

# SIERRA SIGNALS

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



**Next Meeting - Thursday February 10th at the El Aero Main Building - 6:30 p.m.**

## There's a fever going around...

Over at "The Skunk Works" Tom Reinbolt continues to recover from his bout of Viral Pneumonia. He's working on the vaunted Valkyrie having decided to modify the stabilizer to include elevators on both sides using individual servos for each half. I have to say when we visited his shop he appeared to be still a little jaundiced. When I asked him how he felt, he told me he felt fine, but he had caught a bad case of "Cub Fever". According to "Doc" Euse, evidently the only sure cure is to build a "Cub" as fast as possible. As a consequence, Mr. "T" is hard at work on a Great Planes clipped wing Cub.



**Meanwhile over at my place...** I don't have a name for my shop. Since "Garage Maj Hall" is taken "Garage Maj Disaster" may work for me. I'm working on a couple of projects. One is a pre-WWII German seaplane the DO-18. W.S. will be 66 inches and it will be electric powered. Due out in April.



Could be Tom caught the fever watching Bob Heitkamp's great flying Cub going through the paces out at the field. Knife-edges and inverted



360's are the norm.

Tom could have caught the Cub fever from me as well. I have really enjoyed flying my new Hangar9 Cub. It is the forty sized version with a 80" wing span. Since I plan to fly it on floats this summer and I wanted plenty of power. I was able to squeeze a RCV 91SP four stroke under the cowling without too much damage to the cowl.



Out back in the secret section is a custom one-one of a kind, only one "Super-Swizzle". Did I mention I caught the "Swizzle Fever" while driving around in Gary Fuller's Red Racer? I'm working on the cure. Over at Larry Johnson's there a new field ...er "pit box" under construction... Two bedrooms, 1 1/2 baths, plus charger. No word yet on the engine and transmission. To be revealed at the home show in Reno later this year. -BJ

## Welcome New Member: Marc Knight, Carson City, NV



Marc is a twelve-inches to the foot flyer and an EAA member who has built a RV-7 full-size. He currently flies a Hangar9 Mustang and is doing a great job of learning how to scale down his flying. Welcome Marc! -BJ

Gary Fuller is not only our "Resident Muse"... He is a published cartoonist as well. Here is some of his work from "R/C Reports in October of 1986.-BJ

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I GOT A GOOD DEAL ON THE TUNED PIPE.

**At the Last Meeting...** We had a great presentation at the Show and Tell. Louis Scheel presented his scratch-built Beechcraft Bonanza. Louis drew the plans and built the model with markings of his personal full-scale aircraft. As Louis likes to say... This Ship took over three years to build and features a full functioning retract system with landing gear doors that open and close just like the full sized plane. W.S. is 62 inches, weight is 7.25 lbs. and power is an OS .55 two stroke. Louis spent a year making the gear doors close after the gear goes and open before the gear retracts. When asked "why he went to so much trouble to make the gear doors sequence?" he replied simply "because they are supposed to work that way". This a fantastic job of scratch-building. Congrats. Louis.



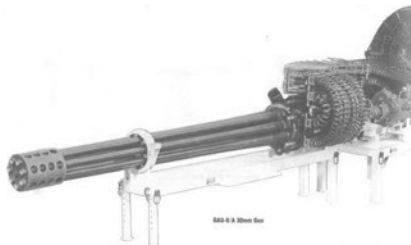
Dan Etcheto brought in a compact movie camera with very high resolution and a quality picture.

Tom Reinbolt brought in one of his latest editions.... A beautiful Hangar9 Jackal. This a new ARF kit with jet like performance. The Jackal has a wingspan of 46.9 inches, and is 56 inches long. Tom added Robart pneumatic retracts for the tri-gear. You really have to see this plane to appreciate the quality of Hangar9 kits these days.



**Many Thanks to Vince Euse for sending me this article. I thought you might enjoy it as well... Kinda makes me proud. -BJ**

Bet you can't guess the price of one round of 30mm the A-10 Thunderbolt II fires.

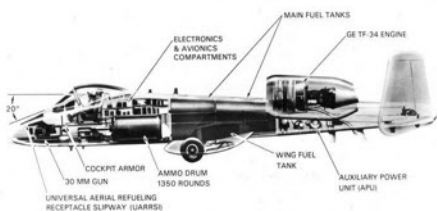


It was developed by General Electric, the "We bring good things to life" people and is one of the modern-day Gatling Guns. Since it shoots very big bullets and also shoots them very quickly, someone said, "Let's put it in an airplane." Someone else said, "Better still, let's build an airplane around it, so they did. They" were the Fairchild-Republic airplane people and they had done a good job with such an airplane they developed back in WWII...



called the P-47 Thunderbolt, they decided to call the new plane the A-10 Thunderbolt II.

A-10 INBOARD PROFILE



They made it so it was very good at flying low and slow and shooting things with that fabulous gun. But since it did fly low and slow, they made it bulletproof, or almost so.

A lot of bad guys have found you can shoot an A-10 with anything from a pistol to a 23mm Soviet cannon and it just keeps on flying and shooting.

When they got through, it looked like this...



