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AMA Club Charter #2988

<http://www.downeastsoaring.org>

Vice President
Mike Farnsworth
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Treasurer
Ken McDonald
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| | | | |
|---|-------------------------|---|---|
| Sept. DSC Meeting, Maine Composites Tour & Flying | Saturday, 9/14/2002 | Meeting/ tour of Maine Composites, Richmond, 9am, For directions call Steve Savoie at 666-8378. | Thermal flying in Richmond schoolyard beside Maine Composites after meeting/tour. |
| AMA F3J Hand Tow Contest & DSC Club meeting | Saturday, 10/19/2002 | 9:00 AM registration, 10:00 AM pilots meeting CD Rick Hallett (800) 430-3058 | Hemond Airport Minot, Maine * See Note 5 |

Minutes of the Sunday 7 July and 24 August Meeting

(As recorded by Jim Armstrong)

Pres. Note: Because of the closeness of the July and August meeting their minutes are being combined. Both meetings were well attended at Clark's Cove and productive. The weather was fantastic and the lobster out of this world. Because of member co-operation we were able to quickly go over Club business, so we could get to the flying afterwards. Both meetings were fun.

What's inside?

- HLG Contest report
- Notice of upcoming meeting, Tour, and flying at Maine composites
- Minutes of July and August meeting
- So whose the New member
- Winch in a box progress
- Peter Elliot's' built RES MAXX
- DSC member only fund raiser "winner pay drawing"

Coming in upcoming Newsletters:

- DSC member in the "Spotlight" Who wants to be next?
- What Jeremy Riecks' ICOM TC-R@ compact, ultra wideband scanner-receiver showed us?
- Picture of the next Fund Raiser "Member only raffle" Item(s).



MEMBERS PRESENT AT THE SUNDAY 7/21/02 MEETING:

Jim Armstrong, Ken Mac Donald, Glenn Collins, Ernie Lachance, Michael Moore, Rex Olmstead, Edna Olmstead, Sheridan & Ester McLaughlin, , Larry Smith, Mike Farnsworth, Steve Savoie, Peter Elliot, Susan Elliot???, and Clyde Beaton (spelling) and guest.

MEMBERS PRESENT AT THE SUNDAY 8/4/02 MEETING:

Nelson Frost and family, Ken Mac Donald, Sheridan & Ester McLaughlin, Travis Flisrand, Jim Armstrong, Glenn Collins, Jim Carroll, , Michael Moore, Rex Olmstead, Edna Olmstead, Larry Smith, Mike Farnsworth, Clyde Beaton (spelling) and guest.

TREASURES REPORT:

Treasurer Ken Mac Donald reported on the financial status of the Club.

SECRETARY'S REPORT:

- Larry Smith reported that he had no correspondence.
- Larry said that new DSC member Ernie Lachance had been talking to Ted Bailey, who owns property on Bailey Island. Yes Ted is from the family that Bailey Island is named after. Ted is interested in seeing slope and may be able to get us easier access to the slopes on Bailey Island. More to follow.

OLD BUSINESS

DYNAMIC SOARING SITE:

Tabled.

NEW THERMAL FLYING:

Tabled.

DSC WEB SITE:

- DSC Web **now** has a link to the Thumb nail pictures that Michael Moore has posted on his Web Site in the Videos and Picture section: <http://home.gwi.net/~movebisson/index.html>

RES MAX THERMAL CONTEST:

Peter Eliot brought his nearly completed RES MAX to the meeting. He displayed it on the slope for people to drool over. He did a fantastic job building this plane. His detail would be hard to match. If anyone wanted a museum piece built Peter would be the guy to hire.



CLUB TRAINER:

Club trainer has been built and is being flown on Wednesday Glider night at the BAM field. Special thanks to Jeff Carr for completing it.

PRIMARY RC CHANNELS:

- People contest were asked about the frequency policy of noting your primary frequency on the Club's Web site. People mentioned some of the actions they had taken to reduce conflict. Mac mentioned that he bought a new Hitec in order to get on a different frequency.
- It appears that the goal of the frequency program "to reduce frequency conflicts" is being met. It was suggested that a link to the "Crystal Exchange Program" be put on the Club web page.
- Someone suggested one way to get on a different channel was to sell your radio to a powered flyer.

