

# SIERRA SIGNALS

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

October 2009 Edition



**Next Meeting – Thursday, October 8<sup>th</sup>, Carson City Airport Terminal – 6:30 pm**

“North to Alaska,”  
or  
“What I did on my Summer Vacation.”



A ride on a 1955 DeHavilland Beaver! Yeah baby!



Remember the last newsletter with the picture of the plane in the tree? Here is an email from one of our own confirming the story! Thanks Roger! *“I've seen this airplane home up close. It is on the campus of the Costa Verde hotel in Quepos on the west coast of Costa Rica. It is a suite of the hotel. My wife and I were there a couple of years ago when it was still being fitted out. Our son lives in Quepos. The Costa Verde is otherwise a regular resort hotel and is a nice place for a winter vacation.”* - Roger Collins

#### The President's Corner –

There will be a vote taken at the October meeting regarding the reduction of fees to new club members. The reduction will be targeted at the onetime \$50.00 fee for field improvements. The object is to promote new membership. Plan to attend and provide your vote or input. If unable to attend contact a board member and vote your proxy.

All members will be contacted in the following two months to enable us to get a count on those attending the Christmas party on December 10<sup>th</sup>.

Be safe and good flying.

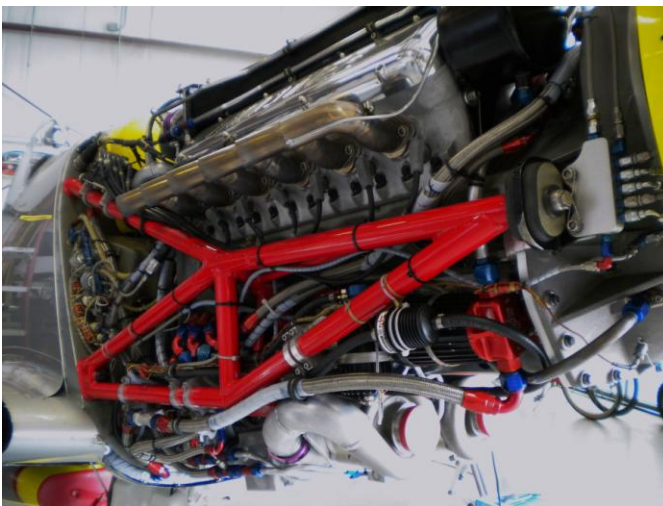
Les Harris has been making movies! He has posted a few to **YouTube** of flying around the Pony Express Airpark. Check this out, mounted on Don Morses' P-38:  
<http://www.youtube.com/watch?v=ZjOq2AWwalc>

*The Wright Brothers created the single greatest cultural force since the invention of writing. The airplane became the first World Wide Web, bringing people, languages, ideas, and values together. ~ Bill Gates*

**Did you make it to the air races?**



**Notice the prop?**



**A twin super-charged 601 cid RYAN FALCONER V-12 engine in a 3/4 Scale Thunder Mustang !!! Known as Version 3.0, the V-12 is normally aspirated and puts out 660 hp at a density altitude of 5050 feet.**

Photos from around the HSRCC patch.



The first victim laid to rest. The "Yard" has grown considerably!



It was great while it lasted Tom!



Hey! What's this picture doing here?

The Editor's corner –

Been awhile since I have been in the corner! Hope you all have been enjoying the great flying weather lately. I finally got my Wild Hare Yak re-built and flying again after a crash 18 months ago. I am trying to break in the two engines for my A-26. I now have about 1 gallon through the first one. Let's hope I do not contribute to the new aircraft cemetery!

We have had some mix-ups with the Airport on using the meeting room. I think I saw steam coming out of Tom Howell's ears last time! I also think one more mix-up and we will be meeting elsewhere. Wouldn't hurt my feelings any; it's kind of dark and dingy there.

I have been asked to report about a motion made at the last meeting. The motion was to hold off assessing the **\$50** fee for the **Building Fund** for new members.

The pros: Some feel that we can encourage younger people to join the club if it did not cost so much.

The cons: Some feel that if a potential member has a problem with a onetime fee of \$50, he/she probably will not stay in the hobby anyway due to continuing costs of the hobby.

If you have feelings about this one way or the other, please come to the next meeting on the 8<sup>th</sup> to vote.

I said last time that I was going to post more pictures on Flickr. Sorry but it took longer than I thought. Plus I am just lazy lately! So, now if you go to the HSRCC website there should be a bunch of new ones from the float fly-in's, the Carson City Airport Open house, and the maiden of Mr. T's Ecoupe.



Found this on the "net" while searching for futuristic airplanes. Might be a cool one to build with ducted fans. ☺

I got a kick out of this at the Air Races. They are starting the engine with a battery on a hand cart. Not much different than us! This time however, they had to push the plane back to the hanger. When the starter engaged the flywheel, teeth went flying!



My friend Bill, his wife Kimi and their Thunder Mustang "Kimi Baby" in front of the American Air Racing hanger at Stead, Saturday before the race.



### 2009 HSRCC Officers and Crew

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<b>Vice President</b>	<b>Ken Seymour</b>	<b>883-5553</b>
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From TRAC News, Tampa Radio-Control Aircraft Club,  
Tampa, Florida

## Improving Poorly Controlled, Dangerous Takeoffs

by Jim Devine

How often have you seen an airplane that is taking off veer toward the pilot stations? Usually the pilot gives the engine more gas and, using the ailerons, yanks the airplane back to the right. Occasionally, the airplane continues to the left, clears the safety barriers, and heads for the people in the pits and the cars just beyond.

If you have poorly controlled, potentially dangerous takeoffs, try practicing control of your aircraft on the runway. First, check the wheels and make sure they have a little toe-in. Also, the wheels should not continue to spin when given a flick. To create friction and avoid free-wheeling, slip a 3/16-inch long piece of fuel line on the axle and push the retainer collar in tight. With proper adjustment, the wheels will turn only if you push them with your finger. This braking action allows for a high idle speed without the airplane moving, which reduces the chance of the engine dying when the idle is too low. This also helps stop an airplane that might otherwise roll off the end of a runway during landing.

Choose a day when the wind is light and the runway isn't being used. Practice taxiing back and forth the length of the runway, using the rudder for control. Stay within a few feet of the yellow center line. When you have mastered taxiing at slow speed, click the throttle up another notch or two and keep practicing. With enough practice and a slow, smooth application of power, you can approach takeoff speed while moving down the center of the runway. You also can practice aborting the flight by shutting off fuel when you're about to lose directional control of the airplane.

With this improved directional control and practice at aborting a poorly controlled airplane, your takeoffs will be much safer and a pleasure to watch. →

This article was found in the AMA Insider.



The model shown above (not really a model, more like a sculpture) is hanging in the Seattle Airport. This reminded me of Ron Marston and his Pterodactyls. Went to his web site and he has a new model out now; a Shark!



**NEW! - Marston Shark** - revision B August 2009

29" span, length: 33", 19-21 oz. rtf  
wing area: 190 sq.in., wing loading: 15 oz./sq.ft  
fully laser cut from balsa and ply - no sticks!  
carbon wing spars included, easy to build

For 2000-2500 kVa brushless motor and 3S 2000 mah LiPo

<http://www.pteroworks.com/other.htm>