

Thrustline

Newsletter of the Sky Streakers R/C Club #1165 New Gloucester, Maine
April 2006 Edition

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*Visit the club web site
at:*

www.skystreakers.org

PLEASE NOTE:

The field will be
completely closed
to members on
June 24th & 25th
for a
Waterman family
function!

FROM THE PRESIDENT

This month (April) the combination to the gate will be changed. The new combination will be *****. The gate combo is now also posted on the members section of the website, right up top under the menu items. If you are current on membership, you have access. Keep in mind that this number is for the use of paid members of Sky Streakers only and should not be public information. I will change it at the next meeting date. I am assuming the road is passable to the field. It was a couple of weeks ago. The mild winter and lack of rain in March has been very kind to the road. However, if conditions change and you go there and find a soggy, muddy road, don't push it if it's rutting easily.

Since the last meeting, more dates were set aside for upcoming events this summer. Check the website for a list of dates. It is always a good idea to check the web site before traveling. You can also find upcoming event listed in the newsletter on a regular basis. Our club charter calls for us to have events to keep up interest in the hobby. It is Sky Streakers custom to limit big events to one weekend a month during the flying season. That way, members can have ample opportunity to use the facility and we can have the kind of events that most of us enjoy. Keep in mind and mark your calendars that the field is going to be completely **closed** June 24th and 25th for a private Waterman family event.

This year again we will have the Intro Pilot Program. Some members have volunteered to be intro pilots so that interested persons can fly without joining AMA for 30 days. It is our "Try it before you buy it" program. It has been a successful program for us in the past, bringing in new members.

If you have been neglecting your batteries all winter it may be a good idea to give them a good charge. Run them down and give them another good charge. If you have one of the charging systems that cycle batteries it is as simple as pushing a few buttons. Now, if the batteries are still good, then great. If they are past their prime and need replacement this year, it's a good thing to know now. Plan ahead to get replacements in time for the upcoming flying season to begin. It's too bad to have to lose a model for the sake of getting 'one more month' or 'one more season' out of batteries that are just not reliable.

Come to the meeting this month and bring along a plane for plane of the month competition. Bring along a few bucks for the fuel raffle, who knows, you may be the lucky winner of one of two gallons of fuel (maybe both).

By Nelson Frost.

MARCH MEETING MINUTES **and NEWS OF INTEREST**

Eight people braved a snowstorm to attend the March meeting on the 9th, president **Nelson Frost** reports. The only business that was undertaken was the sign-up of two new members, **Lester Thompson** and **Daniel Cash**. **Welcome!**

We are hoping for better weather (or as Dave Edwards put it) "No weather!" for the April meeting.

NEW SAFETY COORDINATOR

Peter Flanagan has stepped up and volunteered to be our new safety coordinator replacing **Bob Baker** who is unable to continue in the position. We would like to welcome **Peter** as our new officer and to thank **Bob** for his past service.

LOOKING FOR INTRO PILOTS

The Sky Streakers traditionally sponsors the *Intro Pilot Program* with three (3) members who volunteer to instruct interested possible new members. These 'new to the hobby' students are allowed to fly with the Intro Pilots without their own AMA membership but will have the AMA insurance coverage while trying out radio control flying. We lost one of our Intro Pilots with the passing of Jim Beach this past fall. I would appreciate it if **anyone** who is interested in participating in the excitement of this program could contact the secretary. The president will be asking for volunteers at the April meeting also. I will not be "signing" anyone up without their first informing me that they are willing to take the position. So even if you have been an Intro Pilot in the past, you will still need to speak up to confirm your willingness to continue. Thanks!

The **Club Charter and Insurance** renewals for 2006 have been received.

Carla Waterman has requested the use of the field for a **PRIVATE FUNCTION** over the week-end of June 25th and 26th. The field will be **COMPLETELY CLOSED** to Sky Streakers R/C Club use for those two days.

