



March 1, 2025

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PROP WASH

Flyers keep flying at the field regardless of the weather within limits (usually wind). I try to go out around 10 AM when it warms up above freezing and most often there are flyers out there. Yes, representatives of the Consendo squadron show up, and there are Timbers about, but occasionally you see a maiden flight or two and more than once there is a scale warbird in the mix.

On the 18th of February about 20 flyers were at the field, it really surprised me. Three jets, a couple of Consendo's, a slow stick, a yellow T-28, a Swizzle Stik, a biplane, and who knows what else. It was not an especially windy day and it was sunny to boot.

During the winter months I keep trying to tackle new projects but repairing aircraft that I or others have so gladly passed on seem to rise to the top of my priority list. A wing here, a wing there and before you know it you have another Ugly Stik or a Swizzle Stik.

Flyers seem to be mentioning float flying more often to me. Yes, I am definitely looking forward to a sunny float flying day. Besides, April 3rd is not too far off.



Alan just after Tim flew his Uproar for it's maiden flight

Washoe Waterdogs

The Waterdogs begin their new float flying season on April 3 at Washoe Lake. They meet at the Douglas Boat ramp every Thursday morning. See Gary Fuller if you have questions but be advised you need a transponder to fly there since Washoe Lake is outside our FRIA.

Water Recovery Unit

During last year our Safety Officer Alan came up with a prototype recovery unit for float planes and sea planes with a prop thrust motor and no water rudder that kept several flyers from doing the water walk or tennis ball lob. Occasionally, the recovery was worse than the splat but recovery is a lot better than not getting your radio gear back.

Through due diligence and sleepless hours, Alan made recalculations and revisions to come up with a new and approved version from the original. By the looks of it, he has a better and more efficient water recovery unit. With the twin directional motors hooked to water rudders and forward swept twin feelers, it should do the job. The Washoe Waterdogs or any water born aircraft are looking forward to having a recovery unit at standby should we need it. Now the proof will be in the pudding. Thank you, Alan.



Interesting Aircraft



Howard Hughes test flying (taxing) a radio control scale model of the HK-1 (Spruce Goose) from his large remote controlled consol, circa 1940.

Members having medical issues

Three members that are having medical issues; Paul Ciotti, Don Morse and Rick DeGaetano. We are all hoping they have speedy recoveries.

SAFETY REPORT

Just a quick note. Brief but thinking safety.

With the cold winter days and limited flying, now is a good time to check the motor mounts on both electric and fuel planes. I was guilty of not doing this on a Radian years ago and had the motor shake the cowling and destroy the nose of the plane. I was lucky to find the motor and plane parts scattered in a field of tall grass. I patched the plane back together with foam safe and was flying the following week. A good winter job to do when it is too cold and windy to fly.

Safety is everyone's responsibility
Donn Thane, HSRCC Safety Officer

FIELD MARSHALL REPORT

A team led by Paul and Tim removed all the rotted orange netting on the fences around the field. After some discussions it was decided to try placing pool noodles vertically on the fence posts that line up with each end of the runway. The pool noodles were purchased and installed over 2 separate days. To get the most yield out of the pool noodles they were cut in half to cover twice as many posts. So far, the feed back has been good from our flyers.



Locks were changed on a cold blustery winter day Thursday Feb 6 at 2pm. Team T&A (Tim and Alan) did the change. In the future we plan to have plenty of hot chocolate on hand (with marshmallows).

Our plan to purchase a storage container is moving forward. I used the template supplied by Parks and Rec to submit the SUP (Special Use Permit) request. Thanks to Tim for providing drone pictures and Paul for a field layout drawing. I used these to illustrate our plans for the storage container as part of our permit requirements.

I spoke with Nick Wentworth at Parks and Rec. He has submitted our SUP request to the City Planning Commission for approval. He is waiting to hear when it will be on their agenda. He will let us know. He modified our permit request to make Parks & Rec the applicant. This means the club will not have to pay a permit fee.

I spoke with Laurie at Modern Storage on Jan 20 about the price and availability of a 20-foot storage container. Delivered price was \$3959. She did say price may change as containers on hand are sold and new containers come onto their lot.



1,158 Cubic Feet

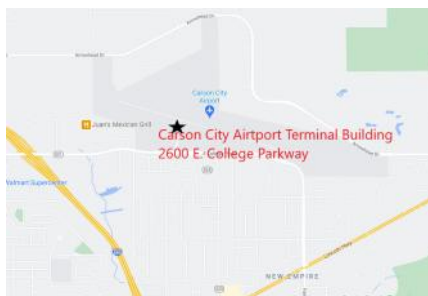
Internal Length – 19'9", External Length – 20'
Internal Width – 7'10", External Width – 8'
Internal Height – 7'10", External Height – 8'6" 1,158 Cubic Feet, 5,071 LBS

Alan Clark, HSRCC Field Marshall

CLUB MEETINGS

If you are a new, old, or a prospective club member please join us for our monthly meetings at the Carson City Airport Terminal Building. We try to hold them the second Tuesday of the month.

Next Meeting: Tuesday, March 11, 2025, 1:00 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!