

Thrustline

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

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PLEASE NOTE:

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

Regular monthly meetings are now being held at the field on the Wednesday a mere 24 hours before the second Thursday of each of the summer months. The correct date and time will always be on the web site and in the newsletter.

FROM THE PRESIDENT

June is here. The leaves are out and the grass is growing. It is a beautiful time of year. The weather is going to get nice soon to make flying a more pleasurable experience. I am looking forward to that, save the biting insects. Don't forget to put a fresh bottle of insect repellent in your field box. The kind with Deet will repel flying biting insects as well as ticks. Light colored clothing and less perfume/cologne will also help. The insects are attracted to dark colors (resembling animal's colors) and carbon dioxide. If you wear white clothes and hold your breath you should do ok. ☺ This year has been especially bad for ticks so far. Every time I have been in the fields and forest of southern Maine this spring I have been picking many, many ticks off me and my clothing. The deer tick carries a very serious disease that can be devastating. Take them seriously.

While at the field, remember that we have a carry in, carry out policy with respect to trash. Trash comes in many forms from broken airplane parts to drink containers, paper towels, and smoking materials, just to name a few. It is very discouraging to go to the field and see all the butts on the ground. It is very important that everyone who smokes takes care of his or her own butts. All the club officers (and members) have been asked to politely remind anyone caught dropping a butt (or other trash) to pick it up and to discontinue that practice. If someone is caught a second time, disciplinary action may be taken up to and including suspension of flying privileges. As you can see, we are very serious about this and your co-operation would be greatly appreciated. We want our flying site to be the best, most beautiful, and cleanest site around. A sincere thanks goes out to any and all who take out MORE trash than they bring in. It's also important to remember that we are not authorized to take any sand, rocks, dirt, plants or any other part of the property at the field. Respect the land and everything on it.

Welcome to all the new members this year. It looks like the hobby remains strong and growing. Encourage your friends and family to join you at the field while you are training. Guests are always welcome. Please try to reserve the bench area parking for members who are flying. It makes for easy access for loading and unloading. We have a good supply of wings to present to you when you earn them and look forward to your fresh interest and excitement in the radio control hobby.

Stop by the field on meeting night to catch up on all the latest news and information. See you there.

By Nelson Frost

MAY MEETING MINUTES

On Thursday May 11, thirteen members of the Sky Streakers R/C Club got together at the AMVETS Hall in New Gloucester for the regular monthly meeting.

OLD BUSINESS

Members reported that a Porta-Potty has not been delivered to the flying field as of the meeting date.

NEW BUSINESS

Eric Waterman spoke of an important matter that all need to be aware of. It is REQUIRED that you place a label including your name, address and AMA number inside the fuselage of ALL models that you fly. The gentleman that lives in the home directly across from the main gate to our flying field recently told Eric that a model airplane came down on his roof. Luckily, there was no damage done to the home. However, when he journeyed into the field with the airplane to return it to its owner, NO ONE would admit to ownership. It is unbelievable that no one was honest enough to step up as the pilot of the model. Whoever the owner of the red, white and blue airplane with Elvis doing the flying actually was, is now out of a model with all the fixin's and the home owner made an easy \$20.00 when he sold the unclaimed aircraft at a yard sale. Ouch.

FUEL RAFFLE

Not held due to low attendance.

PLANE OF THE MONTH

None displayed.

PLEASE BE ADVISED that with the completion of my term of office on December 31, 2006, I will no longer be available for the office of secretary or for the unofficial position of "Mrs. Editor." I am giving this lengthy notice in the hopes that someone(s) will come forward who would like to hold these positions before nominations are taken in October. We will also need to find a volunteer who would like to take over the responsibility of the club video collection and club photo albums. Please contact me if you are interested.