I have received an email from www.MapMuse.com stating that they have added a nationwide map of RC Airplane Clubs to its services. Our club is included although they had our field listed at MY mailing address. I contacted them with the correction and it was immediately corrected.. I suspect that they may have listed "club contacts" addresses as field locations for other clubs as well. They have 2641 clubs posted on the USA map and it is well worth the time to visit the site to see how they are located across the country. The direct link to the RC Airplane Club page follows:

http://find.mapmuse.com/re1/interest.php?brandID=RC_AIRPLANE_C
LUBS

Respectfully Submitted,
Rosalie Marin, secretary

←+++++→

The April 2006 Regular Monthly Meeting
will be held on
Thursday the 13th
at 7:00 p.m.
at the AmVets Hall in
New Gloucester.

←+++++→

To avoid a disappointing trip to fly, It would be a great use of a few minutes of your time to run through the following list before you head

out to the field for the first time this (or any) season. Repairs are easier to make **AT HOME!**

RADIO CONTROL EQUIPMENT **CHECK LIST**

courtesy *Chuck Baker and Doug Gifford*

AIRFRAME

- *Check wing for warps and use a heat gun to correct if necessary.
- *Check wing attachment mechanism (dowels or bolt on).
- *Check for loose covering and seal down and remove wrinkles if needed.
- *Check physical attachment of fin and stabilizer.
- *Verify that name, address, and AMA number are in or on aircraft and are legible.

CONTROL SURFACES

- *Check linkage for flexing/bowing—should be able to move servo with control surface. (Note that some like to be reverse-driven, so be gentle).
- *Check control horns and clevises and tightness/wear/keepers and replace if necessary.
- *Check thread-on metal clevises and tighten jam nuts and check keepers.
- *Check brass thread couplers—use only on throttle (use stainless steel on control surfaces).
- *Check for broken or worn hinges and replace if necessary.

RADIO INSTALLATION

- *Check servos, servo tray, and servo rails for secure mounting.
- *Check servo output arm screws and linkage attachments (clevis, EZ connector, Z-bend).
- *Check receiver on/off switch for proper actuation and mounting.
- Check all servo connections to extensions and the receiver itself.
- *Check receiver and battery foam padding—replace if worn or fuel soaked.
- *Check antenna integrity and routing.
- *Check battery capacity with cyclor or ESV—replace if less than 80% of rated capacity.

LANDING GEAR

- *Check landing gear for bends and replace as necessary.
- *Check that landing gear mounting screws are tight.
- *Check nose gear/tail wheel linkages—verify travel and no binding.
- *Check that wheels spin freely and tighten wheel collars if necessary (use fuel tubing outside of collars).

ENGINE PROPELLER

- *Check engine mounting—engine to mount, mount to firewall, firewall to airframe.
- *Check engine cylinder head bolts and muffler attachment.
- *Check valve clearances on four-cycle engines.
- *Inspect propeller for nicks/cracks.
- *Check needle friction for both high speed and low-speed needles (if applicable).

FUEL SYSTEM

- *Remove fuel tank and check for debris and/or leaks (vacuum test).
- *Replace fuel tubing between fuel tank and engine if it looks worn/old.
- *Use filter between muffler and fuel tank to eliminate debris.
- *Hold airframe nose up and shake to verify that fuel tank clunk is free.

SUPPORT EQUIPMENT

- *Empty out your flight box and clean it.
- *Review tools carried and remove any you don't use.
- *Stock up on glow plugs and props that you will need.
- *Charge/check glow plug battery and replace if necessary.
- *Test electric fuel pump/lines/filter to verify everything works properly.

via *The Insider* AMA National Newsletter



HELPFUL TIP:
MASKING PAINTED AREAS

from the Whitehaven Radio Control Club

Ever had paint run under masking tape, giving your model a jagged edge? Me too. Then, I discovered a method of masking off those lines. First, use good quality masking tape. Go to the paint department of a home improvement store and look for high grade painter's masking tape. This is plastic backed tape with excellent edges that produce a very sharp color demarcation line.

