

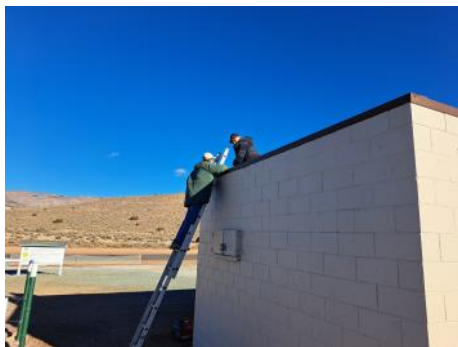


March 1, 2024

Your Board Members and Officers

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

PROP WASH



When I was out at the Pony Express Airpark the other day, worker bees Tim and Paul were installing our weather station on top of the Club House. It is now operational. (See the Field Marshall's report to learn how to access it.) How good is it to see these folks getting things done. Thanks guys and thanks Larry for the picture.

Alan Clark got his certificate as an official RC pilot at our January HSRCC meeting. As I understand, he started getting some instruction with our Club in the past but took a break until "reupping." President Kohler took over the instructing duties and had Alan finish up. Upon arriving at

the field from time to time, I have seen Alan getting in some stick time by himself, way to go. Happy to have you among the chosen few.

Remote ID

A number of members are starting to get their Remote ID modules that were ordered months ago. The Remote ID can be swapped among all of your models, once registered. If you are flying at the Pony Express Airpark it is not necessary to use the Remote ID module because it is a FRIA. If you are flying outside of a FRIA (like Washoe Lake), you will need to have the Remote ID module installed. Before you fly outside a FRIA, you need to check the airspace to make sure it is clear. If it is not clear you have to get prior approval from FAA. The app to use to check for flight restrictions and get the approval is FAA's "B4UFLY". You can access this app through "UASidekick" and "Autopilot". In the event a complaint is filed when we are flying outside of a FRIA, local authorities will want to see your approval (if required) to fly which would be displayed by these apps. There are also desktop versions of these apps if you don't have a smart phone.

EVENT CALENDAR

The HSRCC 2024 Event Calendar is as follows:

April 20 - Spring Roll Out Party - host to be determined
 May 4 - Swap Meet & Fun Fly - host to be determined
 June 15 - Family Picnic & Fun Fly - Board
 July 27 - Biplane Fun Fly - George Kohler
 August 24 - Electric Airplane Fun Fly - Gary Fuller
 September 7 - Night Fun Fly - Richard Dugmore
 October 19 - Glider/Old Timer Fun Fly— host to be determined
 November 9 - Thanksgiving Turkey Shoot/Balloon Bust - Paul Ciotti
 December 11 - Christmas Party – JT Consiglio
 January 1 - Frozen Finger Fun Fly - Gary Fuller

Note we still need sponsors for the Roll Out Party, the Swap Meet as well as the Glider event.

At the February Club Meeting Paul Ciotti shared his latest custom creation. Pulling the old HSRCC Corplast (plastic cardboard) road sign out of the trash can, Paul worked his magic and turned it into a Flying Carpet.

The model is electric with a 850 kv 3540 motor, powered by a 4400mah 4 cell lipo battery using a 12" prop. The top surface is Aladdin's magic carpet while the underside still gives directions to the Pony Express Airpark.

Paul made the surface covering with a printed skin duplicating the actual flying carpet in the movie Aladdin, Paul uses a technique with the Microsoft Paint program that the breaks the desired size of your final product into 8.5 x 11 sheets. The printed segments are then glued onto the surface. The carpet is actually aerobatic, doing loops and rolls.



Don Morse provided this story and the picture of the Stearman taken at Crystal Airport in northeast Minneapolis in 1978.

The lady in the Stearman is my wife, Gayle, getting ready for a flight and the man standing on the wing making sure the belts are hooked up right is Marvin Seivert, the owner.

Gayle and I originally spotted the plane when we were walking by the airport one afternoon. I wanted to see it and we walked over and started talking to the owner. I found out he had just had it recovered and painted. The only thing missing was the stars and U.S.ARMY on the wing. He was trying to find someone to do that. I told him my friend Bud Haley just got his A and P and maybe we could do it for him, so we did. As a result, Gayle and I and Bud were able to go for rides for the rest of the summer.

Marvin would do the take offs and landings then we took over the stick and flew the plane. On one of the flights I was flying and Marvin hollered to me he wanted to show me something, so I let go of the stick so he could fly. Shortly we started to do slow descending right turns. Marvin said "what are you doing"? and I said "I thought you were flying the plane". I got to do a dozen or more flights in the Stearman that summer.

That was great fun for all of us. Don Morse

Dues are due!

After February 1, dues for 2024 are payable at \$75 for the year. Pay online at hsrcc.com or send your check to Treasurer Tim Ahl.

