

SIERRA SIGNALS

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



**Next Meeting - Thursday July 14th at the El Aero Main Building - 6:30 p.m.
2101 Arrowhead Drive, Carson City, NV 89706**

This is a **SAFETY ISSUE** because **SAFETY HAS BECOME AN ISSUE** at HSRCC.

The Safety Committee:

Tom Howell- Chairman
Gary Fuller
Larry Johnson
Bob Jones
Ken Seymour
Gene Frye
Vince Euse
Dan Etcheto

The Safety Committee consists of Board Members and Members appointed by the President. Tom Howell called a meeting of the Safety Committee on Thursday, July 7th at El Aero Aviation. The purpose of the meeting was to discuss a recent incident and general safe operating procedures for the future.

We recently had an incident where a club member struck a non-club member with his airplane in the pit area. There were no damages and the two flyers settled the incident between themselves.

An appropriate letter was drafted to be sent to the club-member. In addition, the committee felt very strongly that it was necessary for the club in general to pay more attention to safety and our related safety requirements. No new safety regulations were established; however a procedure to address safety issues was established and will be implemented immediately. If you have problems or want to make comments about the following new procedure, be sure and attend the next meeting. The procedure applies to consistent safety violations incurred by any club member regardless of experience. An example could be "flying over the no-fly zone. A new and "in-experienced" flyer might consistently enter the no-fly zone because he can't control his aircraft where as an "experienced" flyer might enter out of habit, or disregard for the club's safety rules. Both flyers violate the rule and both would be approached the same. The new process is not intended to address an inadvertent violation. Everyone has to use common sense and take responsibility for determining appropriate action.

-1-

If someone is consistently violating the rules, it is the responsibility of those club-members observing the violation to issue a "formal" verbal warning to the offending member. This issuance of this warning must be passed on to a club officer or a Safety Committee member. The warning will become part of the next club meeting safety report.

-2-

If the offending member should continue unsafe flying in violation of club rules after the verbal warning, it is the responsibility of those club members observing the violation to inform a club officer or a member of the safety meeting. Upon the second occurrence, the Safety Committee Chairman will issue a written warning to the offending member.

-3-

The third offense will be reported to the Safety Committee and result in the immediate grounding of the offending flyer until such time the Safety Committee can convene and make a determination as to the appropriate action to be taken. Such action might include re-training, limitation as to the type of aircraft flown, permanent grounding or suspension from the club.

