



November 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

Christmas Party

Vice President George Kohler reported the Christmas Party is on for December 13, 2023, at the Fandango Casino in Carson City from 6pm to 9pm. Just as last year, there will be a buffet with three entrees. The cost will be around \$33 per person. There will be a raffle, and some giveaways. Please put this on your calendar. George plans on sending out an email to get a head count soon.

Impromptu night time fun fly

After the initial scheduled night fun fly in September when people came out with their night flyers, it stoked an interest in night flying. As the weather was so accommodating later on, Larry wanted to night fly again. He contacted most of the flyers at Richard's night fly to see if anyone else felt the same way. He started calling around and got positive responses.

As a spur of the minute activity before the weather changed, on October 3, a group of night flyers got together and flew. The weather had a slight overcast, but basically that was it. There were six flyers and 4 or 5 spectators.

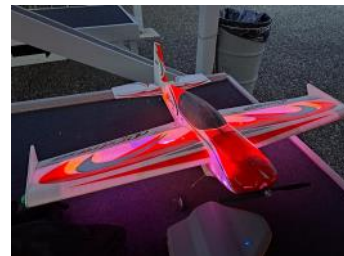
If your are interested in off-schedule night flying in the future, email Larry Raley at lwraley@hotmail.com or text him at 714-883-4577. Be sure to include night flying in the text. We'll add you to a list of night flyers to be contacted when a night fly is coming up even if it's unscheduled.



Larry's Night Timber



Richard Dugmore's plane called a Flybeam. He won the contest for most colorful.



Tim Ahl's plane the Night Visionaire

Paul Ciotti's plane, it is called The Millennium Falcon, a custom build



Dan Ortiz with his Eagle set up with lights

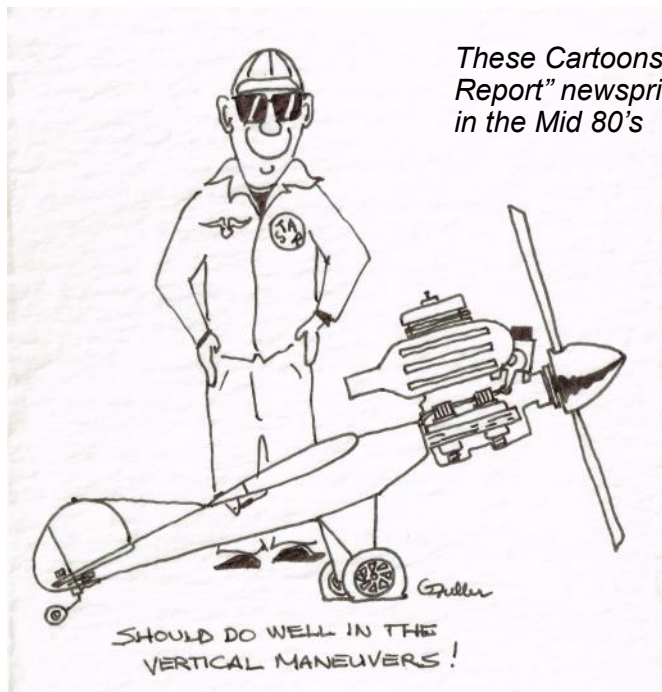
Float flying takes a break until April 2024

Float flying will resume next year on the first Thursday in April weather permitting. As the official unofficial season came to an end on September 28th, it was a sensational day to be lake fly-ing. Twelve pilots flew their planes with others running boats or just enjoying the fabulous weather.

The Kingfisher flock was there, Grumman Sea-planes were in abundance, a Timber made a good flight along with his brother, the Twin Timber, and no big splashes happened. Paul's Polaris aircraft was a makeshift "recovery" boat plus speed boat wakes did the job of getting everything back to shore.



Making an appearance was President Dan, because the access to the field was closed because of a tractor and trailer turned over after turning left onto the V&T road we use. I didn't get all the details on the accident, but access to our field and the land fill lasted quite a while.



These Cartoons were in "RC Report" newsprint magazine in the Mid 80's



Coming Attractions

November 11th: Thanksgiving Turkey Shoot/Ballon Bust, Contact Paul Ciotti
December 13th - Christmas Party at the Fandango Casino - George Kohler hosting
January 1, 2024 - Frozen Finger Fun Fly - Gary Fuller hosting

Interesting Aircraft

The Blohm & Voss BV 238 was a German flying boat built during WW II. It was the heaviest aircraft ever built when it first flew in 1944, and was the largest aircraft produced by any Axis powers during WW II. The BV 238 had an unusual structural hallmark of all metal construction with a tubular steel wing spar which also acted as the armoured main fuel tank.

