

AMAA

Fisherman's Retreat January 18, 2009

Hello folks, I've got some pictures stuck in my camera and a dead battery so I can't retrieve them. So in this weeks report I'll just share some past photos. First though I want to report on the AMA convention. Once again we had a booth and we raffled off a plane to passers by and did our best to share information about our club to anyone who wanted to stop and talk. I want to start though by thanking Rick Ogden, Tom Bright and Pat Morgan for manning the booth all three days, with help from other club members coming by, some for a full day like Tim Green and others just to help out for awhile so those who were there could take a break. Pat Morgan hawked raffle tickets and mostly, according to those who were there, was responsible for most of the ticket sales. Also Tom stuck around one evening for a meet and greet and won a drawing for a free booth next year for the club, thanks Tom. Due to those guys who worked so hard for the club we sold enough raffle tickets to pay this years booth fee, pay for the plane and make a small profit for the club. A few of us showed up to the field on Sunday and flew but there weren't many members at the field as many had gone over to the show. This last Sunday we had a meeting and did some flying. We have received dues so far from 25 members and I want to remind those who haven't paid yet by January 30th you will not only have to pay dues but you will also have to pay the initiation fee again. Or risk losing the right to fly at our field.



The races are going to start again pretty soon so I thought I would start with a picture from one of our races. This was one of the combination races we had in conjunction with the MARKS and Gilman Springs Club where we raced the World Models warbirds and our trainers. As you can see the race was well attended and we had a lot of fun.



As nice as the weather has been it's time to get out our sail planes. Here I am helping Henry Grenier get his pod powered sailplane launched. I don't think we scheduled a sailplane contest this year but there isn't any reason we all can't just have an informal meet whenever we feel like it.



Here is a little history, an example of two different sizes of the same plane. Shortly after this picture was taken both planes got even closer together and died in a midair collision. A very rare occasion made even more unusual by the fact it was two planes of the same design.



I think this was Terry's Super Sportster, a very nice plane Terry flew hard and fast back in his "my throttle only has one position" days. Since then he has discovered a whole range of throttle positions and gasoline as a fuel and has become our club expert on gas engines. Terry has helped me immensely with an engine I was having problems with. This plane had glow power though and it flew great. I think a fly disguised as a spider caused it's death.

We haven't see Wild Bill at the club much since he moved to the High Desert but for awhile he was a fixture at the club with big, nice flying planes, one that he flew was this really nice Great Planes Super Chipmunk, Lyle actually put together most of Bill's planes and the attention to detail even when finishing an ARF is obvious.



This is Henry Arance's Hawker Tempest, built from scratch and all electric, Henry even scratch built the retractable tail wheel. He built this before LiPo technology so it was powered with about 20 or so Nicad batteries.



We don't see Henry as much as I would like to as it is a long drive to the club so he doesn't come out much but he does keep his membership up and we had a good visit at the convention.



Here is my P-6 Hawk before two years worth of hanger rash and my less than pristine landings. For what it's worth I'm still flying this bird regularly. It just isn't as pretty any more.



Bob Schoberth, his grandson Alex and Henry Grenier working on Bobs trainer. Bob recently returned to flying after a two year absence but we haven't seen Alex yet. This picture illustrates one of the great things about our club, Henry helping new flyers, a picture seen often with either Henry, or Rick, or Terry, or Tom, or any of a dozen other members helping new flyers get ready and flying. Almost every picture I have of Henry is him helping another flyer, he and members like him is what makes the AMAA a great club to belong to.

I think this Tiger Moth belonged to Chris Hickock, I'm not sure though as there has been a Tiger Moth flown at the club every so often that has belonged to many different members. Chris moved to Washington a few years ago and I for one miss him as member of our club, he and Marilyn always brought out their mini doxies and were fun to have around.



A couple of weeks later found us standing around in the rain waiting for the weather to break so we could get airborne. We don't miss many days because of weather and this day was no exception, cold and wet but we still flew.



Chris and Marilyn were here this day, Marilyn in the center and Chris blowing on his hands.



Red Barrows builds interesting and historical old timers with huge wing spans and old ignition engines, then he brings them out but doesn't fly them. I did get him to put one together one day so I could take a picture of it.



Kenny Owens was also a builder of note. Here he is working on his Folker DVII that crashed spectacularly and then he rebuilt it and flew it about three weeks later. Kenny passed away after moving to Phoenix but he was a valued member when he was with us.



This profile Waco was flown by Jim Turpin who is pictured in the cockpit with his daughter Amber. Jim went and moved to Montana and has found a great flying site at a regional park that has a field as part of the park.



It's hard to make out but those are our taxi mats piled along the taxi way. Our field was pressed into service by firefighting SEAT fire planes and helicopters during wildfires in the canyon. The flames got pretty close to our field but were eventually contained. We put things back together and got to flying again.



This picture is four years ago, it shows our club trainer, the Right Flyer 60, after another hard landing that took out the nose wheel. Eventually we repair that so much that the bulkhead gets too heavy and has to be replaced. We are still using Right Flyer 60's as club trainers but we do replace them every so often, our trainer of choice for new pilots.



Here is the flight line from one of our race days a few years ago. We were flying trainers, forty sized war birds and Stiks, all on the same day, we were busy to say the least. The next picture is two of Jim Wilson's racers and another Stik I don't recognize.



On another race day we had the flag at half staff in remembrance of Sept 11



Rick Ogden was flying this Dragon Lady for awhile but I haven't seen it for a long time. It is a great player and I know another member bought one but I haven't seen it lately either. It's funny how we'll get certain planes and fly them then put them away, only to resurrected at another time.



Another plane we saw a lot of for awhile was Richard Rittmillers Lazy Bee.



This is enough for this week. I thought most of you might enjoy this pictorial journey into the clubs recent past. It brings back lots of fond memories for me. It also reminds me that our club has a good future with lots of fun flying coming. With all the warm weather we've had lately and more rain coming it will soon be time for another work party. I will be bringing out another tractor for weed abatement but as always it's the guys with the hand tools that make the field look great so tune up tools and watch for my call to arms. Harry