SOMETHING NICE:

Background: Motion made by Jim to do something nice for Rick Hallett. Rick has done a lot for the Club. He has put on many contests for the Club. Some will be mentioned here. He donated items to get the Club camera raffle going. Because he did, it was the most successful fund raiser to date. At the May contest Rick gave away a bunch of wonderful things. He even recently made some flying wings (Pres. calls them Hallett's Devil) he was experimenting with and then gave them free to Club members. Rick has done a lot for this Club over the years so it was easy to get something going for him. Members had a lot of discussions about what to do, and had fun doing it. We also wanted to express our appreciation to Mrs. Hallett because of all she has endured, no I mean for her support over the years. Joanne Phelan recommended a \$50.00 gift to be used by Rick to take his wife out to a restaurant that SHE likes. It was also recommended that he get a 1 year free DSC membership. Then the discussion centered on non monetary things, like naming a RC event after him. Club members approved the 3 recommendations.

Status: Rick's DSC member ship extended one year. Ken Mac Donald mailed Rick a \$50 check with a very nice note of gratitude.

THE RICK HALLETT F3F SLOPE RACE:

Background: We discussed having a man on man slope race. We would need safety equipment for the callers etc if it was man on man. Dennis Phelan recommended that we have an F3f slope race. Flyers fly the course individually and the best time wins.

- Discussed having classes:
 - war bird
 - Flying wing
 - Rick Hallett's Devil

We had our first unofficial F3F Rick Hallett slope race at the sandpit after the June meeting. Jim set up poles with streamers for the contestants to see. Callers were manned and the racing began. Mike LaTorre and Jim manned the far turn. Both agreed that even with only one flyer at a time it would be prudent to have safety equipment on. You can see by the pictures how hard it was to see because of the sand (no pictures were in focus, just a sandstorm). Steve Savoie flew his Coyote and at the speed he was traveling it would have hurt if you got hit with that duralene fuselage. Based on this I think the Club should buy the gear necessary to have a true man on man race. It would be much more fun. We need to find out what AMA requires for racing and then discuss at a meeting.

Update: Discussed need to review AMA rules for racing.

NEW MEMBER:

Club members welcomed Clyde H. Beaton <dotclyde@GWI.net> into the Club. Clyde lives in Kennebunk, likes to build and is looking forward to flying electrics and sloping at Clark's Cove. Rex let Clyde fly his plane at Clark's Cove for a little while and he loved it.

WHORFF TOPSHAM SANDPIT SLOPE SITE:

- Background: Discussions held on giving a gift certificate to Mr. Whorff for letting us fly slope at his sandpit. Also discussed getting permission from the club to insure the site if Mr. Whorff agreed to it. Jim talked to Mr. Whorff Jr. on insuring the field. He was all for it. Jim also talked to Mr. Whorff senior and asked him what he liked to drink. Club approved buying him something to show him that the Club really appreciated being allowed to slope at the pit.
- Mr. Whorff Sr. offered the key to the gate to Mac so that Club members could get in and out when the gate was locked. VP. Mike Farnsworth has possession of the key and went over the rules for its use.

CLUB RETRIEVER:

Background from previous newsletter: Members discussed the benefits of the Club having a good working retriever. Members agreed that the Club should have one. After some discussion, it was agreed that we should have a committee look into what one to buy and report back to the Club. Jeff and Steve were nominated for the committee, but were not present to accept. What do you say guys. Will you do it? Anyone else interested in being on this committee?

Update: Steve said he would chair the committee. Mike felt that the retriever we had would work. Steve said he would take it and evaluate how well it worked as compared to his, which works great. A suggestion was made to evaluate it after the next meeting 9/14/02 at Maine Composites in Richmond.

