month's newsletter is published so that you can look at it. Save printing costs, save stamps, and put those pesky electrons to work! Thanks to those of you that have already done so!

The air up there in the clouds is very pure and fine, bracing and delicious. And why shouldn't it be? —it is the same the angels breathe.

— Mark Twain

From Da Prez,

Who would have thought that the field would be dry enough for some great flying in February. For a couple of weeks it was pretty wet out there, but the weekend of the 16th it was quite nice, and had a lot of activity. In which regards, it looks like Ken (or maybe Gene) just qualified for the Order of the Arrow of 2008. I got there too late, but it seems that the Cessna 310 was absolutely totaled, diving in under power just after takeoff. Even broke up one of the engines. The three ten has a lot of meaning for many folks, not certain just why. Maybe it was Sky King, or maybe just the great clean lines and the tip tanks. It really wasn't that great an airplane to fly.

The Bonanza is giving me a real headache; almost wish I hadn't started it. I think that I have solved most of the problems, but the gear doors are beyond me. Can I blame it on my age? Didn't use to have these problems, I could just always come up with a usable solution for them. I think that some of the problem may be that years ago we had servos with linear action, vs. the limited rotary motion of today. In some cases, they were better, such as for gear retraction, throttle control, etc.

For those of you that haven't been in to the Hobby shop lately, Gene Frey has gotten the lottery prize Stearman completely assembled, with all the gear installed, ready for flight. It may have been an ARF, but it certainly was not ALMOST READY. How about a full week to assemble. The only thing that is left for the winner is to break in the engine, and go fly. It really is a great looking ship, would be spectacular in the air (how about on a low pass). The only thing is, it looks so great that it may never be put in the air. Anyway, my hats off to Gene, and a BIG thank you.

The Flight Instruction committee reported that they have pretty much decided to use the AMA suggested format, with a few minor deletions of maneuvers that they thought not really necessary. We will need several volunteers for instructors under this program. Maybe some of last years' instructors will sign up for this new program. I would guess that most of you that would like to, are in the same class as I am, not proficient enough to teach others, just competent to have fun flying our own (or almost).

At the February meeting, it was decided that the Club should be a sponsor of Operation First Response, which will be held at Mills Park on the 17th of May. We could really use a couple of volunteers to show off aircraft, as well as selling raffle tickets. We will have the kiosk at the park that day. Then on the following day, Sunday the 18th, we plan to be showing and flying some ships at the Silver Springs Airport Flying. Volunteers of help will really be appreciated on this.

It was also decided at the same meeting that the club will own a portable Water type fire extinguisher, a necessity when operating the jet powered aircraft. Ray English and Don Morse are going to try to put together an auction this fall, so you might start taking inventory, and set aside the gear you would like to clear out.

A motion to create a new club Office was made, and approved; thus we now have a Government Liaison Officer, this year being held by Ken Seymour. It is hoped that we can thus more readily obtain pertinent information regarding activities at and around the flying field. Seems that right now there are many rumors and some facts regarding proposed changes in the surrounding areas, possibly affecting our present operating procedures. PLEASE READ CAREFULLY THIS MONTHS EDITORIAL.

See you at the field, Lou

Editorial – Dan Etcheto

“We have met the enemy..... and he is us.” - Pogo

The February meeting was quite the event! Over 30 people (40% of the club) were packed into the room, which may be a record. I am not sure if it was because there has not been a meeting in three months or if people were asked to attend

to voice their opinions on certain issues. I don't think it was because the pizza was that good! There was a lot discussed and most of that can be found in other areas of this newsletter, but for now I want to focus on the issue of the Club's existence. There is concern that the club will be forced off of the present property. Yes, that was news to me as well!

For those of you not there, the problem is encroachment. The railroad from Virginia City was mentioned as well as the Condominium project that could go in on the property between us and Highway 50. Progress, don't you just love it. Should we panic? Absolutely not. Does that mean we are out? No, it does not. Is this something we should be concerned with? Yes. As Allan said, "We need to be pro-active." I agree 100% that we need to be diligent, but I do not want to approach this with a "Sky is falling" attitude. My concern is that the possible infighting in the club could ruin it for everyone.

Improvements do not happen overnight. However, over the last year or so I have seen this club improve in certain areas due to the efforts of more than a few people. We have now attained Gold Leader Status once again. The Airpark improvements are top notch and more effort has been placed on safety. Attendance at meetings is up, member participation is greater and communication between us is better.

What I have found out this month is that you can fly your planes anywhere you want except on city/county/private property that has rules against it. So why fly at the Airpark? Three reasons; frequency control, facilities and comradery. I do not want to lose the club or the airpark, as the reasons they exist are important to me. So what are the "issues?"