*Respectfully submitted,
Rosalie Marin*

I have received a flyer from the *Kennebec Valley Model Aviators* promoting their Fun Scale Contest to be held on July 9, 2006 at their field. Details follow:

- AMA rules for Fun Scale #540 will be used along with some additional special rules at the field. This is an AMA sanctioned event.
- Registration starts at 9:00 a.m.; the contest starts after the pilots' meeting (by 10:00 a.m.).
- Scale models only, AMA membership required, a modest entry fee will be charged.
- Cooking at the field is planned but it may be a good idea to bring your own food and drinks along plus your popup shade and chairs.
- No camping available.
- Location and directions available at www.modelaviators.org OR call Roland Woodworth,

CD at 207-453-9319 OR email at Roland@msn.com for more information.

Another flyer from the *Wachusett Barnstormers* is promoting the 8th Annual 'Bottom Gun' Scale R/C Fly-In on June 10 & 11 at the Gardner Airport in Gardner, MA. Details:

- Flying begins at 8:30 a.m. on both days.
- No competition, just 2 days of flying and fun.
- All scale R/C aircraft and pilots along with jets and helicopters are welcome.
- Camping and RV area – no hookups, opens at 5:00 p.m. on Friday.
- Food available on site.
- Raffle and door prizes.

For more info contact: Bob D'Angelo (978) 632-4982 or Bob Gifford, CD (978) 297-2576.

Directions: Take Route 2 to exit 22 in Gardner and follow the Airport and R/C signs.

2006 SKY STREAKERS EVENTS CALENDAR

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

JUNE 25 & 26

FIELD IS CLOSED

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

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

AMA CLUB OUTREACH: HELPING NEW MODELERS

by Dave Mathewson, District II Vice President

Hundreds of AMA chartered clubs have programs designed to offer assistance to newcomers entering the hobby. Programs range from simple flight instruction to more elaborate and structured programs that even include classroom sessions. The intent in each of these programs is to help ensure that these new modelers' first experiences are enjoyable and successful.

In some cases, many who have purchased their first model are testing the waters to see if model aviation is something they would be interested in pursuing. Today's low-cost trainers and entry-level models make it easy to do that.

Several years ago AMA created the Introductory Pilot Program so that our clubs could reach out and help these new modelers without his or her having the initial, additional expense of an AMA membership and, at the discretion of the club, a club membership.

Throughout the years, the program has resulted in several thousand new members for AMA and our clubs, although the program was a little cumbersome.

Recently the AMA Introductory Pilot Program has gone through a complete revision to make it easier to utilize. Some significant changes include extending the program period from 30 to 60 days, eliminating nearly all the required paperwork, and adding the ability to register online both Introductory Pilot Instructors and students. Any limit on the number of Intro Pilots a club may have has been removed. The key advantage to this program is that it allows AMA chartered clubs to help non-AMA members while being able to provide liability insurance protection to the non-member student provided he or she is flying at the club field under the direct supervision of an AMA Introductory Pilot Instructor.

AMA is creating a campaign to promote this revised Introductory Pilot Program to potential new modelers. More recognition and rewards for instructors, clubs, and students with the potential for more worthwhile benefits to the clubs are coming in the near future. Clubs that participate in the program will have their contact information made available to those searching for help from experienced modelers.

Participating in the program is voluntary but it does offer a club several opportunities. A certain percentage of these new modelers may ultimately decide that out hobby/sport isn't for them and move on to something else. Others might continue, but choose to participate outside the AMA environment. Even so, we will at least have had the opportunity to help these newcomers be successful in their approach and be aware of concerns we all should share as modelers.

A number of these new modelers will consist of those who find AMA and our system of chartered clubs attractive. Some will want to move to other aeromodeling disciplines once they've been made aware of the possibilities that exist. Some may enjoy what they're now flying but want to take advantage of the camaraderie and social aspect of belonging to a group that shares a common interest. These are the new modelers who will eventually help grow our clubs and increase the AMA membership.