It's not sleek and sexy like a F-18 or the stealthy Raptors and such, but I think it's such a great airplane because it does what it does better than any other plane in the world... It kills tanks.

Not only tanks, as Saddam Hussein's boys found out to their horror, but armored personnel carriers, radar stations, locomotives, bunkers, fuel depots... just about anything the bad guys thought was bulletproof turned out to be easy pickings for this beast.



See those engines. One of them alone will fly this puppy. The pilot sits in a very thick titanium alloy "bathtub."

That's typical of the design. They were smart enough to make every part the same whether mounted on the left side or right side of the plane, like landing gear, for instance.

Because the engines are mounted so high (away from ground debris) and the landing gear uses such low pressure tires, it can operate from a damaged airport, interstate

interstate highway, plowed field, or dirt road.

Everything is redundant. They have two of almost everything. Sometimes they have three of something. Like flight controls. There's triple redundancy of those, and even if there is a total failure of the double hydraulic system, there is a set of manual flying controls.



Capt. Kim Campbell sustained this damage over Bagdad and flew for another hour before returning to base.

But about that gun... It's so hard to grasp just how powerful it is. This is the closest I could find to showing you just what this cartridge is all about.



What the guy is holding is NOT the 30mm round, but a "little" .50 Browning machine-gun round and the 20mm cannon round which has been around for a long time. The 30mm is MUCH bigger. MUCH bigger. Down at the bottom are the .50 BMG and 20x102 Vulcan the fellow was holding. At the bottom right is the bad boy we're discussing.

Let's get some perspective here: The .223 Rem (M16 rifle round) is fast. It shoots a 55 or so grain bullet at about 3300 feet/sec, give

A-10 Thunderbolt continued...

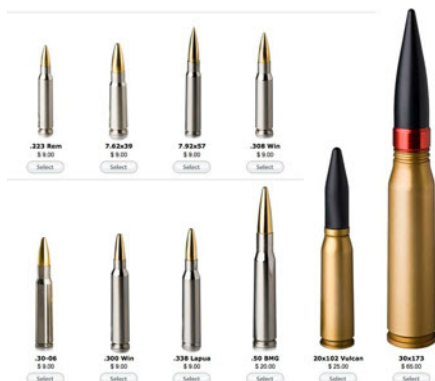
or take. It's the fastest of all those rounds shown (except one). When you move up to the .30 caliber rounds, the bullets jump up in weight to 160-200 grains. Speeds run from about 2600 to 3000 fps or so.

The .338 Lapua is the king of the sniper rifles these days and shoots a 350 grain bullet at 2800 fps or so. They kill bad guys at over a mile with that one.

The .50 BMG is really big. Mike Beasley has one on his desk. Everyone who picks it up thinks it's some sort of fake, unless they know big ammo. It's really huge with a bullet that weighs 750 grains and goes as fast the Lapua. I don't have data on the Vulcan, but hang on to your hat.

The bullet for the 30x173 Avenger has an aluminum jacket around a spent uranium core and weighs 6560 grains (yes, over 100 times as heavy as the M16 bullet, and flies through the air at 3500 fps (which is faster than the M16 as well).

The gun shoots at a rate of 4200 rounds per minute. Yes, **four thousand**. Pilots typically shoot either one- or two-second burst



You've got a pretty good idea of how big that cartridge is, but I'll bet you're like me and you don't fully appreciate how big the GA GAU-8 Avenger really is. Take a look...



Each of those seven barrels is 112" long. That's almost ten feet. The entire gun is 19-1/2 feet long. That gives the size of the airplane something to relate to. Think how impressive it would look set up in your living room. Oh, by the way, it doesn't eject the empty shells but runs them back into the storage drum. There's just so dang many flying out, they felt it might damage the aircraft. Oh yeah, I forgot, they can hang those bomb and rocket things on 'em too, just in case. After all, it is an airplane. Like I said, this is a beautiful design.



It's not the fastest, the biggest or the prettiest... but at it's job... there's a lot of soldiers that think it's just a lovely thing in the air! I'm glad it's ours. **Thanks again to Vince Euse for submitting the article and to all of those who contributed to it. -BJ**

**Gomez Gold at the Next Meeting ????**

**On the cover:** A Great ME-109 brought out by Don Morse. Don't know if it flew or not.- BJ

OK, the best for last..

**Presidents Corner:**

Come one, come all to the Feb meeting. Club name tags are in. If you have not picked up yours it will be available at the meeting. A group of members got together last week and generated a tentative schedule of events for this year. It will be presented at the Feb meeting for discussion and modification. We encourage you to attend and provide your input. Please remember that the club exist for your enjoyment, so give us your ideas. We anticipate a combination change for the field locks during the month of March. We will try to coordinate the change just prior to the March meeting. If you are unable to attend, the new combo will be transmitted to you by email. Please contact Bob Jones to ensure that our records are up to date.-Hope to see all of you at the March meeting we need your input. **BE SAFE, and good flying.-TH**



Come on out to the field.... Good friends, great planes and beautiful scenery. And The mountains of course. -BJ

**Sadly we say goodbye to those of you receiving the Newsletter who haven't renewed your 2011 membership. This is the your last copy. Rejoin, we need you.-BJ**

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