



**May 1, 2025**

Your Board Members and Officers

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

## PROP WASH

It sure has been nice at the field with the 70+ degree days. The only downside is that I see the more flying causing more crashes. That didn't seem to happen as much when it was cold. Some of my favorite aircraft are in the mix. The beautiful Tiger Cat, a Pietenpol, a profile plane and even a ducted fan. The sun must be getting in flyers eyes. Weather is not done yet, a good time to repair over next storm clouds.

I received an email with some "old time flying" from Vince E. Some of us remember radios with ariels and bulky equipment. It is worth a look see. Here is an internet address:

<https://youtu.be/jduj1wkGFT0?si=o-N-SYsOqI7OAJGv>

Don't Forget the Roll Out Party is this Saturday, April 19th. Come show off your winter projects!!

Over the past few years we have introduced our new board members through our newsletters. We continue this tradition.

Alan Clark, Field Marshall

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 really tried to get 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. 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 Kohler taught him how to fly and ultimately presented Alan Clark with his Solo Flight Certificate. 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. 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 slowly! 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.

## Season Opener for the Washoe Waterdogs

Wow! What a good turnout on April 3rd for the beginning of the Washoe Waterdog's flying season on Washoe Lake. Throughout the morning about twenty float plane pilots showed up to fly around thirty aircraft. Two Seawinds, two Aero Scouts on floats, two Kingfishers, a twin Timber, two Ag Tractors, two Widgeons, two recovery vehicles, plus a gaggle of other planes. Not one aircraft needing a recovery.

Mother nature sure out did herself. A shiny mirror lake was our view the whole time and there was hardly enough wind to know which way to take off towards. As the scattered clouds drifted by, the sun came out and yes, it was Spring. We had warm fresh donuts to snack on. Mrs. Fuller contributed hot chocolate to the cause, thanks Nicki. Besides flying his Beaver, Dave V was our event photographer, thanks Dave.

I know it will be hard to beat this record for next year, but we fly every Thursday (weather permitting) through September. Should you like to watch or fly seaplanes or float planes or need directions to the lake, you can reach me at 775-841-3509. Happy off water flying.



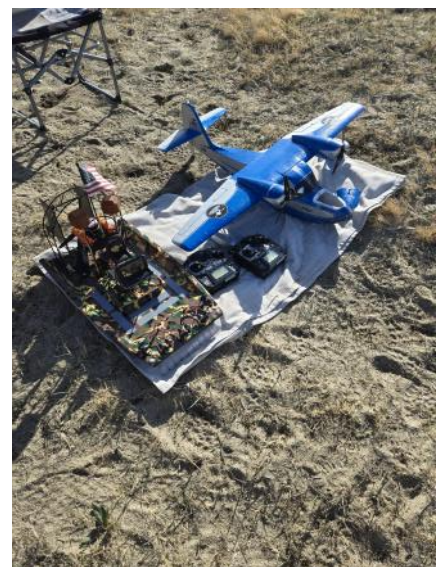
How do you like the scenery



Waiting for their snacks



Alan's first float fly



Grumman sitting on her nest



## Interesting Aircraft

I have not featured "interesting aircraft" that are appearing in currently publications that I access. However, this month features an aircraft that probably will not maintain flying status much longer. It will be the largest flying boat around, the Martin Mars. You have an opportunity to see a great article in the May issue of AIR CLASSICS. Another source is YouTube. There are numerous videos of it flying off water. I really encourage you to check them out.



Second *Hawaii Mars* with the Oakland Bay Bridge in the background

As WW II was going to be waging in the Pacific, logistics were paramount. Located in Maryland, the Glenn Martin Aircraft Company had been providing aircraft for that route for years with the Pan American Clippers. Martin knew his company could provide an aircraft capable of becoming an "aerial dreadnought," a heavily-armed warplane capable of spanning the ocean and not needing a landing field.



Sailors wave from the tail of the first *Hawaii Mars*. Note the tape on the fuselage where Naval Air Transport Service is being applied.