We at AMA are excited about the possibilities this revised program offers, but to be successful, we need the help of our clubs by participation in the program. If you'd like to know more about AMA's Introductory Pilot Program, you can visit the AMA Web site at www.modelaircraft.org or call AMA clubs Secretary Lois Pierce at (765) 287-1256, extension 291.

If you are a club officer you can register your club's instructors at Introductory Pilot Instructors by visiting the Member's Only section of the AMA Web site.

Introductory Pilot Instructors, as well as any AMA member, are always eligible to qualify for the AMA Ambassador Program. Sign up three new open or senior citizen AMA members during the year and receive your next year's AMA membership as AMA's way of thanking you for your efforts.

For complete details, go to:
www.modelaircraft.org/ambassador.asp.

from *AMA Insider*
May 2006 edition

FLIGHT PLANNING

BY LLOYD ROBERTS, ORIGINALLY PUBLISHED DECEMBER, 1999

The Air Force has signs over the counters at Base Ops "PLAN YOUR FLIGHT AND FLY YOUR PLAN." A flight plan is required before takeoff. No doubt Uncle Sam has found that flight planning improves mission performance and increases the likelihood of safe return of man and machine.

Maybe those of us who fly miniature aircraft could improve our performance and successful return of aircraft by planning our flights.

What is our mission? Flying safely should be a high priority. Safe flying requires being able to place the plane where you want it in time and space especially for predictable takeoffs and landings. I suspect we all fly with people to whom we spend special attention because their flying is unpredictable and we need to be ready to take evasive action or duck. My guess is that most of these folks haven't given much thought to what they are going to do once they are off the ground and don't care if they do a 180 on climb out or go straight ahead as long as they get in the air in one piece.

The best pilot I know, who has won all sorts of meets, has one routine he flies every time he takes off. The routine hasn't changed for some ten years, his flight planning is easy. His maneuvers are precisely placed and flow together nicely. He puts on a good show and does not break airplanes!

Most of us are not that compulsive (nor are we champions) but I think we all want to put on a good show, or at least not a memorably bad one. The secret is, like most things in life, practice. The best way to practice is to make a flight plan or routine. The flight routine for scale competition is a good base. The required Figure 8 and Low Pass are a good way to warm up and get a feel for the flying conditions. I like to then do a few maneuvers I am comfortable with and end up with a missed approach or touch and go or both. I then am warmed up, know what the landing conditions are, and am ready to work on maneuvers I am not so comfortable with or just play a little. If I have an audience and want to show off I do the maneuvers I am comfortable with and leave the Lomskoflops for when nobody is looking on. If the wind is gusty or shifting the flight planning might include saving enough fuel time to wait out the conditions and land between gusts or shifts, they usually have a rhythm if you pay attention (perhaps before takeoff).

I find that flight planning has improved my flying a lot and given me the confidence to fly in less than ideal conditions. If you and your flying buddies have some sort of routine you all will fly together more comfortably or you can avoid flying with someone whose routine is not compatible with yours. (Aerobatic pilots may have a largely vertical routine which does not mesh well with a more horizontal scale-like flying style.)

If you are not already doing it, try flight planning. Write it down and look at it before you fly or better, have your spotter be a "caller" also and remind you what is coming next. You will put on a better "show" and do less repair work.

SAFETY: SIMPLE AS ABC

by Don Lowe

I've been in this hobby a long time (forever), and I guess I've seen about everything happen in model flying that's possible. However, I wonder if there is some method of operation that might help preclude crashes and unsafe operations.

I've written about safety many times in past columns for *RCM* and, of course, I chaired AMA's Safety Committee for many years. One thing I've learned is that you can have all the safety rules you want, but if fliers don't conscientiously observe these rules, then what good are the rules?

Fortunately most fliers exercise common sense in their flight operations, and their airplanes survive to fly another day.

Some say that man is a creature of habit. If you can, in some magical way, coach that creature to use common sense and to follow a set of safety guidelines, the you have accomplished something.

