

THRUSTLINE

**Sky Streaker R/C Club Newsletter New Gloucester, Maine
November 2001 Edition**

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***Deadline for articles
submitted for publication
is the 1st of each month.***

From the President:

Another month is coming to an end and my task at hand is to type up an article for the newsletter. I can't help but think, "Where has the year gone?" It seems like yesterday I was wondering when the snow was going to melt enough to get into the field. Now here it is in the fall and I'm wondering when we will get the first snow.

The activity on the slope is increasing. I have enjoyed getting out several times lately. The nice thing about this time of year is the sun is still warm when the wind blows. There is just something about flying in the fall that is very relaxing. No bugs to worry about. Ain't sweating up a river. It's just beautiful.

The November meeting is the election meeting. You should receive a ballot in the newsletter for the office with a race. You can mail your votes in but you'd better do it quick if you want them received in time. You can also cast your ballots at the meeting in November. The newly elected board member will take office in December. While we are on the subject of December, don't forget that December is our party meeting. Everyone brings some food, drinks and snacks to enjoy at the get together. Business will be kept to a minimum. You are encouraged to bring along a plane or related project that you are working on to share with the group. The big drawing is held for some cash money and there may be some extra stuff to raffle off to make the club some money. Plan on being there in December.

I was approached by a friend in another club who asked if Sky Streakers would be interested in having the club's web page hosted. If I remember the price right, it would cost about a hundred bucks to get our domain name registered for 2 years and about 10 bucks a month to have the computer space at the host. We should be able to get www.skystreakers.org. It would be nice to have a real domain wouldn't it? I have been subsidizing the web page for several years and wouldn't mind regaining the use of my own web space. If you think it's a good idea let me know at the next meeting. To get an example of what is available, look at www.downeastsoaring.org. The setup is nice. Members can update their own info and post things directly on the web for sale or swap. There are a lot of links out there and we could get lot's of exposure. Let me know too if you think it isn't a good idea, all views are welcome.

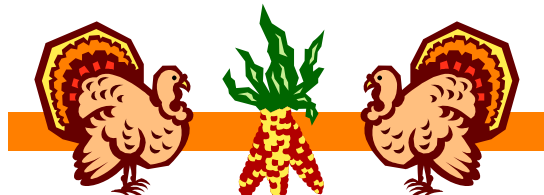
I haven't been able to post the newsletter for a while due to some technical difficulties. Thank you for your patience and understanding. Having a hosted site may help streamline things and make it easier to post digital info for everyone to enjoy.

It would be good to have some plane of the month competition for a change so bring in a plane that hasn't won *Plane of the Month* before and show it off.

Congratulations to everyone who increased their knowledge and experience this year. Several people are close to getting their wings. Keep at it, it's not too late to qualify. You just need an instructor to verify your abilities. It is so much nicer to be able to fly SAFELY without help. You'll get there, trust me.

See you at the next meeting at the Memorial School library November 8 at 7:30 p.m. That's Thursday night.

By Nelson Frost



October Meeting Minutes

The October meeting of the Sky Streakers R/C Club was held Thursday October 11th in the library of the New Gloucester Memorial School. President Nelson Frost opened the meeting at 7:30 p.m. with 26 members and 4 guests present.

The Secretary's Report was accepted as published in the October newsletter.

Interim treasurer, Dave Edwards, gave the Treasurer's Report. He reported a zero balance in the club checking account and a Reserve Account balance of \$6746.19 as of September 30, 2001. The report was accepted as read.

OLD BUSINESS

Field Marshal Bruce Morse was disappointed to have to report that no one showed up to help install the new pilot stations on September 23rd. Due to the lateness of the season, it has been decided to wait until next spring to install the stations. Watch for the date in a future issue and plan to give a hand with these safety barriers! Bruce was reimbursed the amount of \$26.65 for the materials he purchased for construction of the stations.

NEW BUSINESS

As required by club by-laws (Article 13 Elections and terms of office) the floor was opened to nominations.

There were no new nominations for the offices of President, Vice President, Treasurer or Secretary thus according to club by-laws, the Secretary will cast one vote at the November meeting for the whole slate of current officers to continue on in 2002.

Due to the retirement of Field Marshal Dick Dumais, that position was open. Norm Ridlon was nominated to take over Dick's responsibilities.

Because Dave Edwards is now serving as Treasurer, he can no longer sit on the Board of Directors. There are two candidates for this position:

Tom Chabot **and** Bob Baker.

Please cast your vote by mailing the enclosed ballot to the Secretary (address on ballot) or bring the ballot to the November meeting. There will also be ballots available at the meeting for those who prefer not to cut up their newsletter.

