



June 2015

Your Board Members and Officers

- PresidentDan Etcheto 853-8245
- Vice PresidentBob Sullivan 881-8798
- Treasurer.....Frank Gomez 884-2983
- Secretary.....Dave Vandenberg 384-1731
- Safety Officer.....Paul Ciotti 453-1507
- Field Marshall.....Tom Reinbolt 742-1847
- Newsletter Editor Dave Vandenberg
- Web Master.....Dan Etcheto

UPCOMING EVENTS
June 20th - Carson City Airport Open House
June 27th - Club Picnic

Balsa vs. Foam



Vince Euse and his foamie "Killer Cub"



Bob Jones' well-built balsa and monokote "Green Hornet"

The only two planes in the sky; Vince Euse practicing his inverted flight and Bob Jones getting comfortable on the second flight of his just-finished "One More Stick" he named the Green Hornet, then.....disaster! Both pilots, intently minding there own business, probably would have had trouble intentionally colliding. According to Bob his plane "just disappeared". When the planes were recovered all Vince had to do was remove the part of the Green Hornet that was interfering with his aerodynamics and beef up his gear, then he was ready to fly again. Bob, not so lucky. He has since replaced the "stick" with another version, seep page 4.

Old Timer's Event

(I know you say that's every day at the field, but we are talking plane styles here)



Old Timers Event continued...



Club Member Projects

A.k.a. Show and Tell from the Club Meeting

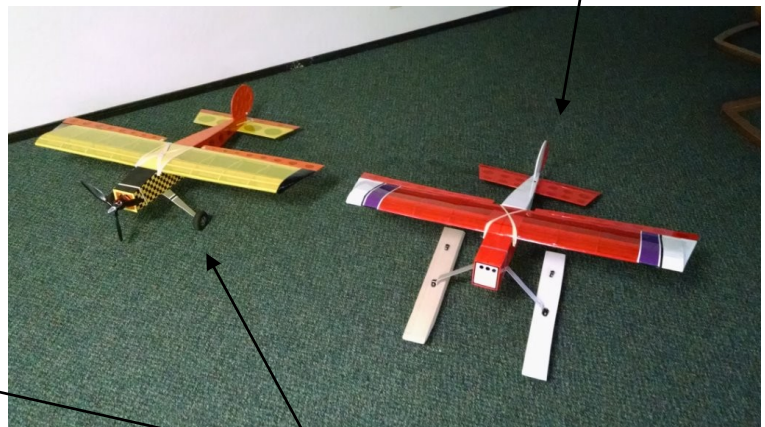


Roger Collins showed his 1950 ish Atwood WASP .049 engine. This was from back in the days that boys built models...before Cox engines took over the market. Made in LA and in its original box.

Don Morse brought in his new Freewing EDF, F-35. It has thrust vectoring.



Gary Fuller displayed his "One More Stick" with balsa covered styrofoam floats.



Bob Jones also displayed his "One More Stick". It didn't have floats. He uses a 10/7 prop that he scavenged off his Fokke Wolfe. He "Eused" to have a green one. A naming contest for his plane is underway...winner to be determined later.

Projects continued...



Gary Brounstein displayed an exact replica of the Wright Brother's plane. It took 6 months of research because no one had accurate information in one place. It was all hand crafted. Also displayed were articles he had written for magazines including "Electric Flight", as well as decals he had made...*Hey I have those magazines, read the articles, and never made the connection! Nice job, Gary!*





Castle 2015

submitted by Bob Jones

The Eighteenth First Annual West Coast Giant Scale Festival and Fly-in was a great success this year. Many thought it would be discontinued after the demise of the I.M.A.A. last year. Nothing could have been further from reality. This year's attendance set a new record, with over 200 registered pilots. I don't know the actual count, but I'm sure there were over 500 giant scale airplanes passed through the safety inspection station. Every pilot had to belong to the AMA and each plane had to pass a serious safety inspection. More about that later.

Tom Reinbolt and Rhonda arrived Thursday afternoon after driving their motor home down from Carson. I got there later in the afternoon and stayed with Dan Hickey in his 5th wheel rig. There were a lot of our friends there from other clubs. Mel Qualey and his sons were there

from the Reno Club. John Stoney from Jackson, CA and a larger contingent from the Sierra Sagebrush Flyers, Ray English and his wife Teresa, Tom and Donna Walters, Ray Brindos and his wife. And of course there were my "roomies" Dan Hickey and Roger Harker. One of our oldest lifetime members, John Hoppe was there John lives in Sacramento and is doing quite well, recovering from cancer.

