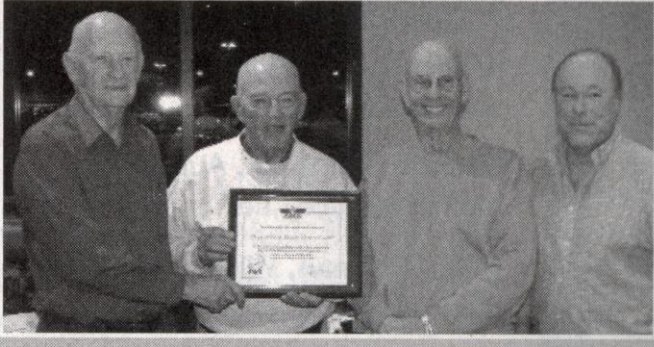




**Next Meeting – September 9<sup>th</sup>, at Round Table Pizza on College Pkwy – 6:30 pm**

**On April 8**, the High Sierra RC Club was recognized a second time for having achieved Gold Leader Club status. The award was presented at the club’s monthly meeting in Carson City, Nevada. Pictured below receiving the award are club president Louis Scheel (L), Bob Brogan, Tom Reinbolt, and Dan Etcheto.



You have probably seen this by now in the MA September edition. Somebody should have brought the car wax for the chrome domes (yes Tom, me included)! Thanks again to Rich Hanson, who is moving to a new job. Good luck Rich!

Sad news. Lou heard from Gary that George Brija passed away. I have no other details to report, other than to give my condolences to his family and friends.

From Da Prez,

I spent the morning with Scott Fahrenbruch and Ken Seymour. Scott wanted our opinion (and my possible approval) of the HSRCC/Carson City contract as revised by the DA per our previous requests. Turned out that the revision was exactly as we asked, thus relieving HSRCC from any liabilities for events/occurrences that happen when there are no HSRCC members present at the park. Of course, the club is still liable for anything that happens if a club member is at the park at that time. So we are no longer liable for any occurrences if non members choose to use the park by themselves. So now, it really behooves all of us to police each other, as well as any non-members, seeing that all AMA rules and regulations are adhered to, if not AMA insurance will be void for that event/occurrence, no coverage whatsoever, but HSRCC will be held liable. Please remember that the conditions of our having Pony Express are that the HSRCC will manage the park entirely. Scott also mentioned that club members have the right, and duty, to ban any person that refuses to obey the Park rules, and that he and the Park Ranger will always back us up with a citation to that person and if necessary, his/her ejection from the park, and issue a permanent ban prohibiting their appearance at the field.

It was interesting to hear some of Scott’s views on the future of an Air Park. Not only the possible updating of Pony Express (water, power, etc), the possible moving of the flight area to the south (not really on due to the Sun’s position), but also possibly an entirely new park at one of several possible locations he has in mind, both north and south of Pony Express. It was an interesting morning!



The Old Timers Flying event was a bit of a bust. Only one person flying. Don Morse brought his ship, and got in several flights with it. With only one old timer flying, there was lots of flight time for open flying, and six or eight fella's were doing that.

Big Al lost his Nextstar, lack of signal (or battery) out to the Northwest, (the Mound House triangle) totaled, and I took the nose gear out of my Eagle after stalling it landing. The weather was great.

Ken S, Gene F, and Ray E have volunteered to create some HSRCC promotion efforts. Perhaps we can add some fresh (younger) blood to the organization. In fact, we must if we are to survive. Scott pointed out the all of clubs that he works with are having the same growth problems (lack thereof). While these three can come up with the ideas, they will need help from all of us to put them into effect.

The Club Picnic and Raffle are coming up, Sept 20, and we will need several volunteers to man the event. At minimum we should have two cooks, a Field Marshall, someone to move the tables, chairs, barbeque, etc. We will also need a MC on the speaker system. It's been said that we never have any volunteers, so let's show them that we do. There will be one more meeting before the 20<sup>th</sup>, so speak up there, or just give me a call. We will also need someone to move the prize from Ken/Joan's to the Park. I believe that Bob B has offered to cover that. I will confirm this on the 9<sup>th</sup> (Sept meeting).