Models come in all shapes and sizes. Some have such low-energy content in their flight operations that they are not much of a threat. By and large, the typical model airplane flown by the average modeler is of a size, weight, speed, and complication that logical care in flight operations is mandatory otherwise serious damage can occur to people or property and none of us wants that to happen.

Several weeks ago a friend of mine crashed a gorgeous and expensive Aerobatics (Pattern) model at a contest because of a momentary lapse of attention and adherence to important safety practices. The model was a typical F3A Pattern aircraft with a plug-in wing and tail. In his haste to fly, he forgot to physically secure the wing halves into position and plug in the aileron servos.

This inattention to flight procedure was followed by a failure to exercise the control system prior to flight to observe normal operation. A takeoff and the resultant crash occurred. Fortunately no one was hit, but the beautiful aircraft--and his ego--were severely damaged.

How do we improve our chances of safe flight? In mulling over this on the way home I thought about our flight training in the Air Force. We used a check system prior to flight that was simple and easy to remember. Each check list was particular to an individual aircraft design; such check lists are used by full-scale pilots today.

The code I used at that time was CIGFTPR, and I will never forget it. It followed the usual walk-around--inspecting the exterior to see that everything was in place and kicking the tires. Then in the cockpit I went through the list. It goes something like this:

C (controls): Operate the flight controls to observe for motion and direction.

I (instruments): Check the instruments to be sure all

are functional.

G (gear): Landing gear lever down and locked.

F (flaps): Flaps are set to proper position.

T (trims): Control trims are set properly for takeoff.

P (propeller): Propeller controls are set for startup and takeoff.

R (run-up): Engine run-up to check proper operation.

This system worked well and I'm sure the precheck saved many an aborted takeoff.

Okay, such a system works for full scale, but is there a system that is easy to use for model fliers that will be remembered and may be used to prevent disaster down the road? How about using **ABC**? It's simple and easy to remember, The check would go like this:

A (assembly): Check that everything is in its proper place, controls are still intact as installed and securely fastened, and all assembly fasteners are in place.

B (batteries): Must be fully charged--very critical to safe flying.

C (controls): Controls checked for deflection, without evidence of servo malfunction, and operate in the proper direction.

Have you ever taken off with the ailerons running backwards? The average flier will not survive this error, and many models have been lost because of reversed ailerons. Remember, make sure they're operating and in the proper direction. Just stare at the aileron; did the right aileron deflect when I commanded right aileron?

Simply observing motion is not enough; you must check direction. You probably would be unable to execute a takeoff if any other control is backward, but the ailerons are another story! When I taxi I am consciously flipping the ailerons to make sure they are working correctly. When I flew full scale I always checked controls one last time before initiating takeoff.

Will you do your ABCs? I sure hope so since it hurts to see a gorgeous airplane in pieces and maybe someone hurt. Let this little memory jogger help save your beautiful aircraft. Yes, safety is common sense, and for some is habitual. Be sure and practice safe flight.

Happy flying!

from AMA Insider
May 2006 issue

Politics is supposed to be the second oldest profession. I have come to realize that it bears a very close resemblance to the first. ☺

Never test the depth of the water with both feet.

JUNE BRAIN EXERCISE

1. Charlie can always guess the score of a baseball game before the game begins. How can he do that?
2. In Wyoming, you can't take a picture of a man with a sign, Why not?
3. If you were to take two apples from three apples, how many would you have?
4. If you have it, you want to share it, but if you share it, you don't have it. What is it?
5. I asked the clerk in the hardware store, "How much will one cost?" "Twenty cents." she replied. "And how much will twelve cost?" I asked. "Forty cents." she replied. "Okay, I'll take one hundred and twelve. How much did I pay?"
6. If you spell "sit all day in the tub" S-O-A-K, and you spell "a funny story" J-O-K-E, how do you spell the "white of an egg"?
7. Would a steel ball travel faster through water at 25° or -5°?
8. A man dressed all in black is walking down a country lane. Suddenly a big black car without any lights on comes around the corner and screeches to a halt. How did the driver know he was there?

