



January 1, 2023

Your Board Members and Officers

President: Dan Etcheto  
 Vice President: George Kohler  
 Treasurer: Tim Ahl  
 Secretary: Dave Vandenberg  
 Safety Officer: Larry Raley  
 Field Marshall: Paul Ciotti  
 Newsletter Editor: Gary Fuller  
 Web Master: Dave Vandenberg

PROP WASH - Merry Christmas and Happy New Year!!!

## Christmas Party



Casino Fandango Welcomes the HSRCC (See VP/FM Report)

## T'was

During the last few years I have recited a Christmas poem at our Christmas parties. With plagiarism upon myself and others, I present this years updated version and offer my apologies to Clement Clark Moore who wrote T'was the Night Before Christmas in 1882.

***T'was the Night Before Christmas and flying was slowing down, although finished new models were ready to fly all over town.***

***The field got a new covering to fill the valleys and dips, the new surface really looks good for our future trips.***

***We are ready for the Frozen Finger Fun Fly that is coming up pretty fast, we all remember last years and hope this one is as good as the past.***

***We now have new airplanes that we don't want to repair, but that may not happen unless we get rid of pilot error.***

***We welcome new flyers like Bill, Jayden and Chuck, but wish for their planes to have a long life rather than bad luck.***

***Electric planes are increasing in numbers as flyers like the way they go, but non-electric flyers better not bad mouth them since they know which way the current flows.***

*Frustrated flyers who can't seem to get their engines to run, they make short flights when they dead stick and that is no fun.*

*There seems to be a gaggle of powered gliders and Eagles in the air, Tim, Ralph, Don, George, and Dan do their fare share.*

*You would think that you would increase your boating skills during float flying off the Lake, but because of our drought it is mainly wading skills that is hard to take.*

*Lost in the sage brush, lost over the hill and in the weeds, Don always has another airplane to fly after the terminal deeds.*

*Arriving at the field practicing before dawn Vince Bonfiglio has his electric Cherokee flying like it should, as some of his landings are not half bad but rather good.*

*We like to see scale airplanes take to the sky as Rich Ebner's P-39 flies that way, nothing like a warbird flying good to make your day.*

*COVID may have slowed us down a bit and cut down on activities after it was all said and done, but Paul's hosting of the Swap Meets and fun flies helped the Club out by adding to our fund.*

*In closing I want to say to you fly safely and fly right, Happy Holidays and to all a good night.*

Gary R Fuller

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**Dues Reminder:** Your 2023 dues are due and payable. Please send your \$50 dues by check, made out to HSRCC, to Treasurer Tim Ahl. Mail to 907 Saltbrush Road, Dayton, NV 89403

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## UNDERSTANDING THE REQUIREMENTS FOR RECREATIONAL FLYERS

The FFA and AMA have settled on requirements for flying recreational drones. It is my understanding they will be implementing them beginning 12-16-22. You can get more information by going to: <https://www.modelaircraft.org/operating-within-cbo>

The following excerpt from 49 USC 44809 provides the basic requirements that pertain to our field and any flying sites. Individual fines could be levied for non compliance

### **§44809. Exception for limited recreational operations of unmanned aircraft**

(a) In General.-Except as provided in subsection (e), and notwithstanding chapter 447 of title 49, United States Code, a person may operate a small unmanned aircraft without specific certification or operating authority from the Federal Aviation Administration if the operation adheres to all of the following limitations:

- (1) The aircraft is flown strictly for recreational purposes.
- (2) The aircraft is operated in accordance with or within the programming of a community-based organization's set of safety guidelines that are developed in coordination with the Federal Aviation Administration.
- (3) The aircraft is flown within the visual line of sight of the person operating the aircraft or a visual observer co-located and in direct communication with the operator.
- (4) The aircraft is operated in a manner that does not interfere with and gives way to any manned aircraft.
- (5) In Class B, Class C, or Class D airspace or within the lateral boundaries of the surface area of Class E airspace designated for an airport, the operator obtains prior authorization from the Administrator or designee before operating and complies with all airspace restrictions and prohibitions.
- (6) In Class G airspace, the aircraft is flown from the surface to not more than 400 feet above ground level and complies with all airspace restrictions and prohibitions.
- (7) The operator has passed an aeronautical knowledge and safety test described in subsection (g) and maintains proof of test passage to be made available to the Administrator or law enforcement upon request.
- (8) The aircraft is registered and marked in accordance with chapter 441 of this title and proof of registration is made available to the Administrator or a designee of the Administrator or law enforcement upon request.

# Interesting Aircraft (MIA)

The "M" refers to one of the most famous fighters of WW II, the Mustang we are all familiar with. We know little about the variants other than the "D" models. Now we will explore one of other variants, the (I) Invader as one in the same as the (A-36)

Apache. The first orders for the P-51 came from the RAF. They needed another fighter that had the speed and range they wanted. Their only option seemed to be the Curtiss P-40. This was not the best option but

it was the only airplane for sale abroad close to what they wanted. North American told the British that they could design an airplane to meet their needs in a relatively short time. Legend has it that it was drawn up on a napkin during a meeting with British representatives. They bought into it so North American had a customer.