I believe Ray Brindos brought seven airplanes. I don't know if he flew them all, but he sure made a run at it. I had the pleasure of being the "Spotter" for Tom Waters while he made some of the best flights. What a blast. Everybody flew. Tom flew his 1/3 scale Spacewalker several times, and I flew my 1/4 scale Jeff Weisend Ercoupe. The mighty Ercoupe flew with the big boys. It was magnificent even with a seven knot wind to boot. I really wasn't sure we would pass the safety inspection, but fortunately for me, the safety officer was named Jones too. He was a little doubtful a 90 inch airplane would safely fly with a .020 sized electric motor, a 20 amp speed controller, and "ear-wax" micro servos. He said it was the biggest 5.5 pound model he had ever seen. I'm thinking for next year I might increase the engine size up to an .049. I just want to be sure to keep the weight under six pounds.



Even with the emphasis on safety, there were accidents. Most notably a big P-47 crashed on the backside of the parking area, about fifty feet from my vehicle. A Spitfire mid-aired a beautifully detailed L-4 Cub, and there were other mishaps along the way. All and all, considering the number of flights made over the three days, it was a really safe event. If you like big airplanes, Castle will be the place to be May 26th thru May 29th next year. I've booked my spot already.



SAFETY NOTES by Paul Ciotti

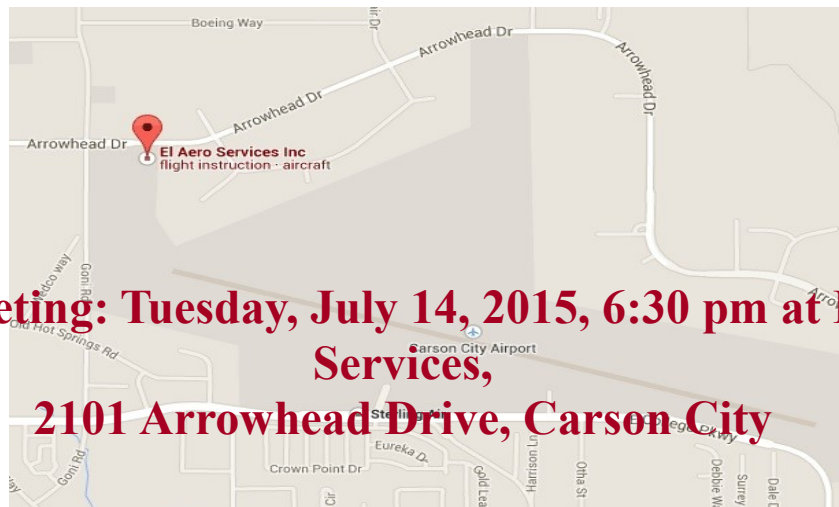
This month, reminders are in order;

- 1. Don't forget to call out take offs and landings when others are around.**
- 2. Pay attention when others are around. Do not taxi out your plane for take-off without first observing what EVERYONE around you is doing.**
- 3. Do not attempt a take-off unless the runway is clear of people and planes at least in the direction you are taking off.**

This month's safety suggestion:

We have had a lot of new faces at the field lately. Some are new members, some not (yet). Plus, it is the season and the field has been very busy. I personally try to welcome all new members and new faces and make sure they are aware of the safety practices specific to our field as well as general safety practices employed by every official flying site but I may not have gotten to everyone yet. If you notice anyone doing something that you feel is unsafe and against club policies, it's probably because none of the officers has had a chance to discuss our policies with them yet. So, please just notify one of the club officers so that we may officially discuss the club's safety policies with them. If no one else is around, please address your concern to them as gently as possible and don't forget to explain why it is a concern.

If you are a new, old or prospective club member please join us for our monthly meetings. We try to hold them the second Tuesday of the month in the evenings.



**Next Meeting: Tuesday, July 14, 2015, 6:30 pm at El Aero Services,
2101 Arrowhead Drive, Carson City**



Thanks to Bob Jones for contributing the Castle article, as well as sacrificing his Green Hornet.