

# Fisherman's Retreat

March 01, 2009

Good news folks, our Friday flyer is member Steve Day, I talked with him and he explained he didn't realize how far out the plane was. I know Steve and I know he wouldn't do anything to risk our losing the field on purpose. It's good to know our problem isn't trespassers or careless flying. Steve is going to try to stop at the field on Wednesdays, he didn't know some of us were at the field then so he has been going out on Thursdays or Fridays to fly by himself. I also talked with a couple of park residents and the consensus is they like watching the planes fly, I hope we can keep it that way.



It was windy today so Terry decided to fly his GWS Slow Stik. I know, the picture isn't in focus, that's the problem with not being a good photographer, I have to post what I take. You should see the pictures I don't publish, lets just say I don't do action photos well, and the plane was changing position and altitude in the wind rapidly.



Terry also flew his Ultra Stik, as big as it is it was still getting blown around quite a bit. Rick Ogden flew it also and it was fun to watch him take it verticle only to have the wind blow it down wing 30 or 40 feet at a time. With the flaps deployed the Stik would fly with a negative ground speed going backwards while pointed into the wind. That is Rick's Big Stik in the background.



Rick Bass rejoined the club and brought this profile plane to the club. He also brought his daughter Deanna to the field. She was flying a little electric plane called an Ezette which did very well for a small electric, Dee has improved greatly as a pilot handling the wind well. The Ezette did surprisingly well with the brushless motor and Lipo batteries.



Al Hess flew his trainer seen here being held by the steel table so the wind doesn't blow it away. The wind wasn't too big a problem while the planes were flying but once you landed you had to get a hold of your plane quickly so as not to have it flipped over. His Kadet did better in the wind but like Terry's Stik it could be flown with a negative ground speed when the engine was slowed down while the plane was pointed into the wind. I was informed by Terry that this was not one of his conversions.



I guess I just figured gas engine and Kadet had to come from Terry's hanger. I was also confused on which engines Terry put in which planes. If anyone had any questions on gas conversions or converting weedeater engines to RC use talk with Terry, he can answer all your questions and tell you where to get anything you need to make a smooth running engine. That being said I think this is Al's set up and it flies great.

I brought my trainer out to the field also. Today was the first time I've had it out since I had a mishap with a pole at the Mission field. Since Dave Miles already has an all red version of this plane I replaced my wing with a green wing from the company so there isn't any confusion during the races. The shake down flight was well, shaky. There was something obstructing the movement of the aileron on the left side which created some very bad flight characteristics. After a couple of very wild laps I announced I was landing and got it down without a mishap but it was nip and tuck all the way in.



I cleared what appeared to be globules of CA from the middle hinges but decided to wait for calmer weather before I test it

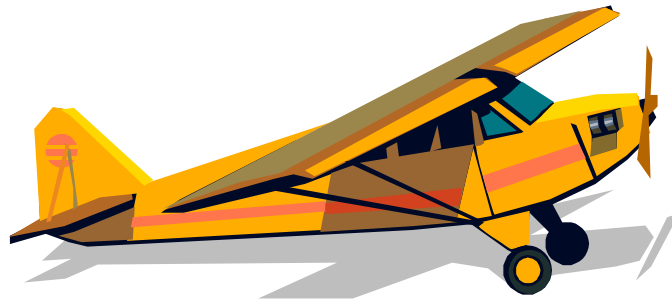


Tim Green decided to tempt the fates by flying his Right Flyer 60. Everything looked to be going well when a sudden wind gust grabbed the plane and sent it down luckily only breaking the verticle stab.

# Chino Flyers Swap Meet & Piper Cub Show

March 15, 2009

Free food



## Fisherman's Retreat

32300 San Timoteo Cyn Rd, Redlands

Swap Meet Set up at 8 am

Flying starts at 9 am

Terry 951 845-1794 for information

[www.amaachinofliers.com](http://www.amaachinofliers.com)