

Fisherman's Retreat

Dec 21, 2008

Today was a beautiful day at the field, even though it started out cold and windy. It eventually got to be just cool and breezy and the flying was great. I don't think there was one crash today and I can only think of one relatively hard landing. With the help of Warren and Jacob Schlaberg, Dave Miles and Tom Bright and a well thrown rock my receiver and servo's from my trainer were retrieved from the tree. It was discovered that I had left a screw off the servo on the ailerons, thus causing the loss of control and eventual meeting with the tree. Al Hess also helped and also took a picture of the offending tree with the victim still in its clutches.



The Rearwin Speedster is once again whole and flying. John Ferranti's repairs to the landing gear held up and there were three successful flights and landings with no gear failures, great job John.



Dave Miles' trainer did fine for Dave today. He had to land with a pretty stiff cross wind coming down the canyon and did it with only a little trouble. Dave hasn't had too many chances to land from the west so today was good for learning.



Al Hess was giving us all lessons in landing today with his trainer. He consistently brought his plane in with smooth graceful no bounce landings. It wasn't so long ago that Al kept saying he couldn't fly counter clockwise or make landings from the west but he has proven otherwise, not only with today's landings but also racing in the trainer races last week.

Tom Bright continues to keep teaching any new students who join the club. Lately he has been working with Tim Green and just about has him ready to solo from what I can see. Tim is the newest member of the club but he fits right in. Tim had his Right Flyer 60 at the club today. Henry Granier brought his Airtronics transmitter with him today and took Tim up with his own plane on the buddy box and when Tom arrived he also took Tim up on the buddy box. This is what makes this club so great, all the members pitching in to help new members become pilots.

Henry has also been working on the pilot stations mounted to the shelter poles. He has been moving them around so that the planes face out when starting and he has been installing wing restrainers on them so the planes can be started without moving.



Rick Odgen is the proud owner of this gas powered Decathlon that he got from Terry Talkington. It has a Homelite 30 for power and Rick was busy today working the bugs out of the set up. The engine wasn't running correctly and then to make matters worse the right aileron came loose making for some tricky flying. Rick got the plane down successfully and I'm sure the next time we see the plane it will do great.



This Spacewalker II of Al Hess's is just like the one Dave Miles just got from Terry Talkington. It is Dave's first tail dragger and he had Rick Ogden do a shakedown flight on it today. Once it was trimmed out it flew great. In my humble opinion there won't be a better plane to learn the art of tail draggers with.

As many of you may have noticed I am not using pictures from today. Big dummy me, I forgot my camera so I am going to my picture files for this weeks pictures. The biggest reason for this week's newsletter is so that I can wish all of you a Merry Christmas. It has been my great pleasure to be able to serve the club as president these last few years and to also occasionally bring to you these little newsletters. Here's to hoping we all have safe flights and soft landings in the year to come.

Merry Christmas to you all.

Harry