



The Thrustline



AMA Chartered Club 1165

www.skystreakers.org

October 2008

NEXT MEETING

Thurs. Oct. 9, 2008

7 pm, Downstairs

AmVetsHall, New
Gloucester, Maine

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

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Safety Comes First !

Several events over this past summer should remind all of us to keep safe flying in mind. It is all too easy to take it for granted that our airplanes are under complete control all the time and forget the danger potential.

In one instance, an airplane crashed, coming from behind the flight line, between two pilots on the flight line and ending up on the ground in front of the flight line. Certainly an accident, but it brings up several points. How or why was the plane flying behind the flight line? Uncertain for sure, but you should be prepared to call out a warning if you were to end up in a similar situation if or when your airplane was out of control. Fortunately in this situation someone else spotted the danger and called out a warning just in time to those on the flight line. If there is trouble, be prepared to yell out a warning. It would also be a good idea to avoid the temptation to move up in airplane size too quickly as you work to gain experience. If you have a problem with a .40 or .60 sized airplane it is less likely to cause the harm that a 15 or 25 pound airplane could cause in an accident situation. The same idea would apply to increasing airplane speed. Think about working up to those faster airplanes gradually. Think about getting some help from other experienced flyers.

Another area for some care is in range testing and aircraft inspection. When you see me taking a long time cleaning the glow fuel residue off my cub it is in part to clean it, but also to inspect it for wear and tear, loose parts and prob-

lems. I find it easier to look carefully then as a post flight, rather when I first get to the field and set the plane up to fly I may not have the patience for a pre-flight.

Range testing is also something I overlook as much as anyone, but I shouldn't. This summer I experienced a sudden loss of control on a final approach to landing. Fortunately the problem was intermittent and I was able to land the airplane, AFTER I called out a warning to another pilot on the flight line. What was the source of the problem in this experienced airplane, with probably 200 previous flights and never a problem? Was it the receiver- no Was-

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the antenna broken— no Was the transmitter at fault- no Was the battery a problem- no Was the switch on the glitch - no Was the pilot messed up (only a little). After a little detective work it was discovered that one of the clips on one of the glow plugs for the on-board glow system was loose, and only when the engine was running causing the loose clip to vibrate and only when the on board glow power was turned on would enough electrical noise be generated to cause a loss of control. I could range test the plane all day when it was not running and never found the problem. My cub could just as easily crashed into the pit area as anywhere. If I routinely range tested the plane with the engine running I could have avoided any problem. But the plane always worked for the previous 200 flights so it would fine for another? Right?

SKYSTREAKERS MINUTES FOR SEPTEMBER 2008

The meeting was called to order by president Nelson at 7 p.m. during a short break at Trainer Night. There were 13 club members present.

Dave read the Treasurer's report.

NEW BUSINESS

Mike Ladd requested help to defray expenses incurred to hold the Scale Shootout. The members present voted to give him a check in the amount of \$300.

Respectfully submitted;

Mac McLaughlin Secretary/VP

Editors Note:

This month's newsletter is a bit short and I apologize for that. I have been transitioning from my older laptop to the PC I use for photo processing and I have met with some unexpected "issues". At one point I lost about 300 gigabytes of photos. That was almost 400 CD's of backup to reload, not fun. I had some recent field photos and jet fly photos but they ended up being "sacrificed" to the Microsoft gods as an appeasement.

My right arm now works again— in part, so I don't have to type only left handed. I can actually use the steering wheel when I drive although my vehicle tracks pretty well on its own. It turns out I was lucky my right arm had the problem because it would have really hard to go through the drive through window with a disabled left hand.

Thank goodness summer is over, now I can actually go to the field and fly without heat stroke. Hopefully this coming winter will be as "Real" as last winter, and not just an old ladies "parlor" winter. No bugs out in the winter. No snakes. Only a few ticks. No lawn to mow. You know 3 or 4 feet of snow over the roof of your house makes good insulation. You don't have to plow that snow, you can just pack it down on the roads, it saves a lot of wear and tear on the asphalt. It is all going to melt next spring anyway. There can be a few drawbacks to 10 or 15 feet of snow- I talked to one logger, they like to cut in the winter when the roads are hard, and they had to stop cutting because they were missing the best part of the trees they cut because they were leaving behind 10 foot high stumps!

Well this should be enough preaching to see if you all are reading the newsletter? Til Next Time, Peter

July Treasurers Report

		Current Period	Prior Total	Year to Date
Receipts				
	membership dues	\$0.00	\$4,170.21	\$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
TOTAL RECEIPTS		\$0.00	\$4,317.21	\$4,317.21
Expenses				
	Postage & Newsletter	\$0.00	\$25.00	\$25.00
	Fuel	\$0.00	\$71.60	\$71.60
	Field Repairs & Maintenance	\$0.00	\$362.04	\$362.04
	Portable Toilet	\$0.00	\$0.00	\$0.00
	Mowing	\$1,020.00	\$640.00	\$1,660.00
	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
TOTAL EXPENSES		\$1,020.00	\$1,543.64	\$2,563.64
NET INC. OR (DEC.) IN FUND BALANCE		(\$1,020.00)	\$2,773.57	\$1,753.57
ASSETS				
	Key Bank-Checking	\$1,262.84	\$2,282.84	
	Key Bank-Reserve	\$4,318.36	\$4,318.36	
	Total Assets	\$5,581.20	\$6,601.20	
FUND BALANCE				
	Fund Balance (Beg. of year)	\$3,827.63		
	Year To Date Inc. or (Dec.)	\$1,753.57		
	Total Fund Balance	\$5,581.20		
	Liabilities			
	Total Liabilities & Fund Balance	\$5,581.20		
	Paypal account	242.52		

From the president:

Thanks to everyone for a great flying season. As we get closer to winter, nice flying weather is ever so precious. The field is in good condition and should stay that way for the rest of the year. Make sure you carry out all trash including airplane parts from crashes. There should be absolutely NO cigarette butts left behind. During the month of November, lock the outer gate behind you going in and out. We don't want any hunters getting accidentally getting locked in.

Thanks to Peter for the article about safety. It should be priority number one at all times. If there is ever any doubt about the safety of an airplane, don't fly.

October is the meeting that we have nominations for club officers. If you care to get involved in politics, be sure to attend the meeting and make your voice heard. I have had none of the officers in the club tell me that they cannot serve again next year (as of this writing). We do have Mac doing double duty as Secretary and Vice Pres so he may not refuse a little relief. Not that he has complained, he hasn't. It would give some one an opportunity to participate in the club's officer duties. If an election is needed due to multiple nominations, it will be held in November. Club officers elected for 2009 will take office during the December meeting. Speaking of meetings, don't forget that we are meeting at the AmVets hall downstairs in the back in New Gloucester an the second Thursday of each month. Bring along an Airplane for Plane of the Month competition and a couple bucks for the fuel raffle. If you have any helpful hints or tips to share, bring them along too. The meetings start at 7pm. Get there a little if you need to pay dues or want to get in on the raffle tickets.

We still have a ¼ scale Cub for sale that was donated by Jim Beech. I have not had time to check out the radio equipment or engine but hope to do so soon. If you have any interest in it let me know. It is in at least fair condition but I am sure it needs some tender loving care. I can tell you it's in better shape than my Cub. I crashed it a few weeks ago trying to go too low and too slow. I guess it will be a good Winter project to repair it back to flying condition.

Hope to see you at the next meeting,

Nelson Frost