Interesting Aircraft

The NASA X-59 is an experimental aircraft to test airframe designed to minimize the amount of sound wave when flying at supersonic speeds. Construction was a relationship with Lockheed Martin and the Skunk Works. As commercial aircraft were not to fly above 600 mph (Mach .07 - .08) over land after the Concord had flown over many countries and was eventually banned. NASA took on the project to build a quieter aircraft with commercial possibilities. They named it Project QUESST (Quiet Supersonic Transport).

The supersonic wave (sonic boom) is the result of shock waves coming off the aircraft while flying supersonic. The X-59 is designed to minimize the pressures coming off the airframe, thus making it quieter from the sonic boom. They say it should sound like someone shutting a car door. The X-59 is expected to produce 75 decibels of noise flying supersonic verses 105 decibels for the Concord.

The original design began in 2016 with delivery to NASA in 2024, it was rolled out this January. The X-59 is expected to fly 1.4 times the speed of sound or 925 mph. It is 99.7 feet long and has a wingspan of 29.5 feet. It is powered by a GE F- 414 engine with 22,000 pounds of thrust with afterburner. Take off weight is expected to be 32,300 pounds. The cockpit was from a Northrop T-38 and the landing gear from a General Dynamics F-16.



SAFETY OFFICER REPORT

Larry Raley, our Safety Officer, has retired as of February 13, 2024. He asked me to tell everyone that it was an honor to have served the club and that we will be in good hands with our new Safety Officer.



HSRCC President George Kohler presented Alan Clark R) with his Solo Flight Certificate

President George Kohler, after soliciting volunteers, has selected a new Safety Officer for our Club. Let me introduce Alan Clark through the bio that he shared with us.

When Alan was twelve years old, his Dad bought him a Cox control line (PT 19) plane. They flew it at the local elementary school parking lot.

About 20 years ago a co-worker started to teach him how to fly, club members there asked him to help by being a pylon cut spotter of planes that did not go around the track marker.

Alan got into RC in 1974. He was an electronics major and used radio control as his senior project. He built a Heathkit 3-channel 72 Mhz system. He added another channel by adding logic to the receiver.

Like most of us, he didn't remember his first model's name but it was a classic trike gear high wing trainer. The plane

was a basic balsa trainer covered in Monokote. As he did not know how to fly he went to the local RC Club. They agreed to fly the plane for him. It started out well but the man flying his plane looked at him and said "I lost radio control." When they found the plane, he noticed it was under high voltage power lines. Apparently, the interference caused the loss of control.

He ordered his first plane through Tower Hobbies. He then found the HSRCC website and saw that we offered flight training. He contacted our Club and President George taught him how to fly. To be honest, the most interesting flying he has done is to solo and land a plane in one piece. He also learned that trainers (some) roll real slow!

He is currently flying a Turbo Timber on a 4S 3200. So far he is flying used foamies that he has purchased from the Club (Mini Apprentice) and (Turbo Timber) purchased from James Consiglio.

The two experiences that come to mind was flying in his first Frozen Finger Fun Fly and watching the balloon bust. Welcome aboard, Alan, and keep your wings level on landing. George Kohler, HSRCC President

FIELD MARSHALL REPORT

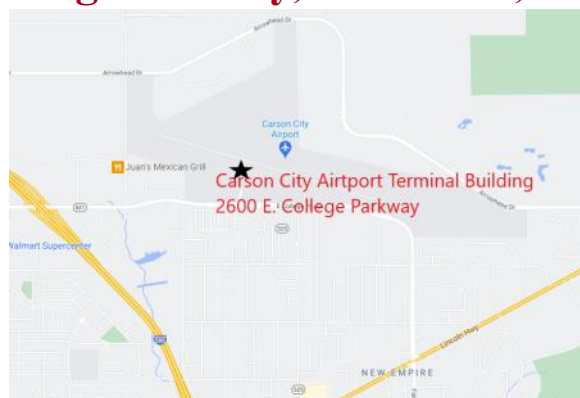
The weather station that was purchased with donations from you (the members) is up and running. Everyone can access it via *AmbientWeather.net*. A link for this is now live on the home page of our website, *hsrcc.com*. The weather App might require you to create a login name and password to use all the features like the search option. The app will show a map of live weather stations. You will need to search for our station which we named the "Pony Express Air Park".

You should see a link for our station (Pony Express Air Park, Remote Control Rd). Tap the link and go. If you're not sure how to do this we can show you after the meeting. Since the weather station is quite visible from the road we had concerns about security so I bought a camera. The camera is motion activated and all video is recorded on a micro SD card in case we have an intruder. Paul Ciotti HSRCC Field Marshall

CLUB MEETINGS

If you are a new, old, or a 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 12, 2024, 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!