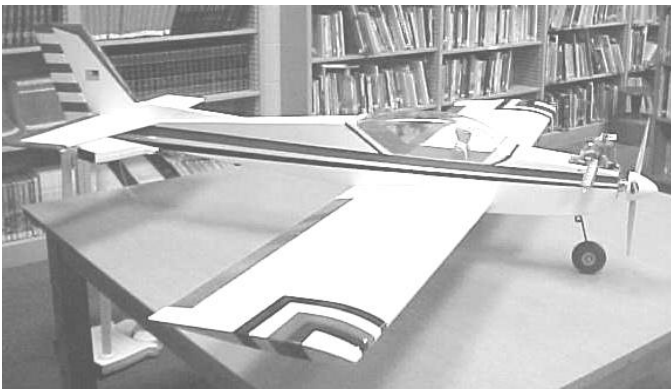
FUEL RAFFLE

Ted McKibben **and** Nate Berry

Nelson asked that anyone having any tips, hints, special jigs or special command of any facet of building to please consider sharing with the rest of the members of the club during a regular monthly meeting. A vacuum-bagging demo is planned for a future meeting. Watch for details.

PLANE OF THE MONTH

The October Plane of the Month was this Tiger 60 built by Charlie Nelson.



Saito 100 engine, Robart Retracts and a 14/7 three bladed

Charlie built this beauty from a Carl Goldberg kit. It features a prop. This Tiger is covered with fiberglass and finishing resin and painted white with red and black trim using Martin Sr. Auto Paint and Clear Coat. Once again, keeping the model light was a challenge for him; this one requires 12 ounces of lead in the nose to obtain balance.

submitted by Rosalie Marin, Secretary



**The November Meeting will be held
Thursday November 8, 2001
In the library of the
New Gloucester Memorial School at 7:30 p.m.**

ELECTIONS THIS MONTH

MODELING SAFETY – STARTING AT HOME

PART ONE

When most people think of modeling safety, they think of safety at the flying field. The home is where safe attitudes and practices should begin; I plan to pen a few articles on this subject over the coming months. If I pass on some new information or rekindle some old knowledge, wonderful! If I'm preaching to the choir, even better!

Our hobby when pursued by intelligent and informed people is an extremely safe one. That is, of course when we are also diligent and conscientious. How many times have we taken a chance by spray painting, air brushing, or even hand brushing in an enclosed area? We all know that paint fumes can be a health hazard and an explosion hazard. Yet in the name of saving time, saving money, or some other excuse we fail to act safely when painting. After all, "It's only a small job." Or, "You have to breathe a lot of this stuff before it can hurt you."

Let's talk about the fire/explosion safety aspect of painting. Face it folks; paint fumes are – no doubt about it – EXPLOSIVE! They can be ignited by a lit cigarette, the spark in a light switch, or even static electricity. If you can't paint out of doors, at least find a way to vent those fumes. After you have found a way to vent the fumes and before you start painting, consider how you are going to limit or isolate ignition sources.

You can limit ignition sources in many ways. What works in your home may not work or for that matter, be necessary in another's home. For instance, does your home/painting area have a gas hot water heater? If it does, it has a live open flame called a pilot light. That pilot light is very close to the floor. The floor is, by the way, where those EXPLOSIVE paint fumes like to congregate and hangout... (for a long time.) So play it safe. Turn the pilot light off prior to painting. Don't re-light it until you are sure that the fumes have been vented to the outside of the house.

The list of ignition sources/solutions could go on until we have a book. Before I get that carried away, let me end this article with a couple of simple statements that apply to fire and explosions. (#1) In order to have a fire or explosion you need three things: (A) A fuel (like paint thinner or paint fumes). (B) An oxidizer (that's the oxygen in our air). (C) An ignition source (sparks and flames are the most common).

(#2) When you eliminate any one of these components, you can't, for our purposes, have a fire/explosion.

Please use the above information to plan your next painting project with fire/explosion safety in mind.

Also, there weren't so many modelers with the superb flying skills we see today because modelers spent more time building. We didn't have the marvelous radio systems and engines either.

Throughout the 1980s and 1990s, I became concerned about the future of our hobby due to the impact of ARFs. I have always built my own models from kits or from plans, and to me it seemed that the hobby of RC model airplanes was both building and flying.

We now have ever-increasing numbers of RC fliers who build very little. The magnitude of the reduction of builders can be easily gauged by comparing old RC magazines with current issues.