Next, clean the area to be painted with rubbing alcohol to remove any finger prints, fuel residue, banana pudding, etc., that may be stuck on your model. Mask off the area to be painted. Make sure the edges of the tape are stuck firmly.

Then, spray the area with the same color you have hidden with the masking tape. The paint seals the edges to prevent paint from creeping under them. In the unlikely event that paint does seep under the edge, it will be the same color as the masked area and virtually invisible. When that has dried, continue painting with the desired color of the stripe or panel you have chosen.

When dry, remove the tape by pulling it back against itself to lessen the chance of damaging the finish. Clean any residue off with alcohol and you're finished.

*Whidbey Island RC Society, Mike Mosbrooker, editor
Oak Harbor WA
via AMA Insider*



WORDS OF WISDOM FROM
KLOTZ THE CAT

I'm often asked why biplanes with ailerons on only one wing don't roll very fast. It's because the wing without ailerons resists the roll. It's simple to understand. Just pick up a wing and hold it in your hands. Roll it left and right and fan the air. Feel the resistance with your hands. But no. There's much more to it. The resisting force in flight is much greater than that. Let me explain why.

Imagine that you are an air molecule. You are just sitting there, minding your own business, when suddenly a wing comes along and bops you on the head. That's lift at your expense.

Now imagine that the wing is rolling downward when it strikes. You get smacked even harder. In fact, the faster the wing is rolling, the harder your poor bean gets bumped. The wing gets even more lift at your expense. Is there no end to this indignity!

If the wing were not moving forward, only you and immediate neighbors would get hit. But a moving wing wallops all the air molecules along its flight path. Not just your immediate neighbors, but your cousin Bob in the next neighborhood and even your far-away aunt Wilma (you never liked her anyway). The faster it's going, the more of your friends and family get

whacked, all of them pushing back on the wing. Their revenge is a huge increase in induced drag.

Thus the aileron-less wing that is being forced into a roll increases its lift in the down-going panel and reduces its lift in the up-going panel in proportion to the forward speed of the airplane times the roll rate. It's like it has virtual ailerons opposing the roll. This explains why biplanes with ailerons on only one wing fly slowly, roll slowly, lose speed in a turn, need big ailerons and interplane struts.

A PERFECT ELEPHANT



Bob Hansing claimed that there is a perfectly carved elephant inside every bar of Ivory soap. All you have to do is remove the pieces that are not part of it.

He also observed that the less he moved the sticks, the better his airplane flew. Try this experiment: Watch the thumbs of someone who does not fly very smoothly. They are busy. Now watch the thumbs of a really smooth flyer. He lets the plane do the flying. As Bruce Anthony once said when lining up for a cross wind pass, "Just let the wind bring it in."

The electricity that powers your stereo contains every note of music ever written or will be written, perfectly performed. The stereo's purpose is to remove the sounds that are not part of it.

Inside every kit lies a perfect model airplane. All you have to do is assemble the pieces that are a part of it. The result will be an airplane that can fly perfectly. All you have to do is not interfere with it.

Perhaps this principle can be applied to life itself. You have all the abilities you need to become any kind of modeler and person you want to be. You need only avoid what is not a part of it

*.from "At the Field"
used with permission*



APRIL BRAIN EXERCISE



1. Imagine you are in a room with 3 switches. In an adjacent room there are 3 bulbs, (all are off at the moment), and each switch belongs to some bulb. It is impossible to see from one room to another. How can you find out which switch goes to which bulb, if you may enter the room with the bulbs only once?

2. A table tennis ball has fallen into a tight, deep pipe. The pipe is only a bit wider than the ball, so you can not use your hand. How would you take it out, with no damage?

3. A man lives on the tenth floor of a building. Every morning he takes the elevator down to the lobby and leaves the building. In the evening, he gets into the elevator, and, if there is someone else in the elevator – or it is raining that day – he goes back to his floor directly. Otherwise he goes to the seventh floor and walks up three flights of stairs to his apartment. Can you explain why this is so?

