



April 1, 2025

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## PROP WASH

As we are moving into Spring and not much RC formal activities begin till then, I thought I would share a little bit of RC history about myself as Newsletter Editor. I asked President Dugmore if he would entertain me writing a newsletter since we had not had one for awhile, he said yes and I agreed to take on the job for five years. I also served as VP for HSRCC for 3 years.

Timing seems to be everything. Looking at the magazine article below issued the year I was born, you could have gotten this airplane combo as my first Christmas Present. Unfortunately, I hadn't bought a 7-channel Kraft Single Stick radio yet or even learned how to walk. Steve Shothafer and I have been sharing past model magazines and this 1940 MODEL AIRPLANE NEWS is one he gave me the other day at the field. What a deal! It is always fun to look back at the evolution of technology and prices.

When growing up I was not interested in control-line models so I never pursued that activity. I was always into airplanes that could do aileron rolls because my rubber powered Monogram and Gillow's free flight airplanes lacked that option. I didn't count rolls during death spirals. The small Oregon Coast town that was my hometown of 3500 residents didn't have a hobby shop so occasional magazines kept my interest. Therefore, I didn't get into radio control until I was 29 when I moved to Alaska in 1969. I soled on a Goldberg Tri Squire that my friend had.

My first plane was a Sig RC Sport, a foam high wing tail dragger. I named it "Daddy's Toy." My instructor loaned me a 25 Super Tiger diesel engine to put on it. You fueled it with model airplane diesel fuel (Davis Diesel) via a squeeze bulb and you didn't need a glow driver to start it. What an experience, as I also assisted him in flying his pulse jet Little Stik.

Over the years I have built and flown a number of RC aircraft from Old Timers, scale, float planes, high start and hand launched gliders, trainers, twins, glow, gas, and now electrics. My reason for staying in modeling is it is fun for me and I have gained many life long friends. Regardless of what you fly, it has to be fun. Yes, I still build and fly Swizzle Stiks, that is one way to cut down my "wing collection." Some of my Stiks fly like lead droplets, others only fair, and some really great.

**Complete WITH MOTOR**

**14<sup>95</sup>**  
 MOTOR, WHEELS, PROPELLER, FLIGHT TIMER AND KIT

**95c**  
 AIRPLANE KIT ONLY  
 See Wheels and Propeller

**NAA 292**

**RITE-PITCH PROPELLER**

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 and the New Megow '199' MOTOR!

Now! A gas model airplane COMPLETE WITH MOTOR... and what a motor... Megow's new "199" Heston-type airplane models have not been designed for any particular motor, nor motors for any particular models, and performance has depended on the individual builder's ability to make the two fit and work together efficiently. Now you can have both, designed to go together. This sensational AERO CHAMP is a brand new type of model airplane, practical in design and easy to build. With a wingspan of 46 inches and flying weight of sixteen ounces, it is small, light and sturdy for safe landings. Megow sponge wheels, "Rite-Pitch" propeller and Flight Timer all included with motor, plans and necessary materials for \$14.95. Airplane kit only, less motor, wheels and propeller, 95c. Motor only, \$12.50. See them at your dealer's, or write direct to us.

**SEND 5¢ FOR CATALOG OF MODEL AIRPLANES**

**MEGOW**

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 & J. J. J. Model Co., 217 Wabash Ave., Chicago, Ill.

## PROP WASH Continued

I have flown in five states, OR, WA, TX, CA, and AK (often above the Arctic Circle), plus Canada and Mexico and had fun at all those places. One of the two main reasons I settled in Carson City was the RC field. I live about four miles from The Pony Express Model Airpark. When I was the AMA Associate VP for Alaska, I managed to fly at every one of their AMA Club fields in Alaska and visited AMA headquarters in Washington, DC. I was the President of the Gastineau Aeromodler Society for two years and newsletter editor in Juneau for three years. I visited AMA regional meetings and shows in CA and shows in WA.