Martin and the Navy began discussing a 200 foot wingspan flying boat to replace the PBY Catalina. In 1938 Martin received a contract for the PBM Mariner. After a long set of talks, the Navy officials saw the XPB2M-1, named for the Roman God of War, the Mars in 1941. I am not exactly sure of how many were built as two were named Hawaiian Mars being built after one was destroyed in a crash in Chesapeake Bay because of the leading edge of the vertical stab came off. The crew was not injured seriously.

The aircraft were the Philippine Mars, Mariannas Mars, Hawaii Mars, Marshall Mars, Caroline Mars and the second Hawaii Mars. The last flying Mars was the second Hawaiian Mars, I believe it

was named the Philippine Mars. Kermit Weeks made an agreement to fly it from Florida to Oshkosh, Wisconsin and he agreed to pay for the fuel in exchange for being listed as the copilot. The fuel bill was \$40,000. This plane had been used as a fire bomber by the prior to owner.

The general specifications are a 200 foot wingspan, it was 120 feet 3 inches long and 44 feet 7 inches tall. It had a fuel capacity 13,220 gallons and 520 gallons of oil. It had a service ceiling of 14,600 ft and a range of 4,971 miles. It had a military crew of 11. Power was supplied by four 3350 2400 hp - 3000 hp engines giving it a cruise speed of 158 - 173 mph (depending which models) and a top speed of 222 - 238 mph. Landing speed was 98 - 100 mph. It could carry a load of 145,000 - 155,000 pounds.

In comparing the Mars to the Spruce Goose, the Goose had a wingspan of 320ft 11in. Range was 3000 miles with a 350 mph cruise from its 6 radials. Now here is a model project I have never seen pictures of. Yes, folks have built and flew the Spruce Goose, but I have not seen any that have flown the Mars model aircraft.



JRM-1 *Hawaii Mars* parked with a Grumman Widgeon during July 1945. Note the nose probe attached to the Mars

## Coming Events

April 19 — Roll Out Party  
May 3—Swap Meet and Fun Fly  
June 14—Family Picnic and Fun Fly

## SAFETY OFFICER REPORT

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

## FIELD MARSHALL REPORT

Windsock and pivot bushing (custom made by Vince Euse) missing today. Could not find the missing sock or pivot bushing. Called Tim to find windsocks and bushing in the club house. Windsock is repaired. Thanks to Richard Dugmore for filling the water tank in the restroom. Thanks to Tim Ahl for purchasing and spreading Preen (sp?) pre-emergent under shade structure and tables. Tim also made it rain and snow at the field to enhance the efficacy of the pre-emergent.

George Kohler, Tim Ahl and myself attended the planning commission meeting on March 26 for the SUP (Special Use Permit) for the storage container. Nick Wentworth who is the project manager for Parks and Rec presented our request. Permit was approved under the following conditions: 1)Project must be completed in 1 year, 2)Storage container must be painted to match the existing structure

HSRCC has not spent any money on this to date. My budgetary estimate for the entire project is:

- Storage container \$4,000
- Gravel/base \$1,000 ( I am guessing, will need to get a quote)
- Improvements to storage container (shelves, table, bench) \$1,000
- Overall budgetary cost \$6,000

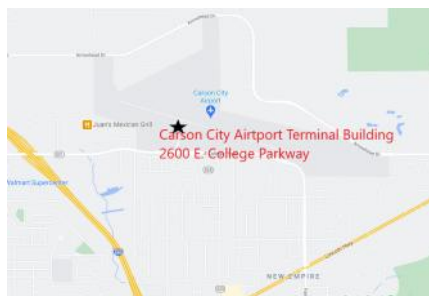
Alan Clark, HSRCC Field Marshall

**BREAKING NEWS!** The HSRCC Board met on April 8th and voted to approve the acquisition of the storage container as discussed by the Field Marshall above. The Board has also agreed to reestablish the Safety Officer Position as the Training Coordinator to make sure student pilots have the equipment and instructors they need. All Club training activities should be coordinated with Donn Thane.

## 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, May 13, 2025, 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!