



March 1, 2023

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PROP WASH - Snow Field Courtesies

This may be a little tardy, but it is something to think about. There seems to be a few things we can do that will make ski (snow) flying a little easier during our winter wonderland. As many of you know, there is a few of us that have been flying off skis this winter. In addition, a few have even tried flying off wheels. Of course, it all depends on the surface and condition of the field.

Just some thoughts to keep in mind. Foot prints in the snow can cause problems when the snow is above a few inches. When I was taxiing on skis, a wing tip would strike the snow on occasion when one ski would drop down in a foot print. I tried to avoid this, but occasionally you just aim for trouble. You may clip a prop or make an abrupt turn accidentally when you are not expecting it. A tip hit on the prop may stop the glow engine. Somewhat of a solution would be to try to limit cross tracks by taking one central track out on either end across the field or to go halfway and then parallel the field. In other words, limit the cross tracks.

Skis can get off well enough but wheels get off OK or are hand launched, but wheel landings often nose in, and turns may not be tight enough. This gets another set of tracks, hopefully not in the middle of the take off runway area. Sometimes I have used the Helipad area as a take off runway or the Control Line site. Landings and take offs are a little less standardized when we land and depart all over the place so please be aware of this phenomena. It might not hurt to have a spotter.

A real help was when Lance made his own runway off the end of the tables in the snow. It did not interfere with the normal runway even with human tracks and allowed him all the time he wanted. If you have tried to take off normally on the field when someone has shoveled their own runway, you know what a pain that is.

Ski flying is another part of RC flying to enjoy but think safety and keep in mind where other flyers might take from or land from other directions. I like to use amber sun glasses as it gives greater definition when looking into glare and snow conditions, they slip over my prescription glasses. Happy snow days.

Another Aero Sport

Over these last couple of years I have become more and more impressed by the Aero Sport aircraft. I have seen it fly as a trainer, an FPV plane, every day flyer, and now a "snow plane." Flying without wheels to land on the snow makes it perform like a real sport aircraft. Member Dan Muff flew his with speed and authority at the field the other day and made a perfect "snow landing" on its belly only to fly a bunch more times. It really looked good.



Random Photos



Larry put in a second flight on his 20 year old Fundin built 90 inch Cub with a 120 Saito for power. Nice picture.



Lance checks out Miss Piggy as Don Morse readies another victim.



Vince E thinks he has finally found the CG for his Old Timer.



There are not many Butt Fan (paraglider) models around except for Jim Dickinson's.



I don't think these (Lil Pete and Neptune) ever made it to the field or Lake.



Ed Putnam's jet was the last turbine to fly at our field,



I always liked the P- 61 Black Widow from the Qualley's fleet.



One of my donations for the Club's auction a few years ago, where did it go?

Recycled Aircraft

Don Morse has some airplanes for sale ranging from a 39 inch 3S F-6-F Hellcat to an 81 inch Cub with an OS 46. His phone number is 775-350-7595

Interesting Aircraft

With the unusual British aircraft highlighted last month, it is only fair that we look at an unusual American aircraft this month. Some of you may have noticed this airplane in one of the "Indiana Jones" movies as the bad guys aircraft, it is the Northrop XP-56 Black Bullet.

The Black Bullet was designed in 1935 and had a length of 27.56 feet and a wingspan of 42 feet 6 inches. Empty weight was 8700 pounds with a take off weight of 12,145 pounds. It had a speed of 465 mph and a service ceiling of 33,000 feet. Rate of climb of was 3,125 fpm. After replacng the engine, the second plane's power was from a Pratt & Whitney radial 2000 hp 2800 with counter rotating priops. There was a lighter version that was tried with two smaller engines as a test component.



Two aircraft were built with the first one being destroyed during a high speed taxi when the left tire blew out. The pilot sustained minor injuries and credit his survival to a "polo" helmet he was wearing. The first flight was 9-30-43. The vertical stabilizer area needed to be increased. On the 10th flight, the pilot noted extreme tail heaviness, lack of power, and excessive fuel consumption. Flight testing was ceased and eventually abandoned.

2023 HSRCC Schedule of Events

April 22 - Spring Roll Out Party - Dan Etcheto
May 6 - Swap Meet & Fun Fly - Gary Fuller/Don Morse
June 17 - Family Picnic & Fun Fly - Dan Etcheto
July 29 - Biplane Fun Fly - George Kohler
August 26 - Electric Airplane Fun Fly - Gary Fuller
September 9 - Night Fun Fly - Richard Dugmore
November 11 - Thanksgiving Turkey Shoot/Balloon Bust - Paul Ciotti
December (TBA) - Christmas Party - George Kohler
January 1 - Frozen Finger Fun Fly - Gary Fuller

Hospital Stay

We send member, Steve Shothafer from the Apple Dumplin' Gang, our best wishes and a full recovery from his stay in the hospital. Hang in there..

SAFETY OFFICER REPORT

As the winter weather has kept the flying limited, few flyers have been out to the field,. There were no reported accidents or injuries brought up. Fly Safe. Larry Raley, Safety Officer

FIELD MARSHALL REPORT

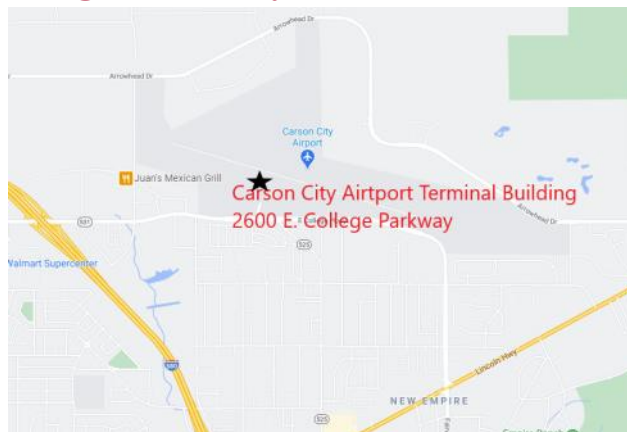
Again, it is winter and nothing much to report. It's still cold and as of 2-12-23 most of the runway, side areas and parking lot were still covered with ice and snow,

We have purchased a new toilet and hope to install it and a new water tank in March. Meanwhile, I will be checking out the possibility of purchasing square or rectangular water tanks which should be easier to use and keep clean. Paul Ciotti, Field Marshal
Paul

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, March 14, 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!