NEW BUSINESS

DSC WEB SITE:

- Notices that come in from other Clubs on auctions/contests etc will be sent to Mike to post on the Club Web site.
- Previously Mike had asked for people to put stuff on the slope forum. He said that the DSC Web site hits has been increasing because of the discussion on the Club forum.
- Jim asked if there was a guide to the use of the Forum section. Nothing specific; however a great suggestion was provided that made it easier to view only the NEW message not read previously. Seems once you register as a user, you can login and if you don't logout, next time you view the forum only the folders that have NEW messages will show up as pink. Makes for efficient viewing of messages.
- Mike set up Club officers with their own DSC e-mail address. He will try to get other DSC members their own e-mail address if he can get it for nothing without any support. Currently the charge is \$24.95 with support.

2003 COMBAT EVENT AND RULES FOR PERPETUAL TROPY:

Rex brought up some suggestions for how to handle the 2003 ongoing combat Event. He suggested we have scheduled events once a month and recommended we have it during the winter months. Then people that want to participate in the event can make arrangements to. People felt that it was a good idea. The 2002 Combat event will continue as is. Check out the Forum section for the current standings. Mike Farnsworth appears to be in the lead with Michael Moore at his heels.



TRAVIS FLISRAND DEPARTING: Travis mentioned that the Navy was transferring him to Virginia. He said we haven't seen much of him because he was finishing college and selling his house. Travis flew the Zagi 400X electric he won from DSC on the slope after the meeting. He cheated sometimes and used a little power. It flew great. Jim was Travis's powered plane instructor and will miss him.

QUOTE OF THE MONTH: "Rex (Olmstead) flies just like he drives, slow and in everyone's way." Edna Olmstead



SHOW & TELL:

- Mac McGlaughlin displayed the turnaround he made using one of Rick Hallett's tank bearings. It is part of the winch in a box. Mac did a fabulous job designing and

building the turnaround. When the line falls in front of it, it can't get caught on it when it is retrieved.

- Ken MacDonald displayed an RCSD article on locating CG.
- Mike LaTorre displayed his split 280. A Hobby Lobby EPP electric that flies great and is very aerobatic. Mike showed us how he used a feeler gauge to break the bond between the battery Velcro and the fuselage Velcro. He found without doing it this way he could damage the plane. Simple but effective.



- Mike LaTorre also showed us his Tilde from the Birdworks. It is very light, indestructible, has a GWS motor/gearbox and flies forever on Lithium Ion cells. He added a piece of EPP on the bottom of it to act as durable skid and to give you something to hold on to while launching.

- Mac and Jim brought their

winch in a box to one of the meetings. Rick donated the Lucas starters and drums. Mac did all the design work and building. Mac did a fabulous job. .

- You can see how compact they are. Jim pulled his right out to the slope to do the show and tell there. You can see the self contained handle and box that everything fits into. The other winch is Mac's. frame, handle, panel, and brake.



You can see the nice

PRESIDENT'S CORNER (JIM ARMSTRONG):

CLASSIFIEDS: Several people have asked that we do something with the Pop Offs section so people know if the item listed is still available. We need to add a date field or just add the date at the beginning of the text. Members need to update the date monthly if item is still for sale or delete it from the listing if it has sold. Below is an example of date added.

9/2/02 Sale pending: For Sale: New in box Terry \$39.

Jim Armstrong 207-442-2706; jamesiii@blazenetme.net

DSC member only fund raiser "winner pay raffle drawing": Jeff Carr had a super sport shit, that his wife Brenda embroidered with the DSC Logo, left over from the HLG contest and wanted it raffled off to make some money for the Club. Plan is to raffle it at the September meeting.

MEETINGS AT BOOKLAND: Meetings at Bookland will start in November. Mark your calendar for the 2nd Saturday of the month.