(This is probably the best known and most celebrated of all lateral thinking puzzles. It is a true classic. Although there are many possible solutions which fit the initial conditions, only the canonical answer is truly satisfying.)

4. How can you throw a ball as hard as you can and have it come back to you, even if it doesn't hit anything, there is nothing attached to it, and no one else catches or throws it?

5. An Arab sheik tells his two sons to race their camels to a distant city to see who will inherit his fortune. The one whose camel is slower will win. The brothers, after wandering aimlessly for days, ask a wise man for advice. After hearing the advice they jump on the camels and race as fast as they can to the city. What does the wise man say?

Find the answers on page 6.



With so many of our possessions running on battery power in today's fast-paced world, here's a little aid to understanding of the power inside these batteries.



BATTERY CARE AND MAINTENANCE

What is the difference between NiCad, NiMH and Lithium Ion batteries?

Batteries in portable consumer devices such as a laptop, camcorder, cellular phone, etc., are typically made using Nickel Cadmium (NiCad), Nickel Metal Hydride (NiMH) or Lithium Ion (Li-Ion) battery cell chemistry. Each type of rechargeable battery chemistry has its own unique characteristics:

NiCad and NiMH:

The main difference between the two is that NiMH battery (the newer technology of the two) offers higher energy density than NiCads. In other words, the capacity of a NiMH is approximately twice the capacity of its NiCad counterpart. What that means for you is increased run-time from the battery with no additional bulk or weight. NiMH also offers another major advantage: NiCad batteries tend to suffer from what is called the "memory effect". NiMH batteries are less prone to develop this problem and thus require less maintenance and conditioning. NiMH batteries are also environmentally friendlier than NiCad batteries since they do not contain heavy metals (which present serious landfill problems). Note: Not all devices can accept both NiCad and NiMH batteries.

Lithium Ion:

Lithium-Ion has become the new standard for portable power in consumer devices. Li-Ion batteries produce the same energy as NiMH battery but weighs approximately 20 – 35% less. This can make a noticeable difference in devices such as cellular phones, camcorders or notebook computers where the battery makes up a significant portion of the total weight. Another reason Li-Ion batteries have become so popular is that they do not suffer from the "memory effect" at all. They are also environmentally friendly because they don't contain toxic materials such as Cadmium or Mercury.

The Do's and Don'ts of Battery Use

Battery Do's:

Fully charge/discharge battery up to 4 cycles before achieving full capacity of a new battery.

Fully discharge and then fully charge the battery every three to four weeks to keep/maximize the cycle life.

Remove from the device and store in a cool, dry, clean place if the battery will not be in use for a month or longer.

Recharge the battery after a storage period, usually if it has been sitting for more than three weeks.

Ensure maximum performance of the battery by optimizing the device's power management features. Refer to the manual for further instructions.

Battery Don'ts:

Do not short circuit. A short-circuit may cause severe damage to the battery.

Do not drop, hit or otherwise abuse the battery as this may result in the exposure of the cell contents, which are corrosive.

Do not expose the battery to moisture or rain.

Keep battery away from fire or other sources of extreme heat. Do not incinerate. Exposure of battery to extreme heat may result in an explosion.

My new battery isn't charging? Is it defective?

Usually NO. New batteries come in a discharged condition and must be fully charged before use. It is recommended that you fully charge and discharge the new battery two to four times to allow it to reach its maximum rated capacity.

An overnight charge (approximately twelve hours) is generally recommended. It is normal for a battery to become warm to the touch during charging and discharging.

When charging the battery for the first time, the device may indicate that charging is complete after just 10 or 15 minutes. This is normal with rechargeable batteries. New batteries are hard for the device to charge: they have never been fully charged and not "broken in". Sometime the device's charger will stop charging a new battery before it is fully charged. If this happens, remove the battery from the device and then reinsert it. The charge cycle should begin again. This may happen several times during the first battery charge. Don't worry; it's perfectly normal.

