

Thrustline

Newsletter of the Sky Streakers R/C Club #1165 New Gloucester, Maine
January 2011 Edition

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From the Editor:

Last month I talked about checking your flight batteries before flying.

Now I'd like to talk about setting up your plane so that you don't drain the batteries unnecessarily when flying. That is to say that you need to set up your servos so they don't try to drive surfaces or throttle against a mechanical limit. If with control stick movements to the limit on the transmitter, any control surface hits/reaches a mechanical limit a servo it will draw a lot of current, and if kept there for any length of time may damage the servo as well as run the battery low. This can be checked three ways. 1. Operate the control to the full travel at each end of each control surface, one at a time, and listen for the servo to be vibrating or straining. 2. A more complicated procedure would be to arrange a special wiring adapter to measure the current drawn from the battery while doing the above exercises. 3. Simpler and a bit less accurate way would be to monitor the battery voltage at an unused set of pins on your receiver. If the battery voltage sags or drops when a servo is at its limit, it indicates excessive current draw and it's probably at a mechanical limit. Remember, the charging jack is not connected to the battery when the airplane power is "on". Except for the throttle, most of us don't use the sticks on the transmitter to their limits, but set it up right just in case. Some instructors, and newbe pilots, like to put a plane through its paces, and that means they might put the sticks to the limits. Some of us buy used equipment. You will need to check out the batteries or chuck out the batteries and buy new ones. Unless you know someone who has a battery cyler, that's a special charger that discharges and recharges and usually reports the capacity of the battery under test, it's hard to be sure that your batteries are in good shape. Check with some of the other club members to see if they can help you out with this. Simply charging the batteries and then exercising the controls is not sufficient. When flying, the air over the surfaces causes some resistance to the servos and thus increases the drain on the batteries. If the plane is properly set up, this won't be excessive and a good set of batteries could last more than three or four flights. CHECK the batteries before each flight. You wouldn't send a plane up with just a partial tank of fuel, would you? Ye ED,
Mike Ladd

The treasurers report was not available because a virus scan blocked it from my computer. Probably not a virus but still no report for you.

The following are other pictures and articles sent to me to assemble in the newsletter. Here's to Mike getting the hang of it so there is a bit more organization to what is presented each month. With my limited time I just can't give it the care it needs to rise to the level that it should be.

Nelson Frost, Webmaster, Skystreakers R/C Club

A photo from the November meeting of Andrew Healeys' kit bash. Good job Andrew!



MEETING @ 6:00PM CLUB 40 RACERS JANUARY 13,AMVETS HALL

HI ALL - WELL I HOPE EVERYONE'S HOLIDAYS WERE GREAT ONES. PLUS SAFE !
IN A FEW MONTHS, WE'LL BE OUT FLYING THE SKYS AND MAKING HOLES IN THE CLOUDS.

AS EVERYONE KNOWS, WE HAD A GOOD RACING SEASON FOR 2010 ! THIS YEAR WE HAVE SOME INTEREST TO
DO OTHER THINGS. LIKE START ANOTHER CLASS OR TWO!!

SO I HAVE DONE SOME RESEARCH AND HAVE COME UP WITH A COUPLE OF IDEAS. ONE IS A MILITARY SCALE [40-50
OR SO SIZE AIRPLANE TO RACE AROUND ! THIS WILL BE A WHOLE NEW CLASS TO RACE IN. SO IN THIS MILITARY
CLASS WE HAVE TO COME UP WITH THE ENGINE SIZE ,PLANE SIZE, PROP SIZE, AND LAST - IF WE GO WITH
RETRACTS OR NOT!!!!

HAVE FOUND SOME ON LINE OR AT RAY&ROBINS HOBBY CENTER OR AT NITROPLANES.COM!!!!!!!!!!!!

THE LAST CLASS I THINK SHOULD BE AN OPEN CLASS ! LIKE THE SCALE MILITARY WITH SUPER ENGINE TUNE
PIPES, ETC, QUICKY 500 CLASS AND SO ON .

SO IF YOU ARE INTERESTED IN ALL, OR ONE OR TWO CLASSES, COME TO THIS MEETING AND HELP IRON OUT THIS
STUFF!!

YOU ALL SHOULD HAVE READ THE RULE;S BUY NOW ! ON R,C,UNIVERSE THE THREADS THERE IS A ARTICLE
ABOUT [CLUB 40 PYLON RACING AND CHEATING] . A VERY INTERESTING READ. I HOPE NO ONE WE KNOW IS DOING
THIS.

COME OPEN MINDED WITH YOUR IDEAS. LETS START OFF THIS YEAR WITH A BANG!!

HARD LEFT TURNS,

CHAZ COMEAU

Stuff for sale

CESSNA 195 1947 STICK BUILT
TOP NOTCH KIT COST \$200.00
WING 48; LENTH 36;
WING AREA 383 SQ INCHES
WING LOAD 150Z ASPECT RATIO 5.1
WEIGHT 37 OZ
POWER 480 BRUSHLESS OUT RUNNER \$89.95 NEW
CONTROLLER 40 AMP \$57.95 NEW
BATTERY LIPO 3 CELL 11.1 VOLTS 249 WATTS \$73.46 NEW
PROP 11X8
CONSTRUCTION FUSE Balsa SHEETED, FIBREGLASS AND PLY
WING Balsa AND ULTRA COAT
MICRO SERVOS @ \$59.95 TORQUE 35,0 NEW ~~119.95~~
Y HARNESS \$8.95
PAINT \$30.00
REQUIRE 4 CHNL RDO
CENTER GRAVITY 28% OR 2.66 FROM FRONT OF WING

FLOWN ONCE . FOR MORE INFO CALL CHARLIE 781.4510 SELL FOR \$199.95



200~
76.60
52.95
73.46
119.95
8.95
300.00
561.91

FOR SALE

[REDACTED]

TABEL SAW JARMAC WITH EXTRA BLADES COST \$195.00 SELL FOR \$150.00

AIR COMPRESSOR DEVILBIS 3 GAL W/ WATER FILTER \$135.00

[REDACTED]

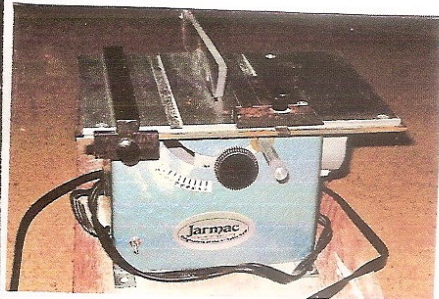
STEP STOOL NEW \$20.00 ,

[REDACTED]

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COST \$243.50 SELLFOR \$150.00 READY TOFLY



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WEIGHT WITH BATTERY 48 OZ

BATTERY 3 Cell 11.1V 1300 MAH

CHARGER

TRANSMITTER

INSTRUCTION BOOK

COST \$188.00

SELL FOR \$150.00

THIS PLANE IS ALREADY TO FLY. NEW

