



# The Thrustline



AMA Chartered Club 1165

[www.skystreakers.org](http://www.skystreakers.org)

August 2008

NEXT MEETING  
7pm, At the Field  
WEDNESDAY,  
August 13, 2008

## Club Officers/Contacts

### **President**

Nelson Frost

### **Vice President**

Mac McLaughlin

### **Treasurer**

Dave Edwards

### **Secretary**

Mac McLaughlin

### **Safety Officer**

Peter Flanagan

### **Field Marshal**

Allan Mendenhall

### **Board of Directors**

Peter Flanagan

Charlie Nelson

Joe McVay

### **Newsletter Editor**

Peter Flanagan

[spits@maine.rr.com](mailto:spits@maine.rr.com)

## Scale Shootout August 23-24, 2008

The Scale Shootout is on for Saturday and Sunday, August 23 and 24, 2008 at the Skystreaker's Field in New Gloucester. Mike Ladd and Carl Jackson have taken charge of the event this year. Mike can be contacted –email [ladd1@roadrunner.com](mailto:ladd1@roadrunner.com) or phone 207-892-0117. I am sure Mike can use your help so please volunteer if you can. I know help is needed ahead of time for setup as well as for running the event. Take a look at the flyer that is part of this newsletter. Remember this is a fun event so consider entering yourself. Meanwhile your newsletter editor is on the mend from shoulder surgery. I am working on this newsletter with 2 fingers of my left hand and I wasn't a very good typist anyway. I did get out to the field one time with mixed results. The throttle and rudder control was okay but the right stick control was a bit rough. I am not supposed to drive one handed so I have to bum rides, it puts a damper on my activity. Getting rides wears thin after the first week or two. This recovery is slow as I had lot going on in the shoulder– more than a rotator cuff.

I have had only one response to the idea of having the cub fly-in in the fall, so I am not sure there is really that much interest. Last chance to let me know. See you at the field ---if I bum a ride.

### **From the president:**

What we need is some more rain, NOT! Last year we had green grass on the runway in August. Looks like this year will be the same. It looks good but sure cuts in on the flying time when the rain is coming down. The field marshal requested that the over-fly area be bush hogged this year with the growth armpit high already.

**Newsletter Contact: Peter Flanagan ,email: [spits@maine.rr.com](mailto:spits@maine.rr.com)**

There was no objection. I offered to do it for a reasonable fee (more than last time due to much higher fuel prices) pending permission from Eric, Carla, or Mrs. Waterman. I have left a couple messages with Eric and I am waiting to hear back. I will send an e-mail to Carla if I don't hear from him soon.

I made some recent repairs on my ultra stick. I found that the soft mount motor mount was damaged and needed replacement. I had an aluminum hard mount that would fit the engine so I installed it. Of course, the firewall mounting holes for the old mount didn't match the new one so I had to drill new holes. The fuel tank had to come out for that so it was a good time to fix the alignment problem I was having with it. I could only get 4 to 5 minutes of runtime because it was tipping forward making the clunk high and dry when the fuel level started to drop. Adding a down-line in flight would result in a flame out. I was able to build a small shelf out of balsa level with the bulkhead for the tank to set on. That did the trick. With just a small amount of fuel in the tank and the fuse level, there was just enough rearward pitch to the tank to put the fuel right at the clunk. I stuffed foam above the tank so it couldn't move and went to the field for a test. I was able to fly quite aggressively for almost 16 minutes. Now that's better. That is 20 ounces of fuel in about 15 minutes. It makes me want to trade in that 180 four stroke for a gas engine.

We still have a cub for sale. Anyone interested in a fixer upper let me know. No reasonable offer will be rejected. I haven't had the time to check out the plane or engine yet but I may be able to look at it soon. Covering wise, there is a few tape repairs on the wing but structurally looks sound. I am trying to get the proceeds to go to a trainer for the club to use when student's planes are out of commission for one reason or another. Ray suggested an electric. It sounded like a good idea and told him to make it happen. I don't know if it happened yet or not.

The next meeting is Wed. the 13<sup>th</sup> of August at the field during a short break in training. I hope to see you there.

Nelson Frost

## SKYSTREAKERS MEETING MINUTES FOR JUNE 2008

The June meeting was held at the field as usual during the summer flying season. there were 9 members present for the meeting that started at 7 P.M. with the training stopped for the meeting.

I called the meeting to order as Nelson wasn't able to attend. Dave read the Treasurer's Report, and it was accepted as read. the minutes to the last meeting as seen here were also accepted as published.

### OLD BUSINESS

No Old Business was brought up.

### NEW BUSINESS

It was reported that the Gate Lock had given at least one member problems. If anyone else has problems with the lock, be sure to let a club officer know, so any repair can be made if necessary.

Replacement of the US flag was requested, and approved. It was decided to contact Bruce Morse to get the size needed ,and who installs it.