Answers on page 6.

MAKING MEETINGS MEMORABLE

by Joe Hess

The Skymasters of Michigan is a 160-member RC organization based in the northern suburbs of Detroit. We are the host of the Midwest Regional Float Fly now in its 16th year (September 9 and 10, 2006). Visit www.skymasters.org for more info.

While we have an active flying schedule throughout the summer, our winter activities are truly unique. We typically have two meetings a month from September to May. Approximately ten years ago our meetings had degenerated into two-hour arguments. With a shift in leadership, the bylaws were changed to a strong board format leaving the meetings for the promotion and education of all things modeling.

So, we added a show-and-tell to our meeting format. This allowed out members to share their latest projects. We also arranged to have speakers for each meeting. First we tapped our own membership for experts on a given topic. With a bit of experience under our belts, we then went out to other aviation organizations and the modeling manufacturers. It takes a bit of work and planning but the results have been great.

We recently had two representatives from Hobby Lobby International in Brentwood, Tennessee, spend an evening with us. My first call was to Jason Cole, PR director at Hobby Lobby. I gave him an overview of our club and some of the nationally known manufacturers and modeling leaders we have had as our guests.

I explained that if Hobby Lobby would come to town we would visit the four local hobby shops, provide meals, and lodging. Our club would also extend an invitation to all of the local clubs to attend. Flyers would be created. A network for rapid dissemination of information was already in place, so getting the word out involved some telephone calls, some mailings, and many E-mails.

Jason had to work within his organization to find the money for an unbudgeted trip and another member of the Hobby Lobby team to meet with the local retailers. With a date set and the people in place, Jason supplied us with topics for the evenings which included the next generation of Li-Poly batteries, converting glow to electrics, using variable-pitch propellers, and micro helicopters. That was a lot to cover in two hours. We titled the evening *Hobby Lobby Symposium* and outlined the topics on the flyer.

I personally picked up Jason and Dan Wessel, Hobby Lobby Operation Manager, at the Detroit Metropolitan Airport and embarked on a busy day. Jason had pre-shipped samples for the local retailers and supplies for the presentation to the modelers. We drove all over southeast Michigan, spending time with the hobby shops, while Jason and Dan demonstrated products and addressed any issues they had.

After a 30 minute break at their hotel, I picked our guests up for dinner with our officers. It was a quick trip from the restaurant to the meeting.

Jason and Dan were greeted by more than 90 modelers from six area clubs, some traveling more than an hour to be there. The presentations were informative with plenty of hands-on demonstrations. There were tons of questions on each topic. We really could have used another hour, because of time constraints we continued the evening at another local establishment where our guest continued to answer questions and give us insight.

Was it worth it? Absolutely! Was it hard? Not really. Identify those individuals in your club who feel comfortable in a promotional mode. Be professional to all your contacts. Remember that the people you are contacting have other responsibilities. Gain support and backing by network with other clubs. Don't get discouraged. Some of our programs have taken more than two years to put together. The result? Your meetings will be fun, educational, and memorable.

Here is a start for your program. Contact Jason Cole, Hobby Lobby International at (615) 373-1444, ext. 217 (Central Time) or at Jason.cole@hobby-lobby.com.

Please note that Hobby Lobby is just one of many companies that might be willing to speak at club meetings.

*from the Skymasters Radio Controll Club of Michigan
Oxford MI
Joe Hess, president*

You don't stop laughing because you've grown old,
You grow old because you stop laughing,
Never be the first to grow old.

SUMMER SUN AND SKIN SAFETY

by *Howie Kelem*

Many of us are not young kids anymore, but whether you're young or old, it really doesn't matter. There are so many problems going on all around us that I think it's time to slow down and get familiar with yourself.