2003 COMBAT CONTEST RULES FOR PERPETUAL TROPY: Rex Olmstead provided us with something to start with in developing the 2003 Combat contest rules for the Combat perpetual trophy. He said:

“Enclosed is my thoughts for a basic "first draft" format for a combat contest.” I like his suggestions. Here it is:

FORMAT FOR CONTEST:

- It will be a 3 or 4 month contest containing 12 rounds.
- It will be for war-birds and zaggies.
- The maximum allowable wingspan shall be 49 in
- The entry fee for each class will be \$20.00.
- There will be a First Place Award for all classes. Each entrant's name will be put into a drawing for a drawing of miscellaneous prizes: servos, kits, free membership, etc. An entry in both classes will give you two chances in the prize drawings.
- The object of the contest will to put as many as 10 planes up for a ten to twenty minute period with the survivor being the winner of the round.
- If more than one survivor (at the end of the round), the points for the number of places surviving will be totaled and divided equally amongst those surviving that round.

POINT SYSTEM:

- Survivor receives points equal to total number of combatants in the round (up to a maximum of ten). Points will decrease by one for each of the remaining positions (next to last survivor receives 9, before him 8; back through to the first plane out gets one point). All entrants would be scored at every contest event; no shows would receive a zero score for that event. Breaking and being unable to compete after the first round would qualify as being the first one out and receive one point.
- The “Combat Arena” will consist of an area approximately 80'- 100' long. Points will only be awarded for hits within this area.

IDEAS:

- To allow for those who might need to miss an event, everyone's two lowest scores will be eliminated in the final points tally.
- To form committees to manage the individual areas of the contest: prizes, combat judges, etc.

PICTURES: Thanks to Travis Flisrand for the pictures of the July meeting and to Mike LaTorre for spotting the following wanted individuals at the “Great state of Maine shootout.”

CHEERING TEAM: We had the pleasure of having some lovely spectators, while we flew. Several planes landed (ok crashed) near them but they were undaunted.

FLIGHT INSTRUCTION:

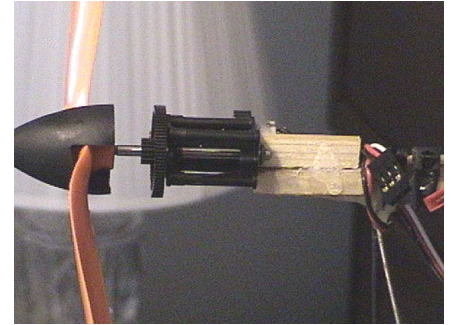
I have been instructing several people recently. It is much easier when you have a buddy box. The Club transmitter for the DAW 1-26 doesn't have trainer cord capability. The Club needs to purchase



several setups that have this capability. I think we should buy some used gear so that we can keep it locked up for our use.

SEPTEMBER DSC MEETING AT MAINE COMPOSITES: Please make sure you make a note of the upcoming September meeting at Maine Composites. The monthly meeting will be held there on Saturday, 14 September at 9 am. After the meeting/tour we will fly next-door in the Richmond School yard. Steve will set up the club winch and Club retriever. Steve has volunteered to chair a committee to evaluate the Club retriever and provide recommendations to the Club. He needs someone to help him. Please contact him at [666-8378](tel:666-8378) if you can help out on the committee.

MATT'S LITE STICK MOTOR MOUNT: Matt Favreau tried a suggestion on mounting your GWS motor such that if you hit hard the motor/gearbox will break loose and not take the blunt of the impact. This reduces the possibility of breaking the gearbox. I have broken 2 gearboxes, while instructing beginners, without this modification. I put it on my carbon fiber arrow shaft Lite Stick fuselage and a beginner went in hard and the motor came off as planned. As you can see by the picture of Matt Favreau's Lite Stick, you use a short piece of wood that is inserted into the gearbox. Then you use only a FEW drop of glue on the *outside* (not trying to glue the joint) of it and the fuselage you are trying to glue to. The CA is brittle and will crack, hopefully before the gearbox etc breaks. Matt says he tried it intentionally (Yah sure?) and it worked for him too.