How can I maximize the performance of my battery?

There are several steps you can take to help you get maximum performance from your battery:

Prevent the Memory effect. – Keep the battery healthy by fully charging and then fully discharging it at least once every two to three weeks. Exceptions to the rule are Li-Ion batteries which do not suffer from the memory effect.

Keep the Batteries Clean – It's a good idea to clean dirty battery contacts with a cotton swab and alcohol. This helps maintain a good connection between the battery and the portable device.

Exercise the Battery – Do not leave the battery dormant for long periods of time. We recommend using the battery at least once every two to three weeks. If a battery has not been used for a long period of time, perform the new battery procedure described above.

Battery Storage – If you don't plan on using the battery for a month or more, store it in a clean dry, cool place away from heat and metal objects. NiCad, NiMH and Li-Ion batteries will

self-discharge during storage; remember to recharge the batteries before use.

Sealed Lead Acid (SLA) batteries must be kept at full charge during storage. This is usually achieved by using special trickle chargers. If you do not have a trickle charger, do not attempt to store SLA batteries for more than three months.

*This info was originally found at:
<http://is.med.ohio-state.edu/policies/battery.htm>*



FIGHTING RUST MONSTERS

by Rick Giannini

Yes, it's true. Late at night when you are asleep, they come. Creeping into your engine bearings, the rust monsters arrive, in eager anticipation of the yummy flavor of metal. Laughing and sharpening their teeth to razor points, they begin their dastardly deed. In short order—as little as a month—they have reduced those smooth, round ball bearings to pitted, moonlike orbs, guaranteed to cause an increase in friction-generated heat, lean runs, and a general loss of performance. All of a sudden, your nice, expensive engine runs like crud.

"Oh, my!" you exclaim, "How can I keep this from happening to me?" Ah, my fellow modelers, the answer is very simple. At the end of each day's flying session, run you engine completely dry of fuel. Disconnect your fuel line, attach your glow driver, and spin that engine until it doesn't even pop. Then get out a little after-run oil, or Marvel oil, and drip a dozen or so drops down the carburetor and hand prop it for about a minute. This is a must for good engine maintenance. The current cost of replacing a set of bearings in a .60 engine is \$30. to \$35. Ouch!

For the YS engines, use a compatible lubricant. Don't use Marvel oil in them, as it will damage the regulator diaphragm.

Happy flying!

*from News-O-Flyin', Rick Giannini, editor
The Desert Hawks, Lake Havasu City AZ
via AMA Insider*



FLY ME

by Dave Andersen

I couldn't sleep. I was tired but I just couldn't get to sleep. Perhaps I was too tired. I was wound up from too much business pressure and too much family responsibility. So I just laid there, body still but mind racing a mile a minute. Perhaps if I took a walk, or, better yet, went for a ride, it would help me relax. Then maybe I could get some sleep.

I got dressed and got into the car. It was a cool fall night with a full moon and a clear sky. The air soothed my face as I drove out of town.

I drove along the freeway until I came to the river highway. Before long I approached the turn-off to the club field. I wondered what the place would be like at night. It's secluded, peaceful and quiet and full of fond memories. I turned off the main highway and drove to the end of the county road to my model airplane club's flying field.

There, in the still night, was the old flyin' yard. It had been so long since I had been there. Somehow I just hadn't found the time to keep up with the hobby any more. That was too bad.

I could see the whole field in the bright moonlight—the taxiways, the outhouse, the picnic grounds, and of course, the runways. How I wished that I was still active in the hobby! I

resolved to make an attempt to simplify my lifestyle so that I would have more time once again to fly model airplanes.

I shut off the car, expecting total silence to follow. But instead I heard a low humming coming from outside the car. I got out and looked around. There in the middle of the field I saw an airplane. How could anyone forget their airplane? As I walked toward the plane, I noticed a transmitter too. I picked it up.

