



June 1, 2023

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PROP WASH

Swap Meet and Fun Fly

We were about a week off weatherwise but the Swap Meet and Fun Fly managed to have some action before the winds came up and the rain held off. If you will read Paul's Field Marshall report, he seemed to do fairly well. I managed to sell four airplanes and a set of floats so I wasn't disappointed. I saw other transactions as well.

Ed flew his new EDF Mig on it's maiden flight. It is nice to see him fly so well, but not quite as low.

We hope to have the Swap Meet and Fun Fly about this time again next year if weather permits, come join us then.

Gary R Fuller



...not an Erector Set but a scale aircraft

Here is Paul and his new student, Chris Meadors.

Interesting Aircraft

Chance-Vought Aircraft designed the first straight wing interceptor designated the F-6U Pirate for the Navy. It first flew on October 2, 1946 pioneering the use of turbo jet power. The aircraft had a maximum speed of 596 mph with a range of 1170 miles. Ceiling was 46,260 feet with a rate of climb of 8,060 FPM. Power came from a J-34 engine rated at 3,150 pounds of thrust and 4,225 with afterburner. 33 aircraft were built with one designated as a reconnaissance version.

The aircraft had a wingspan of 32.10 feet and a length of 37.7 feet. It weighted 12,900 pounds. Armament was four 20 mm cannon with 600 rounds each. One of the main features was that the skin of the aircraft was composed of balsa sandwiched between two sheets of thin aluminum.

The F-6U had proven so sub-marginal (military jargon) in performance that combat utilization was not feasible so it never entered a combat squadron. It was phased out in 1950.



Radom Pictures



One of our members Mom with her Pitts...my Mom didn't fly her own plane.



If you don't think this 1930 bomber isn't big, check out the truck next to it.



A good looking Sea Fury from a Reno flyer



This is no an Italian Fighter plane

Float Flying

On this beautiful 12th day of May, ten Waterdogs managed to show up at the Lake for some float flying. When I arrived, it was a mirror surface and didn't get over 1/2 inch waves by the time I left at eleven. After getting in one first flight on the Kingfisher, I then managed to dunk Tom's Widgeon in the Lake. As we did not have a recovery vessel handy, I took my Kingfisher out to bring Tom's Widgeon ashore. I managed to grind off part of the back side of his fuselage with my prop but otherwise brought it to shore in one piece. Back to the repair bunker.

Bill V has his Pulse flying well and George put the Seafire through its paces. The other flyers flew well with the exception of Ralph when his altitude and expertise ran out together allowing his EZ Plane to fly into the Lake. When I left, he was down the beach waiting for the pieces to drift ashore. There is always next week.

During the third week of May, we had one of the most perfect float flying days. Rick Taylor joined other flyers and one boater to try his luck with his new Timber. With a temperature around 80 degrees and a minimal wind at best, we all carved nice wakes on the mirror lake. Paul brought out his new Seawind and a few Kingfishers flew as well. We are looking forward to seeing Tom's new Timber Twin join the other twins.



Float flyers



Paul and his Seawind



Another view of the Seawind



Which do like better of these two planes

SAFETY OFFICER REPORT

An injury accident occurred on Saturday, April 18, 2023, at 1:30 pm. Frank Gomez cut his left hand on the propeller of his running airplane when he lost his balance and tried to stabilize himself. Richard Dugmore and Paul Ciotti administered first aid. Frank later went to the hospital and got 16 stitches in the wound. As of last Sunday, he was at home recovering and doing well.

Larry Raley, HSRCC Safety Officer

FIELD MARSHALL REPORT

Due to the inclement spring weather this year a few things needed fixing at the field and hopefully the worst is over. The safety netting on the east side of the runway had broken and collapsed but I fixed it with assistance from a few members in attendance at the time. The high winds had started to pull up the carpeting on a couple of tables, but I also fixed them. The mud slides that inundated the gravel areas have begun to work its way back into the gravel or blow away.

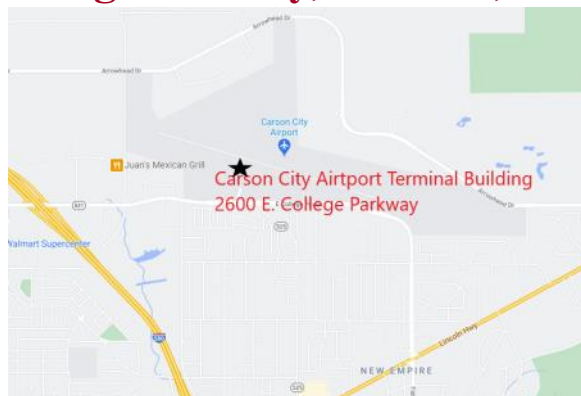
Regarding my sales and marketing efforts, congratulations to Gary Fuller and Don Morse for hosting our May Swap Meet and Fun Fly. The weather was horrible, but the attendance was amazing. In my email reminder about the swap meet I stated that I would also have planes and accessories for sale too. Unless you bought one of those items from me you probably didn't know they were donated to us for resale with all proceeds going to the club by long-time club patron, Past President and friend, Louis Scheel. Through his contribution the club has gained an additional \$1085.00 in revenue so far and there are a few items still to be sold. As time permits, I will take pictures of what's left and send another email with pricing to hopefully sell the remaining items. The first one to reply to the email gets the item.

Paul Ciotti, HSRCC 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, June 13, 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!