First, we lease the land we are on from the City. We do have some control over this land but it is not total. There is absolutely nothing we can do about that. The lease automatically renews every three years. If it is not renewed, there is no provision that the city has to find us another location. So we had better make sure we are good tenants! That means abiding by the provisions in the lease and not causing concern with the city.

Second, since we do not have total control over the airpark, anyone not in the club can use it. That is in the lease as well. It was brought to our attention last November that this is a liability to the clubs' members. The lease states that if no one from HSRCC is there then we have no liability. But, if one of us is there, we assume liability. The lease says we need a \$1 million policy to cover our butts and that the City is named additionally insured. Every year Bob Brogan writes a check for \$60.00 and receives a \$5 million policy for the club. Being an AMA member also insures that you at least have additional insurance over and above your home owner's policy and the club's policy. So it looks to me as if we are well insured. If you disagree, tell me why. If it is a valid point it will be raised with the club.

Lastly, the problem of encroachment is real. It happens to all clubs. We cannot stop that either, but we can be good neighbors. I have yet to hear of a good reason why we should be concerned about the Train from Virginia City. Even if they build it, which is unlikely for many years, is it any more of a problem than the road that goes by the field at the west end of the runway? I have not heard anyone say they are concerned about hitting a motorcycle. What about the development projects? Again, given the state of the economy, development is unlikely for many years. But someday it will occur. The biggest threat will come in the form of noise problems. One club I know of fought this by monitoring their loudest planes where people were complaining. The RC Club won. We may not be so lucky. The noisy steam train from VC may not be either! But we are looking at a long time from now. Maybe by then, Alan's dump (sorry, landfill) will be the new location for the Airpark. A lot can happen in 5, 10, 20 years!

If you have concerns about the club, voice them. But don't exaggerate the problem, and don't spread rumors. Give the club ideas on how to correct those problems. As a member of the club, you have a responsibility to ensure its' viability as well as the officers you elect do. In a word; PARTICIPATE!

My recommendations are that we make sure we are good tenants in that we adhere to the provisions in the lease. We need to maintain a high level of visibility with the community. We need to act professionally, responsibly, and safely.

Upcoming Events that HSRCC will be participating in:



Operation First Response
Supporting wounded Heroes
and their Families

May 17th at Mills Park

www.carsoncityhonorsoutroops.com



Lyon County Fly-In
Silver Springs Airport
May 17 & 18, 2008

May 18th at Silver Springs Airport

<http://www.lyoncountyflyin.com/>

Come out and enjoy the show! HSRCC will have a booth at each of these events. Please note that these events are two days long, but we will only attend on the dates shown above. We will be selling raffle tickets and displaying our planes. Hopefully we can talk a few of you into giving flight demonstrations at the Silver Springs Airport.

Must have been a rough winter! The Reno RC Club's field was impossible to get to for awhile, so we had visitors! Robert and Rudy's planes are so big I can see them while driving up Highway 50! I can't remember his name, but this guy's jet was awesome!



Looks like two of our own have decided to retire from RC. While at the field last week, Maynard Ingalls came by with a list of RC stuff he is selling. It's a large list so I will not copy it here, but it will be up on the web site. Engines, planes and misc. stuff all gotta go! Seems he wants to stick with full scale. You can call him at 315-1595 to see what he has left. I also received an advertisement from Frank Chase. But before I had a chance to include it here or on the web site, he wrote me and said Bob Brogan purchased his planes. Frank, I still expect you to come out to the field and at least soak up some rays and laugh at us (me) when we crash!

I received an email from Bob Barnett at the Reno RC club. They are still in the process of finalizing their schedule. I may go ahead and put in their tentative schedule for now and then change it when the days are firmed up next month. Like a lot of things, you can find it on the web site. Check the revision date to see if you have the most current one.

And finally, some more on the future. If you want to see more cool planes, "Google" this: VLJ. I also ran across information on blimps. Yep, I'm not full of hot air this time! The term hybrid is creeping in to these bags of gas.



This is an RC blimp called the SkyKitten.

<http://www.worldskycat.com/skycat/skykitten.html>



This one is wild! Anyone want their own air yacht? Great for entertaining! You can take the whole RC club with you.

<http://www.aeroscraft.com/>

Flying an aeroplane with only a single propeller to keep you in the air. Can you imagine that?

— Captain Picard, from 'Star Trek: The Next Generation.

For some years I have been afflicted with the belief that flight is possible to man. The disease has increased in severity and I feel it will soon cost me an increased amount of money, if not my life.

— Wilbur Wright

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