There was no sign of anyone around. There was just a transmitter and an airplane—no car, no field box, no people—nothing. I called out, "Anybody here?" in spite of the fact that it was obvious that I was quite alone.

That was strange, and stranger yet: the airplane's motor was running. The plane was resting there, engine ticking over as if it were awaiting clearance for take off.

With the transmitter in hand, I walked to the plane to examine it.

"Fly me," a voice whispered.

"Somebody there?" I responded with a start.

Nobody answered. It must have been a rustle in the leaves of the trees, I reasoned.

The plane was a precision scale Hawker Hurricane. I recognized the sound of an OS engine in the cowl. The airplane was magnificent—panel lines, cockpit detail and just a bit of weathering.

I moved the left stick of the transmitter. The tail of the airplane sashayed back and forth in response to the tail wheel. "Fly me," I thought I heard a voice whisper again.

I tried the other controls—ailerons and elevator. I inched the throttle up just a little bit. The engine crackled into a fast idle and the plane began to move. I stepped back to the edge of the grass and steered the plane along the ground until it came to the end of the runway. With full left rudder I turned the plane around and stopped it.

"Fly me. Fly me."

I advanced the throttle slowly and applied a little right rudder and full up elevator. The plane began to accelerate. As it picked up speed, I eased off the elevator and applied more right rudder. The tail lifted off the runway. More throttle. As the plane rushed by me it became airborne and assumed a shallow straight climb.

Oh what a sweet sight in the moonlight! Those slender wings shadowed against the half lit sky. I throttled back and approached the field for a slow fly by. The moonlight flashed off the propeller as the plane leveled off at ten feet of altitude. I flicked the retract switch and watched first one leg fold inward followed by the other leg. I heard the swish of the propeller blades over the hum of the engine as the sleek fighter cruised directly over the center of the runway.

Advancing the throttle, she shot forward. Turning around downwind, I decided to try for a loop. When the plane became centered before me, I pulled partway back on the elevator stick. The nose came up and the occasional four-cycle of the engine became a solid two-cycle as the powerful engine slowly arched the plane up and over onto its back. I momentarily eased off the elevator to stretch the top of the loop. I throttled back to idle as the plane glided downward, leveling out once again about ten feet above the runway.

After a straight line out from the loop, I used both rudder and aileron to turn the plane quickly around in preparation for a slow roll.

"The next maneuver will be a slow roll," I called aloud.

At full throttle in a shallow climb, I moved the aileron stick about a quarter of an inch to the left. As the wings began to roll, I began to slowly feed in a little right rudder followed by about a quarter of an inch of down elevator. When the wings became vertical I eased off the right rudder but continued to apply more down elevator. The rudder stick passed from left to

right as the plane passed thru inverted flight. Continuing the roll, I slowly released the down elevator and applied more left rudder. The elevator almost reached neutral as the wings became vertical again, the nose being held up by the rudder alone.

At last the plane assumed upright flight and I released the ailerons. In joy at what I had just done, I shouted, "Maneuver complete," and laughed aloud. What a thrill to fly such a splendid airplane!

I imagined that I was flying in the FAI Scale World Championships. I called double stall turns and a touch and go, and did the required figure eight. The plane responded to my commands with smoothness and a steady ability that was unlike any airplane I had ever flown. I called a split-S and landing-commonplace during the Battle of Britain when fighters ran low on fuel, I explained to the judges.

The beautiful Hurricane streaked before me in a high-speed pass, pulled up a 45-degree angle and rolled inverted. The nose dropped as I retarded the throttle. The plane arched over as I pulled back on the elevator and I simultaneously snapped the retract and flap switches. By the time the plane leveled out, I saw that both landing gear legs and the flaps were down. I began the flair at about twenty feet of altitude. She slowed and settled for a soft three-point landing.