Being here on our little piece of heaven (Florida) is wonderful, but it comes along with an unforgiving sidekick. I'm referring to that great big beautiful sun that brings us all of those wonderful days. However, it also brings along with it many nasty problems.

Statistics show that there are 700,000 Americans who develop some sort of skin cancer every year. Naturally, the best way to avoid this is to stay out of the sun, but we can't do that; we have to fly!

That means you should find ways to protect yourself. I suggest getting rid of those baseball caps. They may look great with fancy slogans and designs, but they only have one good feature, especially for guys like me. It covers the part of the head where the hair is thinning out a little, but it leaves your face, ears and neck uncovered and that's just asking for trouble. Wear a hat with a wide brim, or one that has a flap in the back to cover your neck—anything that will shade the skin.

Where other exposed parts of the body are concerned, use a sun screen with at least a 15 SPF rating. If it's the dollar that is making the difference, think of it as another tank of fuel. It's a good investment.

There are many different types of cancer. Should you ever develop some sort of abnormal looking spot, don't be a *Mr. Macho*. It could be nothing or something minor, but check it out ASAP before it turns into something major.

from the Gold Coast Radio Controllers Club
Boca Raton FL
via AMA Insider May 2006



5TH ANNUAL CUB/HIGH WING/MONO WING FLY IN

will take place on Sunday, June 18th at the Sky Streakers Flying Field. Peter Flanagan is the Contest Director for this much-loved event that is traditionally held each year on Father's Day. No competition, just lots of flying and socializing. If you have never attended, make this your first year and check out the many versions of the historically well-known and respected Piper Cub along with other high wing models in attendance.

The June Regular Monthly Meeting will be held
at the Sky Streakers Flying Field
on **WEDNESDAY, JUNE 7**
during a short break in Novice Night Training
to take care of any essential club business
beginning at 7:00 p.m.

ANSWERS TO THIS MONTHS BRAIN EXERCISE

1. Before the game begins, the score is always 0 – 0.
2. Because you need a camera; you can't take a picture with a sign.
3. You would have the two you took.
4. A secret.
5. 60 cents. I need three numerals for 112 – my house number.
6. A-L-B-U-M-E-N or E-G-G W-H-I-T-E
7. At 25°. Water freezes at 0°.
8. It was daylight.

YOU KNOW YOU'RE FROM MAINE WHEN...

1. You've had arguments over the comparative quality of fried dough.
2. You call four inches of snow "a dusting".
3. You know what an Irving is and the location of 15 of them.
4. You could drive the Augusta traffic circle without slowing down.
5. You think a mosquito could be a species of bird.
6. You once skipped school and went to Bar Harbor, Reid State Park or Old Orchard Beach.
7. You know how to pronounce Calais.
8. You've made a meal out of a Jordan's red hot dog, a bag of Humpty Dumpty potato chips and a can of soda.
9. There's a fruit and vegetable stand within 10 minutes of your house.
10. All year long you are tracking sand into the house—from the beach in the summer and the roads and sidewalks in the winter.
11. You do the majority of your shopping out of Uncle Henry's.
12. You know a lobster pot is a trap, not a kettle.
13. You go to the dump and bring back more than you took.
14. You've watched "*Murder She Wrote*" and snickered at the stupid fake accents.
15. When you're supposed to dress up, you wear flannel with a tie.
16. You know what a 'frappe' is.
17. L.L. Bean's is not just a store; it's a way of life.
18. All of the traffic lights blink yellow at 10:00 p.m.
19. It's not a storm – it's a Nor'eastah.
20. As a child, you played outside in a snow storm without hat, mittens, scarf and with your jacket open because it was just a little cool.
21. The area outside your back door is referred to as "the dooryard".
22. You eat potato chips with names such as 'clam dip', 'ketchup', and 'dill pickle'.
23. More than half the meat in your freezer is moose.
24. You call the basement "downcellah".
25. You never say what you paid for an item, just how much you'd "give" for it.