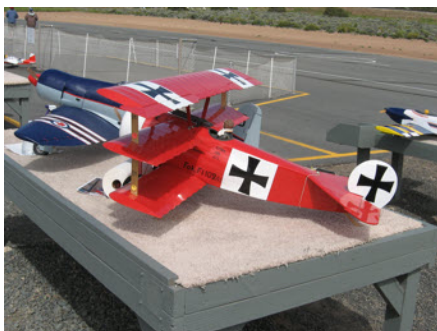
**Gomez Gold at the
next meeting ...**

\$43.00

PLEASE PLAN TO ATTEND THE NEXT MEETING TO DISCUSS THE **SAFETY ISSUE**. BJ

The weather was great and the turn out was wonderful. We had 19 pilots and 36 scale aircraft!! Thirteen of the pilots flew at least one of their planes and several flew 3 or 4. John Stoney from the Lone, CA Gold Country Flyers club flew a 105 inch Curtiss Jenny with a 50 cc engine and tried to fly a small Dornier 335 push/ pull WWII German fighter but had a propeller problem. On the other end of the size spectrum, Steve McQual flew a small electric Grumman F-4-F Wildcat that went like it was a racer. I'll bet the guys that flew the full size F-4-Fs wish theirs had gone that fast. Big bi-planes were represented by Vonnie Fundin with his Waco and Tom Howell with his Ultimate. Unfortunately Tom's Ultimate did not recover from a spin. Les Harris had 5 planes and I believe he flew 4 of them. One of them was a non-scale Dallaire old timer, but that was flown in honor of Jim Stimson who showed up with his son Roger. One of the two twins that flew successfully was Dan Etcheto's rendition of a Cessna 310 that had a camera mount on top of the fuselage. Hope he got some good movies. The other was Vince Euse's Electric foam B-25. That is an amazing ARF B-25 that has retracts and everything. I flew my U-2 which is a good flying EDF plane and tried to fly my all foam P-51 which kind of disassembled the landing gear on touch down. Not a crash though, things just kind of fell off the plane. Really poor glue joints. The Star Trek intergalactic group was represented by Paul Ciotti of Reno who had a model of James Kirk's NCC1701-D Enterprise and a more contemporary SR-71 Blackbird. I didn't see the Enterprise fly, but the 71 did. The team of Siegfried and Reinbolt had great flights with their P-39 and and Citabria Airbatic Pro respectively. Gil Casper lost the canopy off his T-34 but fortunately found it with no damage done. Probably the greatest show was by Alan Annett. He flew a J-3 with a parachutist. The parachutist worked pretty good but the canopy did not open all the way and just kind of spiraled down. Alan had tundra tires on the J-3 and decided to land on the north side of the runway in the dirt. Unfortunately Alan landed a little too far north of the runway and hooked the wing on the wind sock pole. The fuselage landed upright just fine but the wing stayed on the pole and just kept spinning around the pole.

After flying we held a raffle with 18 door prizes and then Ray English cooked up the burgers and dogs and potato salad with all the trimmings. . I believe a great time was had by all. There was no auction as only two or three people brought stuff to sell. -Don Morse





Many thanks to all the participants at the June Carson City Airport Open House. Although full size aircraft attendance was down, interest in our stand was excellent. Raffle ticket sales were up from last year and our demo's were fantastic.



A Great Day at Boca...



According to Mr. "T" "real men retrieve their own planes".

Joyce Johnson says "to heck with that, I'll do it for lunch".



And then... Joyce retrieves Mr. "T"'s Stik. Not once but twice.



The last flight before an unexplained dip into the lake.

The President's Corner:

The Carson City airport open house was another successful venture for the club thanks to a great turn out by many of our members. Total raffle ticket sales were \$146.00. A special thanks to all participants.

Our next venture will be the club "Fly for Food" which we will host on the 30th of July. This was a very successful event last year as we were able to provide 500# of food and approx. \$500.00 to the Food Closet in Gardnerville. This provides local assistance to people in our community, so any help you can give with the event will be greatly appreciated.

SAFETY:

Carson City and HSRCC regulations require AMA insurance to fly at the field. To fly at the field flyers are required to post their AMA membership card on the frequency board prior to flight. Be advised if you do not have your AMA card posted on the board you can not fly. These rules must be enforced for all users of the field, club members or non-club members.

BE SAFE, and good flying. TH



Welcome Timothy Siegfried newest member of the Club. I heard real Chihuahuas fly Electric.- BJ

On the Cover: Les Harris launches another beautiful Biplane. This one is a giant Aeromaster.

**DON'T FORGET THE
HSRCC**

Glider/Sailplane Fun-Fly

Saturday July 16th, 2011 at Pony Express Park

No Landing Fees

Bring a Glider, Sailplane, or Motorized Glider

2010 HSRCC	Officers and Crew	Phone
President	Tom Howell	884-2678
Vice-President	Gary Fuller	841-3509
Secretary	Bob Jones	461-0662
Treasurer	Joan Seymour	883-5553
Field Marshall 1	Bob Harington	883-1511
Field Marshall 2	Mike Santiago	450-1292
Safety Officer	Larry Johnson	885-9016
Newsletter	Bob Jones	461-0662
E-mail	bobjones@pobox.com	
Webmaster	Dan Etcheto	853-8245
Website	www.hsrcc.com	