THE C³ DHLG: Discuss launching Hand Launch Gliders (DHLG) work fabulous and are much easier on your arm. That is why a lot of people are going to it. In preparation for this years HLG contest I built a DHLG out of part that I had. I used my Climmax wing on a fuselage I had bought to scratch build a DHLG but never got around to it. I didn't have time to make balsa stabs, so I made them out of coroplast. I just hot glued them to the boom. The design phase was "That looks about right." As it turned out I had to reduce the size of my stabs. In fact I'm sure it still isn't optimum. I call it the C³ (Climmax wing, Carbon boom and Coroplast tail). So if you have a HLG wing, you can buy a fuselage like this for \$30, hot glue coroplast stabs, add your gear and go have a ball. The thrill of specking out with a HLG can't be beat. Well almost.



NEWSLETTER PICTURES:

I was having trouble with putting pictures into this newsletter that were small enough in files size to keep the newsletter document file to an acceptable size for download. In the past I have had files over 50 Meg because of pictures file size. I had a program that would reduce the size of the file but was a lot of work if you had a lot of pictures you were considering. In the middle of doing this newsletter I downloaded an upgrade to trail picture program in order to do it and still keep my sanity. It cost me over \$50.95 for an online upgrade and a disk/manual to follow. The Club should probably reimburse me for it. The disk/manual could go to whoever does the newsletter.

F3J Contest info from CD Rick Hallett: From: "Richard Hallett" <happl@midmaine.com>
Subject: 10/19 F3J

Part #1: I have decided that one of the drawings for those doing the towing will be the 2m Kestral. At the present moment I believe that will be the second prize in the drawing.
Find yourself a reliable tower.

This could be fun

Rick

PS I will probably be towing. I think I have a pilot or two picked out.

Some of us do things backwards.

Part#2: Those with the names in for the drawing will be those that you asked to come and dedicate their time just to towing. Aim is to get teams. Minimum size team is two and one of you has to have a stop watch probably good if both had one on a true team. If you are not comfortable with that bring a team of three giving two to help you. If they are truly helping you they will get their name in for the drawings. Now all you have to do is get a team of two to assist you that you know will never fly to get something out of the drawing.

Now if you want first place as a pilot all you need to do is to practice, practice, practice with your team.

Rick

Good luck. Flying in the DSC group has been notoriously contagious and hard on other local clubs.

2003 DSC OFFICER ELECTIONS:

We need to discuss setting up a nominating committee. Need a chairman to volunteer to contact all current officers to see if they wanted to continue for another year. Jim, Mike, Larry, Ken, Charlie and need to be contacted to see if they want to run again. If the current Officers want to run again, at the October meeting, if there are no nominations from the floor, we can cast one vote for this slate of Officers.

**Happy Flying,
Jim**



HLG Contest

Report by Jeff Carr

My first contest I have ever had would be a HLG contest located in Brown Road in Durham Maine. Not really knowing very many tasks for a HLG contest I e-mailed a friend who sent me a whole list of tasks flown at different events around the country.

The Task for the day was 15, 30, 45 and so on. For example the first flight had to be 15 seconds. But if you only got 14 seconds you had to fly for 15 seconds again. These were done in 10-minute windows. I thought these would be very short. As it turned out these were just right. 6 rounds were flown and sore arms were seen through out the contest.

The weather was overcast in the morning but it was a pleasant temp. 9 contestants participated and visitors were there through out the day. Mark Drela was there and showed us how it was all done. I think Mike Farnsworth learned a little too much. They worked together through out the day. Mark Drela was flying his own design Super Gee. This design is available on the CRRC web site and can be downloaded. I think his is 8oz ready to fly. Jim Armstrong was flying a new DLG that was flying very good. It had coroplast tail feathers. He did very well with it. I could hear the grunts from him launching across the field. Mike Farnsworth was flying his new Xterminator Pro. He has been getting use to this new plane and has come a long way. Kevlar wing and composite tail. A very nice model indeed. Rick Melba drove 160 miles to attend the contest. He was flying a poly ship. His launches were very high. He would have finished in the top 3 but he stripped a servo gear and this put him out of the running. I had the top 4 fly in the last round and this seemed to work very well.