In the 1960s and 1970s there were usually four to six construction articles per month. Today there's usually only one construction article per month.

Should we be concerned? Well, after really giving this ARF business some serious thought and putting things in the proper perspective, I realized that ARFs have not at all hurt the hobby-they've just changed it!

RC modeling is becoming more a sports or social activity and less the tinkerer/inventor's pastime it used to be.

How many golfers make their own clubs? How many hunters make their own rifles? How many private pilots make their own airplanes? The answer to each of these questions is *some*, but only a small percentage.

Today there are more items competing for our time and we're becoming a country where time is getting harder for many to find than money. Consequently, the ARF market is there to respond to our changes in lifestyle.

Do I think we should be worried about our hobby future? Yes, but not due to ARFs. We really need to interest more people, especially younger ones.

This has been a concern of the AMA since the 1960s and still is one. ARFs actually help spark interest since they provide much quicker satisfaction and allow newcomers to find out if they're interested before investing too much precious time.

I've heard many longtime modelers complaining that "no one builds anymore" or "there aren't anymore good new designs," and on and on. I've said those things, too.

Well, magazines are going to follow the market and advertise what sells, so I don't think the number of new designs published each month will increase.

But there are thousands of already published plans and hundreds of kits that are available! There will never be enough time to build them all.

The really wonderful part of our hobby is that if you aren't interested in building, you can enjoy flying ARFs. If you like to build, you can build from kits or plans. If you want to, you can even learn to design your own models. And the best part is that there are no real barriers, only those we make for ourselves.

Just about anyone who wants to learn to build, can. And it's okay for builders to assemble ARFs, too. My experience is that assembling most ARFs takes more effort than most builders realize, since setting up an airplane's systems is often more challenging than building the structure.

I will probably never assemble many ARFs, because I like to build as much as I like to fly. But, for those who aren't interested in building or for initial training, ARFs are a superb way to enjoy RC.

I don't feel that modelers who build their own airplanes should think they're superior to those who assemble ARFs. I also don't think that anyone flying an ARF should feel inferior either. Both groups of modelers are just enjoying different aspects of our great hobby. The main point is to have a good time and enjoy the almost infinite possibilities.

Finally, one thing that I strongly recommend, regardless if you buy a kit or an ARF, is to check it out carefully. There are large variations in prices and product quality, so nothing beats personally inspecting it at your local hobby shop.

from Range Check

Charles County Radio Control Club

*Brandywine MD
via AMA National Newsletter May 2001 edition*



Well ...DUH!!!

Warnings from real labels from real products:

**Nabisco Easy Cheese: *For best results, remove cap.*

**Unknown Air Conditioner: *Caution: Avoid dropping air conditioners out of windows.*

****Unknown Vacuum Cleaner: 1. Do not use to pick up gasoline or flammable liquids. 2. Do not use to pick up anything that is currently burning.**

****Rowenta Iron: Warning: Never iron clothes on body.**

****Unknown Swedish chainsaw: Do not attempt to stop chain with hands.**

****Energizer AAA 4 Pack: If swallowed, promptly see doctor.**

****Unknown Matches: Caution: contents may catch fire.**

via Internet

The Twisted Prop

Now that the flying season is all but over, it's time to turn the focus on safety in a different direction.

Ever heard of preventive maintenance? Proper maintenance of aircraft, engines, and batteries can minimize possible accidents and make flying safer and more enjoyable. Airplanes need to be checked thoroughly for weakened structures, loose servos, sloppy controls, pushrods, etc.

Engines need to be preserved and engine and engine mounts checked for solid mountings. Props need to be checked for cracks, cuts, dings, etc., and don't forget your batteries. To ensure they will operate properly in the Spring, don't forget to cycle them and recharge them periodically throughout the Winter months.

This is also a good time to check how you store your fuel, particularly those of you who use gasoline.

I'm sure you can think of a lot of items that need attention, but thinking of them does not solve potential problems. You need to take action and inspect your equipment and store it properly.

*From the CCRCC Newsletter
Ted T. Gonsiorowski
1603 Yorkshire Dr.
Champaign IL 61822*

Cold Weather Flying

Now that the cold is here again, here are a few reminders about flying in freezing weather. Some of them have been picked up from different articles, some from members, some from experience, and some from who knows where.

1. Keep your batteries well charged in your flight box, ni-start, and radio equipment. The cold temps really cut back on the efficiency of batteries. They don't hold a charge as long as in summer. Leave your radio, flight box, etc., inside your car or somewhere that is warm when not in use. (As long as you leave your car running like most everyone does.)
2. Switch to a higher nitro content in winter (15%). The engine will run better because of the hotter operating temperature. Keep your fuel warm too, if possible.