I felt exhilarated, yet relaxed. I savored the moment of accomplishment. Putting down the transmitter where I had found it, I walked back to the car. Glancing back at the Hurricane as I stepped into the car, I paused.

It was resting there where I had found it, engine still ticking over in a low idle. What an airplane! What a flight, I thought as I drove home.

Once again I experienced the relaxed contentment I had known so many times before when I used to regularly fly R?C. The satisfaction that comes from a good flight is a joy I had not experienced in a long time. I felt so contented that when I reached home, I got into bed and immediately fell asleep.

The next morning my wife asked if I had slept well.

"Oh yes," I replied. "I feel very refreshed."

"I thought you must have slept soundly by the way you were snoring," she said. "And you said the funniest thing when you rolled over."

"You rolled me over so I would stop snoring?" I asked. "What did I say?"

"You said in a very loud voice, "Maneuver complete!"



APRIL BRAIN EXERCISE ANSWERS



1. Keep the first bulb on for a few minutes. It gets warm, right? So all you have to do then is... switch it off, switch another one on, walk into the room with the bulbs, touch them and tell which one was switched on as the first one (the warm one) and the others can be easily identified.

2. All you have to do is pour some water into the pipe so that the ball will swim up on the surface.

3. The man is a midget. He can't reach the upper elevator buttons, but he can ask people to push them for him. He can also push them with his umbrella.

4. Throw the ball straight up in the air.

5. The wise man told them to switch camels.

U.S. SCALE TEAM TICKETS AVAILABLE

Recently received from Lloyd Roberts

"Dear AMA flying clubs and members;

"The U.S. Scale Team, RC and CL, is headed for Sweden in July to compete in the World's Scale Model Championships. This is the Olympics of scale modeling.

"The total cost of getting the team to Sweden with their models and being there for the ten day contest is around \$3000 per person. The AMA pays for much of this but we, the team, have to raise the rest.

"We are asking for club donations and we are offering tickets for the Mega Raffle. Clubs donating \$100 or more will get a team T shirt.

"The Mega Raffle prizes are gift certificates from selected model industry suppliers with an emphasis on scale products, there is no junk. There are 50+ certificates with an average value of \$50. The tickets will be drawn in May. The first ticket drawn gets a choice of one certificate from the enclosed list (*will be on display at the April meeting, ed.*), subsequent winners get to choose from what is left. Winners will be contacted by telephone; certificates will be mailed to the winner who will redeem it directly from the donor.

"Tickets, enclosed are \$5 per ticket or three for \$10. We sell about 1000 tickets (we did this for the Poland trip in 2004) so your chances of winning one of the 50 prizes are about one in 20 with one ticket, one in 7 with three tickets, not bad for a raffle.

"We truly appreciate your support and generosity.

(signed)

Lloyd Roberts, Team Manager"

Lloyd has provided me with a strip of tickets which I will have available for purchase at the April 13th meeting. If you are unable to attend, you may send a request for tickets to:

Lloyd Roberts

US Scale Team Manager

PO Box 271

West Rockport ME 04865.

Please make your check payable to "U.S. Scale Team Manager". Or if you prefer, send your check to me, Rosalie Marin, and I will forward the requested tickets to you and the payment to Lloyd. Either way, please support this worthwhile cause. And be sure to watch for news in The Thrustline regarding the competition when it occurs!

2006 EVENTS CALENDAR

Sunday, June 18th 5th Annual Cub Fly-In
CD is Peter Flanagan spits@qwi.net 207-839-5512

JUNE 25 & 26 **FIELD IS CLOSED**

August 25, 26, & 27 State of Maine Scale Shootout
CD is Ray Labonte havetfun@mainehobbies.com

September 16 & 17 IMAC Challenge
CD is Tom Chabot tchabot@transformitdesign.com

Things I have learned...

... that life is like a roll of toilet paper. The closer it gets to the end, the faster it goes.

...that it's those small daily happenings that make life so spectacular.