In addition to the picnic, there is the War Bird Fly In on Sept 6<sup>th</sup>. As events director, Don Morse will be organizing this event, no prizes, simply show off your birds, and enjoy seeing them in the air. Unless there are a lot more ships showing up than I expect, we can do open flying right in with them, simply giving them priority.

Ray's second auction is scheduled for the 27<sup>th</sup>, standby for a location announcement.

War Bird races will be held in Reno on the 27<sup>th</sup>, and the Reno Air Races will be held from the 10<sup>th</sup> to the 14<sup>th</sup>.

Oct 14<sup>th</sup> will be Reno's final T-34 races of the season.

See you on the 9<sup>th</sup>,

Louie

From the Editor –

I have written this column several times and then hit the delete key. They say if you don't have something nice to say then don't say it. So I will try my best to keep a positive spin on this. For the record there are 64 members in HSRCC as of this writing. It is felt that the club needs more exposure to promote our hobby and increase membership. Several good ideas were debated at the last meeting. As Lou mentioned, three volunteers will be looking at these efforts. If I may be so bold, here are some ideas from the last meeting and some of my own:

- 1) Cut down the number of small poorly attended "events" and do one or two big ones, really well! We really are not getting anywhere when one person shows up for a fly-in.
- 2) Do away with the pizza meetings and use the money for club activities/events. If food is what brings people out for the monthly meetings then we are in trouble. I'd rather spend the money on food/promotion/prizes for the events!
- 3) Get the neighboring clubs together for a mega event. I started the combined event/meeting schedule with this in mind, now let's take it to the next level.
- 4) Marketing. Exposure. Advertising. All things that the "volunteers" need to look at.
- 5) Generate revenue. We were able to pay for the raffle prize and more this year. But, considering the amount of effort involved, I am not sure it was worth it. If the 64 members had chipped in an extra 5 bucks, we would have been further ahead. We need to rethink the "scale" of the raffle prize or the way we sell tickets, or do something else completely.

All/any of these ideas (and others that you can think of – **speaking up**) should be incorporated into a plan to draw in more members and to have fun! And that's the key; **having fun!** I really enjoy it when members from other clubs come by and fly. There is great comradery and interesting aircraft to see. Also, you can strut your stuff, show off and impress the "civilians", which is great fun and generates interest.

If you think that these ideas will save our club from that stupid train, then guess what? **Not!** It did not help the Woodland club and they did a heck of lot more than we do or can do. (Sorry, some negative vibes are kicking in!) The club should deal with this when and if a real need, not a perceived threat, exists. If I am out of line on this, vote me out of office!

I am going to the Reno Club's meeting this month to see if there is any interest in working with us. Positive thoughts!

Dan



Matsui Aviation Genetics Corporation's MAG-79A FlitterDart Attack Helicopter





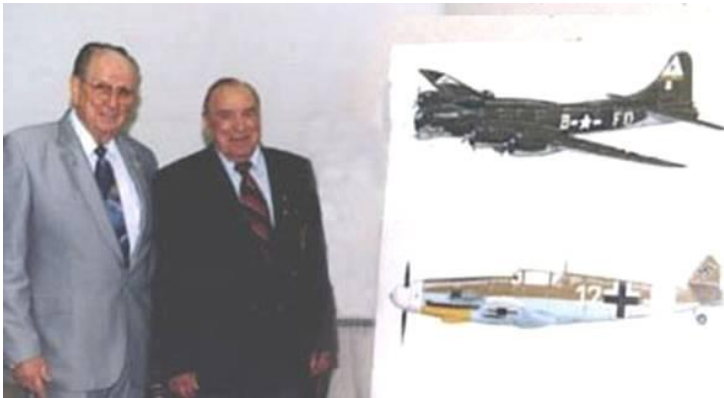
Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. His B-17 was called 'Ye Old Pub' and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.

After flying over an enemy airfield, a German pilot named Franz Steigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he 'had never seen a plane in such a bad state'. The tail and rear section was severely damaged, and the tail gunner wounded. The top gunner was all over the top of the fuselage! The nose was smashed and there were holes everywhere

Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and blood-stained plane.