I especially like to fly aircraft off water. It is hard to miss the runway and the scenery is always great. Water dripping off floats or a hull during take off is so neat for me to watch. The Washoe Waterdogs seem to get a kick out of it too. Another favorite airplane of mine is the Aeromaster biplane. I built two and rebuilt another two and flew those for many years powered by K & B 61's. Tim's rebuilt Aeromaster always gets my attention. And flying off skis isn't too bad either. My building days have nearly petered out. Foam is getting to be the choice of many, and with a few screws you can assemble an airplane. You can carry a foam plane and batteries in your hands out to the flight line in one trip and they are ready to go.

### Yes, they really said that?



Paul: There must be real grass around here somewhere!



George: A Beaver in the hand is worth two in the bush



Gary: I'm waiting for the tide to come in to fly my Swizzle Stik on floats.



Ed Putnam wonders: I seem to be missing something



Vince E.: I don't just fly gliders, I fly planes too...I just need more space.



Gary F: I'm not flying gliders, I'm catching flies in my mouth.



## Interesting Aircraft

Many of you have probably seen a picture of this aircraft in the past, but here it is again. You may learn some additional details about this WW II design. This is an American experimental test aircraft built as part of Vought Aircraft Company's XF5U program. It featured an unorthodox "all wing" design consisting of a flat, somewhat disk-shaped body.

It had a crew of one pilot and had a length of 26 feet 8 inches and a wingspan was 23 feet 4 inches. Gross weight was 2,258 pounds. Power was provided by 2 Continental A-80 horizontal four-cylinder engines of 80 hp each. It had a maximum speed of 138 mph and a climb rate of 7 minutes to 5000 feet. It had the inability to stall.



The first flight was on November 23, 1942 with the flying continued through 1943. The main aim of the V-173 was to hover and take off slowly, allowing it to operate from tankers and other vessels. Only one was produced and it is now in the Smithsonian Museum in Washington, DC.



Lance's hat has 24 stars, so is he an Ace or are those crashes.



Michael- Now if I add stars, I can have stars and stripes.



Frank saying nice things so his plane will start.

## Coming Events

April 3—Float Flying Season starts at Washoe Lake  
April 19—Roll out Party  
May 3—Swap Meet and Fun Fly

## SAFETY OFFICER REPORT

No major issues from a safety standpoint. On a previous Saturday, there were over 30 people flying at the Airpark. As the weather becomes more favorable for flying, the field will be more crowded and we will need to remember to call out our intentions on takeoff and landing, including directions of clocks/counter clockwise. This is based on the wind direction, but the default is clockwise.

Safety is everyone's responsibility  
Donn Thane, HSRCC Safety Officer

## FIELD MARSHALL REPORT

Carson City Parks and Rec was out last week to put down weed killer.  
I received some calls from our members who were at the field and wanted to fly.  
I contacted Parks and Rec to thank them for applying the weed killer and also asked if we can have advance notice in the future. They agreed to let us know in advance. Our apologies to the pilots unable to fly that day.

We have received notice that the SUP (Special Use Permit) to place a storage container next to the club house will be presented at the Planning Commission meeting on March 26.  
If you are interested you can attend the meeting. I do not know what time our SUP will be put before the commissioners. These meetings can be long with many items on the agenda.

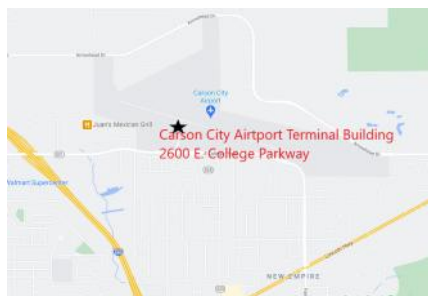
The meeting will start at 5pm at the Bob Crowell Board Room at the Community Center in Carson City.

Alan Clark, HSRCC Field Marshall

## CLUB MEETINGS

If you are a new, old, or a prospective club member please join us for our monthly meetings at the Carson City Airport Terminal Building. We try to hold them the second Tuesday of the month.

**Next Meeting: NOTICE Tuesday, April 8, 2025, 6:30**



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!