The hull had an unusually long and slim planeing bottom, of essentially a two-step design but with a row of smaller auxiliary steps behind the main one. A large nose door opened onto its cavernous interior, with the main crew cabin immediately above and behind it.



The wing was of straight, constant chord form with tapered outer sections. Auxiliary floats were integrated into the underside panels of the outer section and could be retracted to lie flush with the wing. A cat-walk ran internally along the front of the tubular steel main spar providing access to the engines in flight. Power was provided by six 1,287 hp Daimler-Benz liquid-cooled inverted V12 piston engines arranged in nacelles along the leading edge of the center section.

It had a crew of 12. The wingspan was 197 feet 5 inches, 142 feet 3 inches long and 42 feet high. The maximum speed was 220 mph with a service ceiling of 24,000 feet. Landing speed was 89 mph.

It had 8 x 13 mm machine guns with 1800 rpg, four in the nose and tail turret. It had 8 x 13 mm with 900 rpg, four in each wing mounted turret, 4 x 13 mm machine guns 500 rpg in each manually aimed waist position a 20 mm machine gun cannons with 1400 rpg in the forward dorsal turret. In addition, it carried 4 2,205 pound bombs and 2 2,646 pound torpedoes on external racks.



SAFETY OFFICER REPORT

Well it's fall now and were still flying. It's been a blast. I have a safety reminder. Please remove the propeller on electric powered planes, when setting up a new plane or making changes to transmitters or whenever your not sure of what is going to happen when powering up a system. I will share an incident that happened to me and a student pilot. We tied down the Kingfisher at the start up table and proceeded to program a new transmitter. I made changes to the TX and when we powered up the motor went to maximum throttle causing damage to the plane even though the plane was tied down. Damage could have been avoided had we removed the propeller. Another incident happened to a fellow pilot at home when he was setting up his plane. The reason I know is because when we met at the field we went to shake hands but he pulled back because he had received multiple sutures to his fingers that were cut up by a propeller while he was setting up his plane. Please don't let this be you. Take the time to remove the propeller when setting up or making changes.

Larry Raley, HSRCC Safety Officer

FIELD MARSHALL REPORT

1. This month repairs to the runway continue as the cracks that were present prior to the slurry coating done last year have reappeared. The club purchased 2 additional bags of asphalt and 8, 5 gal buckets of asphalt sealer. The bagged asphalt is used to fill the large spaces of existing cracks and the sealer is needed to keep the asphalt in place as it does not harden or stay in place. The sealer does harden and is working well and will be used to fill in the majority of the remaining cracks.

2. The car track has been totally re-done by Tim with help from a few club members. New flexible tubing was added where needed and additional stakes to hold the tubing in place were fabricated by a few of Tim's helpers. A big thanks to all who helped.



3. The road to the train station has finally been resurfaced and there are no more potholes. I had the opportunity to talk with one of the V&T folks and thanked them for the much needed repairs. I also learned that we would no longer need to worry about the railbike tours as they were a separate group that left earlier this year.

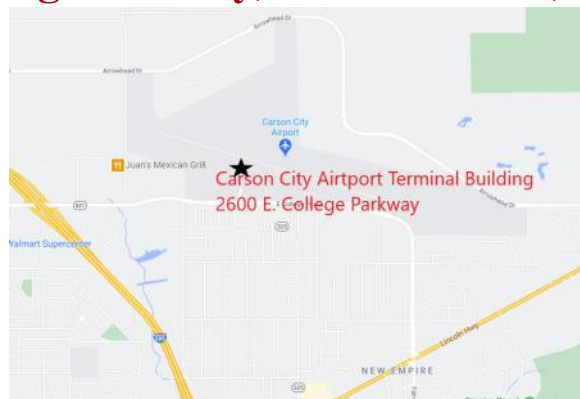


4. The club sign at the end of our road at Flint Dr had deteriorated beyond usefulness. The sign was made and placed there by the club a long time ago so it was taken down and given to Gary Fuller for repairs but was too far gone. Do the members approve purchasing a new one? The picture below is an example design of what it might look like but the Corsair, heli and windsock would be one color black. 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, November 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!