Prizes were award to the top 3 pilots. Mark Drela was first Mike Farnsworth second and Jim Armstrong was third. Prizes were shirts with the DownEast Soaring Logo on them. The competition was very good. I learned a great deal running this event.

So what did I learn...? Here it is. Having good help is a major key in this. I had Rick Hallett help with timing the rounds. I am forever grateful for his help. Plane wise. DLG is the way to go. After a sore arm for 2 weeks after the contest I now have a DLG sailplane. Mark Drela answered questions from everyone all day. I used his airfoils for my plane.

I want to thank everyone for making my first contest a success. Thank you contestants: Bob Buxton, Mark Higgins, Chris Fuchs, Michael Moore, Jim Armstrong, Rick Melba, Mark Drela, Mike Farnsworth. You all did great.

Jeff Carr

See Hand Launch Pictures on the WEB (Durham Me) 072002:

<http://home.gwi.net/~movebisson/hl072002/index.html>

DownEast Soaring Club Upcoming Events

| Event | Date | Time | Location |
|---|----------------------|---|---|
| Sept. DSC Meeting, Maine Composites Tour & Flying | Saturday, 9/14/2002 | Meeting/ tour of Maine Composites, Richmond, 9am, For directions call Steve Savoie at 666-8378. | Thermal flying in Richmond schoolyard beside Maine Composites after meeting/tour. |
| AMA F3J Hand Tow Contest & DSC Club meeting | Saturday, 10/19/2002 | 9:00 AM registration, 10:00 AM pilots meeting CD Rick Hallett (800) 430-3058 MTG @noon | Hemond Airport Minot, Maine * See Note 5 |
| DSC Club Business Meeting | Saturday, 11/9/2002 | 9am coffee/pastry, 9:30 Business meeting, 10:30 Show & Tell (Slope afterwards?). | Bookland Coffee Shop, Cooks Corner, Brunswick * See Note 1 |
| DSC Club Business Meeting | Saturday, 12/14/2002 | 9am coffee/pastry, 9:30 Business meeting, 10:30 Show & Tell (Slope afterwards?). | Bookland Coffee Shop, Cooks Corner, Brunswick * See Note 1 |
| DSC Club Business Meeting | Saturday, 1/11/2003 | 9am coffee/pastry, 9:30 Business meeting, 10:30 Show & Tell (Slope afterwards?). | Bookland Coffee Shop, Cooks Corner, Brunswick * See Note 1 |
| DSC Club Business Meeting | Saturday, 2/8/2003 | 9am coffee/pastry, 9:30 Business meeting, 10:30 Show & Tell (Slope afterwards?). | Bookland Coffee Shop, Cooks Corner, Brunswick, ME * See Note # 1 |
| DSC Club Business Meeting | Saturday, 3/8/2003 | 9am coffee/pastry, 9:30 Business meeting, 10:30 Show & Tell (Slope afterwards?). | Bookland Coffee Shop, Cooks Corner, Brunswick, ME * See Note # 1 |
| DSC Club Business Meeting | Saturday, 4/12/2003 | 9am coffee/pastry, 9:30 Business meeting, 10:30 Show & Tell (Slope afterwards?). | Bookland Coffee Shop, Cooks Corner, Brunswick, ME * See Note # 1 |
| May MTG / No Host Slope Soaring Pizza Festival | Sunday, 5/4/2003 | Business meeting 11 AM till Noon, Flying before/after meeting, | Clark's Cove, Harpswell, ME ; Low tide 10:59 |

1. Breakfast starts at 9:00 in the Bookland Conference Room. The business meeting will start at 9:30 am sharp. Show and Tell at 10:30. Members are encouraged to eat breakfast during the business portion of the meeting.
2. For all events held at Clark's Cove: Pizza and Subs can be purchased at the Morse convenience store on RT 123, 1 mile past Allen Point Road (1 mile from Clark's Cove)
3. 'NO HOST' means no one is in charge of the get together. Everyone is on their own. A 'NO HOST' scheduled on a non meeting day may have no one show up. The biggest reasons for not attending are wind not predicted for S/SW or other plans.



c/ o President / Newsletter Editor

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