

Fisherman's Retreat Weekly Newsletter

March 04, 2007

Hello folks, welcome to the Fisherman's Retreat Weekly Newsletter for March 04, 2007. Today was the first combined race day for the AMAA, the MARKS club and the Gilman Springs Club. We had members from all three clubs participating and other than the wind we had some great racing. Even with the wind I think everyone had a great time. To the right is one of The World Models Aircombat planes the MARKS Club and the Gilman Springs Club have already been racing. They are a 25 sized plane with an OS 40 LA engine for power. Even though you see an ASP prop on this plane they are required to race with a Master Airscrew 10X6 prop.



This is a quick little plane that flies well with this setup and everyone racing seemed very competitive. My engine died on the sixth lap but up until that point I was holding my own. In all we had six pilots racing the warbirds, four from MARKS, one from Gilman Springs and one from the AMAA. As you can see the planes are all the same except for the covering. Each pilot the ads their own touches to make their plane distinctive. Since each plane is the same as the rest except for the finish, the races boil down to tuning skills and pilot skills.

I have no idea who was the top flyer in today's warbird races but I do know it wasn't me. I had an air leak on my carb I couldn't find until I got the plane home, it seems when one of the carb hold down screws falls out the resulting hole lets in a lot of air, duh.

Andreas Blaser supplied a fine sound system with a computer aided race start system that took all the human element out of the starts. It starts with a two minute warning that at first seems to be way too much time until you have to get started, get airborne and get staged for the race. On a couple of occasions pilots were still on the ground when the race started. Of course the strong wind didn't help and two minutes may be plenty of time without that factor. As we hold more of these combined races we will work on making things work for all the pilots so everyone has enough time to get going and ready to race.

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The trainer races were more harrowing than the warbirds. The plane on the left belongs to Jim Wilson and is always a contender unless he gets a hole in his fuel tank. Such was the case this week. Jim's engine died in the first race but he stuck around for the day and helped with the races even though he couldn't race. I'm guessing next time he won't be sitting on the sidelines, I'm hoping he'll also have a World Models plane to fly. If anyone

wants to purchase one of the planes you can go to the MARKS Club webpage at

www.RCMARKS.com and click on the training coordinator link. That will put you in touch with Joe who will have planes to sell, I think Joe told me he has six planes left to sell at reduced price the club got for purchasing in volume. After that you will have to pay full price. To the right is my trainer, as you can see it's old school. A Sig Mark 11 flying rudder and elevator, no ailerons and powered by a Magnum 40. If I could keep it on the outside of the pylons it might even win some races. It got pretty squirrely in the last race and I was contributing it to the wind but when I got home I found my top hinge on the rudder was broke, not really my day for racing I guess. I still had a cut in the last lap that took me out of the running.



Tom Widmer's plane was extremely fast. Anyone who knows Tom knows that he is always a competitive racer who comes to win but is always a sportsman. I believe he won his first race but tached out and so was disqualified. On his second race he tried to share airspace with Rick Ogden's plane. I'm no physics expert but the evidence proved that two planes in the same airspace create a phenomenon known as a midair collision, in this case a spectacular midair collision. Neither plane had much to salvage but Tom

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Thought his fuselage might be saved as a spare if he buys another model of the same make. Rick Ogden's plane looked much different than the picture on the right after the collision. Rick is another top pilot who normally beats you with flying skill. His skill had him right at the front trading first place position with Tom when the midair happened. He told me afterward he never liked this plane anyway so this will give him a reason to replace it. This race was the third consecutive time we had severe winds to contend with and they sure are eating up our trainers.



Bryan Atkinson was probably the most consistent flyer of the day. Race after race Bryan was right with the leaders. His other trainer broke a wheel in the second race but luckily for him Rick and Tom had wheels to contribute to him so that he could keep racing. The plane pictured was his second plane, he was racing both so that he could race every heat. Next time he'll have a World Models plane to fly also. He bought one on line but didn't get it in time to get it built for the races. He'll be ready next time.

I believe this plane belonged to Ron Spencer. This picture was taken before the wind got so strong it started blowing over speaker stands. Andreas tried to catch his speaker and ended up with an injured hand for his trouble, I offered to cauterize his wound but he wouldn't let me get near it. Eventually everyone had to put their plane on the ground and try to anchor it to something. Any plane that had fuel on it immediately got coated in dirt. At times the gusts were clocked at 25mph with steady winds at about 15mph. Landing was a challenge to say the least. You had to keep



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power on and fly to the ground cutting the throttle just before your wheels touched or your plane would just hang on the wind and not want to come down. We had a lot of broken landing gear today. Also racing trainers today was Richard Rittmiller from the AMAA and Oscar Furlong from the MARKS Club. The racers rounding out the World Models racers were Andreas Blaser from MARKS, a gentleman named Dennis Hammerstead from MARKS, Kevin Huckins from MARKS, Oscar Furlong from MARKS, and Mel Santmyers from Gilman Springs. I need to thank John Feranti for cooking our lunch, Terry Talkington for making the charcoal run again and to all the rest of the members and guests who made the races successful. Eric and Sven Blaser spent all day helping their dad and the other racers plus pulling duty as pylon judges. All in all I think we had a real good time and I look forward to the next races. They are scheduled to be flown at the Greenspot Field of the MARKS club. I'll have both my planes ready

Next week is a club meeting, normally we have an auction at our March meeting and we still can if anyone wants one. Let me know how you feel about the auction at the field during lunch break. We can fly for awhile, break for lunch and the meeting and have an auction. Give me some feed back.

Harry