3. Keep your airplane in a warm place. It usually makes the difference of either getting your engine to start and doing some flying or just going for a nice drive. I learned a new trick from Marty at the last fun fly and that is to set your airplane under the engine of your car if you have the ground clearance to do so. If you keep your airplane inside the car and have skis on, make sure when you bring it out that you immediately push it around in the snow until the skis are cold. Otherwise the snow sticks to the skis and the airplane won't glide well.
4. After you get your engine running, leave the ni-start or plug lead on for a little while. Let the engine run until it warms up. You don't need to rev it up real high or stab at the throttle. Just let it run for a few minutes. You'll probably have to set the idle speed up slightly higher, even after the warmup period.
5. In the winter, it is possible to also connect an exhaust tube to the muffler to keep the fuel off of the airplane. Fuel freezes to it and makes it difficult to remove until you warm up the airplane. Then it runs all over. You'll probably have to richen the engine some, but it's nice having a clean airplane to bring home. For tubing, I use a piece of clear plastic fuel line that can be purchased in any auto store. A hose clamp will hold the tubing on, and to keep the clamp from coming loose due to vibration, Hot Stuff or epoxy works well.

The following are observations of actual happenings. Before any attempt at winter flying, cold soak your airplane, transmitter, starter box battery, electric fuel pump, glow driver, starter, etc. Things that work well in warm weather may not work at lower temperatures.

Radios, servos, and batteries may work at 40 degrees, but not work at 35 degrees. An airplane taken out of a warm car can cool off in the air and crash if the radio has a cold sensitive problem.

Engines that did not run well in warm weather may not run at all when cold. Check head, back plate screws, etc., and maybe try a new glow plug. The carb may need both high and low end adjustment.

Be cautious when running the engine with the antenna down. Wet ground, snow, plus glow drivers, etc., can cause radio glitches during winter operations.

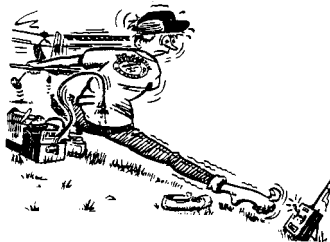
From Lee's Home Page

Via AMA National Newsletter December 2000 edition

Airplane Trivia Question for November

What was the original designation of the Merlin engine powered North American P-51 and why?

Answer below



Answer to Trivia Question

XP-78 It was common for the Air Corps to change number designation when a different engine was installed, in this case, the Rolls Royce/Packard Merlin in place of the Allison. Since the aircraft designation changed, a new appropriation from Congress would be required as well as a new contract with North American Aviation. To save time and paperwork effort during the war, the usual practice of changing numbers was not used and the plane was re-designated the XP-51B. It is now common to NOT change the aircraft number with an engine change.

Bubble Free Monokote Trim

By Tom Denham

Milwaukee's "Monokote Man" Bill Sterka, President of the Electron's has revealed another one of his tips for producing show-type quality monokote finishes on model aircraft. In a demonstration before the Rainbow Aero Modelers Society, he showed how to use "Glass Plus", the window-cleaning product from Texize (similar to Windex) to achieve bubble-free trim.

Those of you who have tried to put one layer of monokote over another know how hard it is to keep from trapping bubbles of air under the trim. Once you get the bubble, all you can do is prick them with a pin, and hope no one looks close at your work. But by following Bill's tip, you can avoid the bubbles in the first place.

First of all, Bill prefers Econokote for trim work because it functions at a lower temperature than monokote, which simplifies installation over monokote, but this technique works as well if you are applying monokote over monokote. Here is what you do: after having cleaned your base coat of monokote with Glass Plus, flood the area to be trimmed with more Glass Plus. (Windex works too.) Lay your pre-cut piece of trim in position, over the pool of liquid cleaner. Now work the liquid out from under the trim piece with your fingers. The liquid will force any air out with it. Use your finders as a squeegee.

Now use your heat gun to activate in the trim material to bond it to the base layer of monokote. Presto. You have a clean, bubble-free trim job.

via Internet



Received a call from Cliff Piper this week with the information that he has sold his hobby shop to a gentleman from Massachusetts. The stock was being moved out the day of the call. Thank you for the donation to the club, Cliff!

[Return to Sky Streakers.](#)

It is that time of year again when membership dues are payable year and must be renewed within 90 days of expiration.

Sky Streakers Membership Renewal 2002

Name:

AMA #:

Mailing address:

Phone #:

Email: