

Thrustline

Newsletter of the Sky Streakers R/C Club #1165 New Gloucester, Maine
September 2007 Edition

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John Leeman
41 Smith Road
Windham, ME 04062

Visit the club web site
at:
www.skystreakers.org

From the President,

Just a reminder, the next club meeting is scheduled to be at the AmVets Hall downstairs at 7 pm. It will be on the second Thursday as usual. The date is 9-13-2007 and has been posted on the website all summer.

There has been reports from the flying field that a mother bear and cubs have been seen along the tree line behind the flying stations. Be alert when at the field. Don't approach any wild animal and especially do not get between the cubs and the sow. You could have a really bad day. Just make sure you make some noise when arriving first at the field so they will know you are there and hopefully leave the area.

The entrance gate area has been repaired and is looking good. We are still waiting for road repairs to be made along with the re-routing of the s turn by the parking lot. I was approached by a club member who was using the field last fall and early winter. He said that most of the rutting happened then when the ground would be frozen in the morning and wet when the group left mid day. He took it upon himself together \$25 donations from himself and the others that flew with him to help defray the cost of repairs. I applaud his "out of the box" actions and I know it is appreciated by all the club members. It's nice when people step up to the plate and take responsibility. If anyone besides the six that have chipped in and who utilized the field last fall/winter would like to donate, see Charlie. Thanks guys.

I have been doing more flying this year than the past few. Partly because I have been instructing a friend of mine who isn't able to make it to Wednesday night training sessions. He progressed quickly flying two times a week and got his wings in less than two months. I'm not saying there was no plane damage but I can report that the same plane is flying today. I guess it doesn't hurt to add a little repair instruction along with flight instruction. After his first crash (which was a take off incident) I told him that it wasn't bad and he could not compete with my crashes. There was a broken motor mount and some minor wing damage. Then I proceeded to get my old Extra 300 ARF out and fire it up. After flying around for a few minutes and not happy with its performance, it started down pouring, I mean BUCKETS. While my friend was putting stuff away quickly I brought in the Extra, quickly. One of the bushes on the end of the runway reached up and grabbed the Extra, pulling it to the ground and breaking it in two separate pieces, clean in half. My buddy turned around and asked where the plane was. I told him it was in the bushes. After retrieving the pieces I showed him the damage and reminded him that he couldn't compete with my crashes, and NO, I didn't just do it to make him feel better.

See you at the next meeting Thursday, 7 pm at the AmVets hall 9-13-07.
Nelson Frost

Start building your ski's or floats now
for winter flying off the snow!