Aware that they had no idea where they were going, Franz waved at Charlie to turn 180 degrees. Franz escorted and guided the stricken plane to, and slightly over, the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe! When Franz landed he told the CO that the plane had been shot down over the sea, and never told the truth to anybody. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of research, Franz was found. He had never talked about the incident, not even at post-war reunions. They met in the USA at a 379th Bomber Group reunion, together with 25 people who are alive now - all because Franz never fired his guns that day.



Research shows that Charlie Brown lived in Seattle and Franz Steigler had moved to Vancouver, BC after the war. When they finally met, they discovered they had lived less than 200 miles apart for the past 50 years!

The above article, and next page come from my email file. Thanks to those who send them to me!



One Second in the Life of a Racer  
by Tom Fey

The Unlimiteds go flashing through the racecourse, engines howling, air shearing, heat waves streaming. Four hundred eighty miles an hour is 8 miles a minute, and the elite racers take about 70 seconds to cover the 9.1 mile Reno course. If you could take a souped P-51 racer flying the circuit at Reno, slow time down, and examine just one second, what would you find?

In that one second, the V-12 Rolls-Royce Merlin engine would have gone through 60 revolutions, with each of the 48 valves slamming open and closed 30 times. The twenty four spark plugs have fired 720 times. Each piston has traveled a total of 60 feet in linear distance at an average speed of 41 miles per hour, with the direction of movement reversing 180° after every 6 inches. Three hundred and sixty power pulses have been transmitted to the crankshaft, making 360 sonic booms as the exhaust gas is expelled from the cylinder with a velocity exceeding the speed of sound.

The water pump impeller has spun 90 revolutions, sending 4 gallons of coolant surging through the engine and radiators. The oil pumps have forced 47 fluid ounces, roughly one-third gallon, of oil through the engine, oil cooler, and oil tank, scavenging heat and lubricating the flailing machinery. The supercharger rotor has completed 348 revolutions, its rim spinning at Mach 1, forcing 4.2 pounds or 55 ft<sup>3</sup> of ambient air into the combustion chambers under 3 atmospheres of boost pressure. Around 9 fluid ounces of high octane aviation fuel, 7843 BTU's worth of energy, has been injected into the carburetor along with 5.3 fluid ounces of methanol/water anti-detonant injection fluid. Perhaps 1/8 fluid ounce of engine oil has been either combusted or blown overboard via the crankcase breather tube.

Over 1.65 million foot pounds of work have been done, the equivalent of lifting a station wagon to the top of the Statue of Liberty. In that one second, the hard-running Merlin has turned the propeller through 25 complete revolutions, with each of the blade tips having arced through a distance of 884 feet at a rotational velocity of 0.8 Mach. Fifteen fluid ounces of spray bar water has been atomized and spread across the face of the radiator to accelerate the transfer of waste heat from the cooling system to the atmosphere in that one second, the aircraft itself has traveled 704 feet, close to 1/8 mile, or roughly 1.5% of a single lap.

The pilot's heart has taken 1.5 beats, pumping 5.4 fluid ounces of blood through his body at a peak pressure of 4.7 inches of mercury over ambient pressure. Our pilot happened to inspire during our measured second, inhaling approximately 30 cubic inches (0.5 liter) of oxygen from the on-board system, and 2.4 million, yes million, new red blood cells have been formed in the pilot's bone marrow. In just one second, an amazing sequence of events have taken place beneath those polished cowlings and visored helmets. It's the world's fastest motorsport.

Don't blink!

**Model AUCTION**

**WHEN**  
**SATURDAY**  
**September 27, 2008**  
Beginning at 8:00 AM

**WHERE**  
**HSRCC Pony Express**  
**Model Air Park**  
**Carson City**  
See Map on Other Side

**DETAILS**

**Registration**  
8:00 AM

**Item Viewing**  
8:00 AM to 10:00 AM

**Auction Begins**  
10:00 AM

**Turn That Unused Stuff Into CASH**

**BUY AT YOUR PRICE**

**AUCTION RULES**

- \$2 Per Item (non refundable)
- 10% of Final Price to Club
- One Time Reserve Bid (per item)
- No Payment for Buyback

For More Information Contact:  
Ray English @ 829-1116 Cell 771-0824

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