



April 1, 2024

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Vice President: James Consiglio
Treasurer: Tim Ahl
Secretary: Dave Vandenberg
Safety Officer: Alan Clark
Field Marshall: Paul Ciotti
Newsletter Editor: Gary Fuller
Web Master: Dan Etcheto

PROP WASH

In passing

Yup, we just lost a major member of the HSRCC fraternity. When growing up, he worked in his grandfather's market in Toledo, Ohio. After serving in the Navy as a "scope dope" or Sonarman serving on a Destroyer and a Destroyer Escort circling the globe, he was married and had two boys, Joe and Gary. After a divorce he moved with his son Joe, from Toledo, Ohio in the mid-70's, to lovely Carson City where his parents lived. As an RC pilot, as well as a licensed pilot with a multiple engine and instrument rating endorsements, he looked around for a model club. He found the Sierra Sagebrush Flyers from Gardnerville, which he joined. Later upon finding the High Sierra Radio Control Club in Carson, he joined us and held memberships from time to time in both Clubs. He was the only one I knew that had crash awards from two Clubs. Now remarried to Rhonda, who passed away a few years back, he served as our Field Marshall for over fourteen years and was instrumental in the field paving, sunshade building and painting, and fencing.

Most every RC Club I have joined, I have met lifelong friends, this was one. The RC modelers are an extra special as a group minus one. We have flown together in Reno, Carson City, Gardnerville, Fernley, Fallon, Boca Reservoir, Topaz Lake, Washoe Lake, the Dry Lakes, and he flew as I watched many times at Castle Airport in California. Taking his RV down to Turtle Rock, he was in the first group that participated in the Death Ride for the first five years from when the HSRCC became involved. He initiated the Roll Out Party that we schedule each year. With Rhonda, they travelled extensively, probably over forty countries, including two trips to Antarctica.

He float flew over in California at Lake Elsinore and even attended the Joe Nall Fun Fly in South Carolina. As a local TV celebrity, he was featured on one of John Tieson's TV segments when he flew and crashed his old timer as he forgot to turn on the receiver after Harold started the engine. He has flown electrics, glow, twins, 4-strokes, multiple cylinders, and gas engines. He ventured into jets (ducted fans) for a short time,



during which three of us from HSRCC went over to Davis, CA for a jet rally.

He built great aircraft and has flown models from the small Aero Sport up to and including the scale ERCO Ercoupe and a DC-3 both being over 100 inches. His biggest yet was the 120" inch red and yellow Valkyrie (Old Timer) hanging at the airport terminal. There is a special plaque above the door to the bathroom in the Clubhouse recognizing him with a picture mounted in a toilet seat frame, "Take a Pee with Mr. T", Thomas Reinbolt, age 86.

He was my friend and I already miss him a lot.

Gary R Fuller
fuller.g63@aol.com



Random Pictures



New members Ernie and Abigail (Abbie) Ionno with the new Waco #2



Watch where you step when flying a "Hayburner" Dan.



Larry Raley's P40 Warhawk



Larry Raley's Extra 300s RIP

Bob Sullivan Memorial Service

Bob's family has settled on a date for a celebration of life for him. All are invited.

Friday June 21st
5:30 pm
Brewery Arts Center (upstairs)
449 W King St, Carson City, NV 89703

This will be a somewhat casual affair. There will be a jazz band and hors d'oeuvres and time to share stories. If you have any questions, please contact Barb Imbeault, 207-318-0970.

Interesting Aircraft

I have always been excited by twin boomed aircraft such as the P-38 Lightning, or the modification known as the Chain Lightning, or the Hughes XF-11. Here is the aircraft that has been modified from the P-61, or as most of us know as the Black Widow. It was called the F-15 Reporter. It was built by the same manufacture as the P-61, Northrop, as a photo reconnaissance aircraft.

In the summer of 1945, the last P-61 was modified as an unarmed photographic reconnaissance aircraft.. All guns were removed and a new nose was built to accommodate cameras. Prior to 1948, F referred to photo aircraft rather than fighters. It flew for the first time on July 3, 1945. The USAAF showed interest and 175 were ordered. The F-15A was basically a P-61C with a new bubble canopy fuselage carrying a crew of two and a camera carrying nose. 75 were built before the contract was cancelled.

This was a rather large aircraft being 50' 3" long. It had a wingspan of 66 feet and had a gross weigh of 28,000 pounds. It was powered by two Pratt and Whitney's R2800 18 cylinder 21,000 hp engines. The Reporter had a maximum speed of 441 mph and landed at 80 mph. With a rate of climb of 2549 fpm, it could reach 34,777 feet.

With the coming of the jet age, the F-15A was retired in 1968 and dropped from the inventory. A few eventually were modified as fire bombers and privately continued to fight another battle.

The picture on the left is a guy in his RC workshop with his F-15A. The picture on the right is a F-15A in flight.



Ultimate Electric Aircraft



For those of us that dabble in flying electric aircraft, I offer a scale model to build, knock yourselves out!

Rebuild

Don Morse recently had knee replacement surgery and has been doing physical therapy. Don should return to flying before too long. In the meantime, leave the field goal kicking to the Minnesota Vikings.

SAFETY OFFICER REPORT

For this month's report I would like to focus on several items.

Does the Safety Officer have responsibilities for the car track? If so, are there safety rules specific to these cars/trucks and their operation?

Do we have a position on enforcing (or not) having labels on planes identifying the owner and contact information? Ex: Pilot name, address, AMA number (and FAA number if applicable).

If anyone has safety concerns or suggestions you can send them to me at alan.clark776@gmail.com.

Alan Clark, HSRCC Safety Officer

FIELD MARSHALL REPORT

Fixed a few things at the field; the safety netting needed tightening and some carpeting on the tables needed securing. We decided to replace the inflatable tires on some of our equipment that always go flat with solid tires so we no longer have to worry about flat tires again. The cost was around \$90 for all.

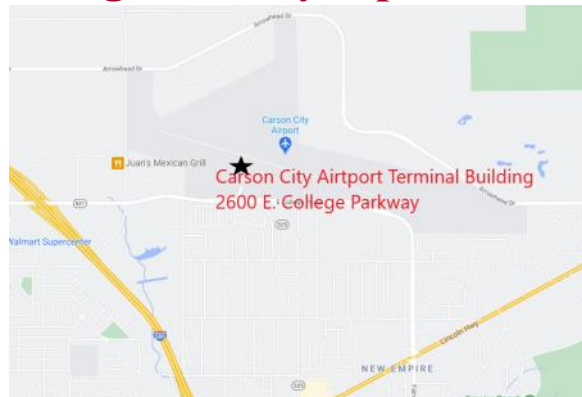


Paul Ciotti, HSRCC Field Marshall

CLUB MEETINGS

If you are a new, old, or a 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, April 9, 2024, 6:30 pm



I want to especially thank David Vandenberg for assisting me with the HSRCC Newsletter. He is my "right hand" man and does most of the layout, second proofreader, and computer assistance. Thanks a bunch Dave!