The P-51 first flew on October 26, 1940. It originally had four 50 caliber wing guns with two nostril guns on the engine front cover. The wing guns jammed of at high G loads as they were mounted at an angle to fit the thin wing. The British named it the Mustang and ordered 320 planes. It had an Allison V-12 with three blade Curtiss prop and a top speed of 365 mph and a cruise of 250 with a 25,100 foot ceiling. They really liked the range and speed down low versus their Spitfires and Hurricanes and used it as a recon and assessment photo aircraft..



The Army (USAAF) tried one of the Mustangs and liked it and ordered 150. They wanted to increase their fighter squadrons with them but soon found out the budget did not have enough money for fighters but had some for fighter/bombers. Therefore, they ordered some with stronger wings, speed breaks on top and under the wings, and hard points for wing tanks and two bombs. Since they did not like multiple caliber guns on their aircraft, theirs started out with four 50's and some with four 20 mm cannons. The Allison powered aircraft had the three blade props. They were named the Apache's and the Invader name was dropped when the Douglas B-26 became the Invader.

Once the British installed a Rolls-Royce V-12 in the airframe with a four blade prop it was 100 mph faster than the Allison Mustang and had a 40,600 foot ceiling. The evolution of the Mustang appeared as it has become known as the P-51B with four blades and six 50's. As the British were building Rolls-Royce engines for their bombers and fighters, they licensed the Packard (car) Motor Company to build the engines for the Mustangs during the war. Eventually, the Mustang name was so prevalent that almost any P-51 was a Mustang. There were other variants like the one with a different prop known as the P-51K and the "light weight" fastest production P-51H that was too late to enter combat.



In the 1970's, Cavalier Aircraft built a Light Air-Support Reconnaissance Aircraft (LARA) "Mustang" which was a turbo prop powered engine called the Enforcer. They were later built by Piper as they could mass produce them.

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## Clubhouse Library

I will be recycling most of the magazines left in the Clubhouse and restocking with other magazines. Rather than throwing the "old ones out", they are there to be TAKEN, have at 'em. gf

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## New VP Profile - George Kohler

Our VP is George Kohler who started modeling in 1960 by assembling a plastic 57 Chevy Nomad. He advanced to radio controlled in 2001 by building a plane from white foam board. He eventually learned to fly from an old third grade friend. His most interesting flying was trying to learn the IMAC routine for pattern flyers.

George continues to fly many different aircraft from the 1/4 scale Sopwith Pup to the foam ME 262 and P-51's to the Kingfisher on floats and skis. His planes power range include gas, glow and electrics. Currently, he is building a Sig 4-Star with an OS 55 glow engine and he still flies his foam electric fleet that includes many of his warbirds.

After retiring from the clutch building business in Southern California, he moved to Carson City in 2014 and met the greatest bunch of RC maniacs who enticed him to spend more money than he should have. *In the end, he would not trade the memories and friendships he made from that investment.*





## FROZEN FINGER FUN FLY

The Annual Frozen Finger Fun Fly will be held on January 1, 2023. It will start at approximately 9:00 AM and last until all the fingers are frozen. To "officially" qualify you must take off and fly a circle and land. There will be NO record of your success or failure, "What happens at Pony Express Airpark ....."

## SAFETY OFFICER REPORT

Gentlemen of the HSRCC,

Hope you all are having a safe and fun holiday season. Many of us have been out to the field lately and have enjoyed flying with skis on the snow. With the snow comes ice which can be a slipping hazard. I purchased a pair of yaktrax. They provide winter traction for your shoes. No accidents or injuries to report.

## VP/FIELDMARSHALL REPORT

This will be my last report as Vice President. George Kohler will be your new VP.

Both 12 volt batteries for the clubhouse lights failed and were replaced. Not much else happening at the field, too cold. When the weather warms up again (in the spring) we will be replacing the water tank and toilet.

After 2 years we were able to have our Christmas party. The party was held at the Carson Fandango Casino. About 38 people attended and enjoyed a buffet style dinner and a raffle contest with 6 prizes given away. The party was a huge success. Going forward I suggest we ask the members if we should have a Christmas party each year.

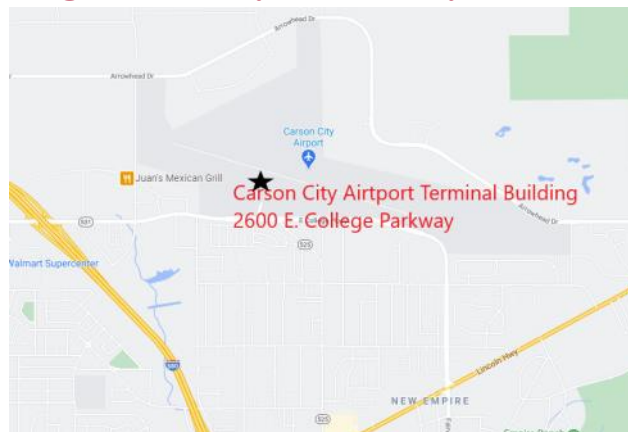
And a reminder; It's time to change the combination to the field. All current members will receive the new combo via email. We've decided to postpone the change until the end of January to allow everyone a little extra time to renew your membership for 2023.

Paul Ciotti, HSRCC VP/Field Marshall

## CLUB MEETINGS

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, January 10, 2023, 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!