Charlie Comeau requested that a work party be assembled to remove the brush from the right end of the runway. It is getting high enough to block vision on approach from that end of the runway. Charlie had talked to Eric Waterman about doing this, and Eric had given his approval. The 28<sup>th</sup> was suggested, and approved by members present to do the work required.

Peter Flanagan reported that a new C.D. for the Scale Shootout was required, and asked if there were any takers present. Mike Ladd stepped up to the challenge. It's a lot of work to run the meet, so any help you can provide, I'm sure he will appreciate.

Dave Edwards wanted to know if the club wanted to make any changes in how the club's funds are handled. He was especially concerned with the possibility of some misuse/embezzlement/misappropriation type fiasco that might arise in the future. The club members present voted to leave things as they are.

The meeting turned out to be longer than most Trainer Night meetings, but there was still enough time to get in a few flights before darkness fell.

Respectfully submitted

Mac McLaughlin Secretary/VP

.

## TRESURER REPORT FOR JUNE 2008

		Current Period	Prior Total	Year to Date
<b>Receipts</b>				
	membership dues	\$180.00	\$3,990.21	\$4,170.21
	fuel & other raffles	\$0.00	\$147.00	\$147.00
	club novelties	\$0.00		\$0.00
	advertising			\$0.00
	other	\$0.00	\$0.00	\$0.00
<b>TOTAL RECEIPTS</b>		<b>\$180.00</b>	<b>\$4,137.21</b>	<b>\$4,317.21</b>
<b>Expenses</b>				
	Postage & Newsletter	\$0.00	\$25.00	\$25.00
	Fuel	\$0.00	\$71.60	\$71.60
	Field Repairs & Maintenance (rolling)	\$340.00	\$22.04	\$362.04
	Portable Toilet	\$0.00	\$0.00	\$0.00
	Mowing	\$640.00	\$0.00	\$640.00
	Prizes & Drawings	\$0.00	\$215.00	\$215.00
	Patches, Awards & Novelties	\$0.00		\$0.00
	Contest Prizes			\$0.00
	Contest Supplies			\$0.00
	A.M.A. Dues	\$0.00	\$90.00	\$90.00
	A.M.A. Sanction Fees			\$0.00
	Admin. Supplies & Materials	\$0.00	\$0.00	\$0.00
	Miscellaneous	\$0.00	\$60.00	\$60.00
	Meeting Room Rent	\$0.00	\$80.00	\$80.00
	Public Relations		\$0.00	\$0.00
	V.C.R. Tapes			\$0.00
	Bank Fees	\$0.00	\$0.00	\$0.00
<b>TOTAL EXPENSES</b>		<b>\$980.00</b>	<b>\$563.64</b>	<b>\$1,543.64</b>
<b>NET INC. OR (DEC.) IN FUND BALANCE</b>		<b>(\$800.00)</b>	<b>\$3,573.57</b>	<b>\$2,773.57</b>
<b>ASSETS</b>				
	Key Bank-Checking	\$2,282.84	\$3,127.84	
	Key Bank-Reserve	\$4,318.36	\$4,273.36	
	<b>Total Assets</b>	<b>\$6,601.20</b>	<b>\$7,401.20</b>	
<b>FUND BALANCE</b>				
	Fund Balance (Beg. of year)	\$3,827.63		
	Year To Date Inc. or (Dec.)	\$2,773.57		
	<b>Total Fund Balance</b>	<b>\$6,601.20</b>		
	Liabilities			
	<b>Total Liabilities &amp; Fund Balance</b>	<b>\$6,601.20</b>		
	Paypal account	242.52		

# State of Maine Scale Shootout

Come watch or participate in the  
exciting realm of Scale R/C Aircraft

AUGUST 23rd and 24th, 2008

Held at the Skystreakers Field  
In New Gloucester, Maine

Traditionally held the first weekend in August, this years event has been moved to the last weekend in August. Fourteen years and counting! This is Maine's biggest and best in Scale R/C Modeling.

This event draws a large number of the finest scale models to be seen in the Northeast. From Jennys to Jets, spectators are treated to a wide range of museum quality Scale R/C Model Airplane Flying.

Saturday noontime demonstrations and coordinated aerobatic flight demo by Carl Jackson and Charlie Comeau! Eats and treats, hamburgers, hot dogs, chips, soda, etc by our own John Leeman!



Skystreakers Airfield, New Gloucester, Maine  
For map and directions see: [www.skystreakers.com](http://www.skystreakers.com)  
Campers welcome for this event only.

#### CONTACTS:

Mike Ladd: Cell 207-239-4144  
Home 207-892-0117  
[ladd1@roadrunner.com](mailto:ladd1@roadrunner.com)  
Carl Jackson: Cell 207-333-0903  
[carlton@mainepower.com](mailto:carlton@mainepower.com)