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Jim Armstrong

207-725-5758

Secretary

Mike Farnsworth

207-729-7290



AMA Club Charter #2988

Vice President

Mike Bergerson

602-321-1834

Treasurer

John Curtis

207-485-2906

<http://www.downeastsoaring.org>

## February issue of the DSC's "Quiet Happenings" Newsletter

### Downeast Soaring Club Upcoming Events

Event	Date	Time	Location
<b><i>DSC Business meeting</i></b>	<b><i>17 February 2018</i></b>	<b><i>Start time NOON to 4 PM (if needed)</i></b>	<b><i>Topsham Public Library 25 Foreside Road, Topsham</i></b>

Note: #1 Changes to a scheduled event will be announced by e-mail to Club members. Check your e-mail on the morning of the event to see if it has been cancelled as a result of an unforeseen circumstance.

## **DSC MINUTES OF THE 9 DECEMBER 2017 MEETING**

### Preface:

Before, during and after the business portion of the Club meeting members helped themselves to coffee, soda, and a huge assortment of brunch selections. Not shown in picture was 2 hot crock pots, 4 pies, brownies and more. Yummy. Can't wait till next year.

Members also checked out the items brought in for the Swap Meet.

Some items were sold for Frank Bennet's widow Alice Bennett.

After the business meeting the Yankee Swap was a huge hit. Lots of different interesting items. Many laughs and many swap items traded.





## Members PRESENT AT the DSC Christmas party meeting of 9 December 2017

Forrest Sumner, Dick Rosenberg, Tim Martel, John Curtis, John Cheetham, Mike Bergerson, John Emery, Jim Armstrong, Forrest Sumner, Robert Constable, Mike Farnsworth and Kevin Karnes

### TREASURES REPORT:

-- Treasurer John Curtis provided the Club's treasury report:  
411.31 5 COUNTY; 60 CASH; PAY PAL. 75

-- John is using the AMA membership online to update Club members that have paid their 2018 AMA dues.

### SECRETARY'S REPORT:

-- Mike brought in the Club's AMA 2017 charter

-- Mike passed out the AMA Club officer pins to DSC Officers.

-- Website UPDATES:

- Mike sent info to Mike Bergerson with options for additions/updates.
- One of the ways is for the club to put up a club Facebook page. It will be an easy way to put up pictures and building logs etc. Membership can be controlled in many ways.

The administrator can take the requests. Anyone can view it.



### OLD BUSINESS:

#### UPCOMING EVENTS:

We plan on continuing to cover Upcoming Events in the Old Business section of our newsletter. Members should keep their eyes open for any upcoming events and try to find out if any of the following are planned:

- NONE AT THIS TIME.

#### DSC OFFICER ELECTIONS FOR 2018

President Jim Armstrong asked if there was any new nominations for Officer Positions. Jim cast one ballot for the Current slate of officers as there were no other nominations. He cast one ballot for the following positions:

President: Jim Armstrong,  
VP: Mike Bergerson  
Secretary: Mike Farnsworth  
Treasurer: John Curtis

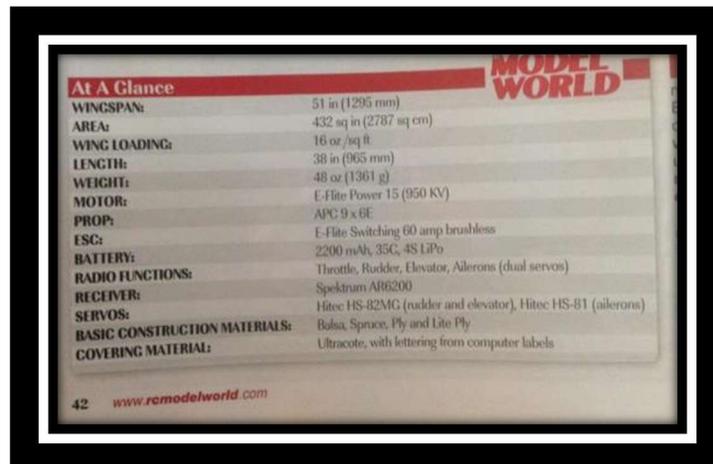
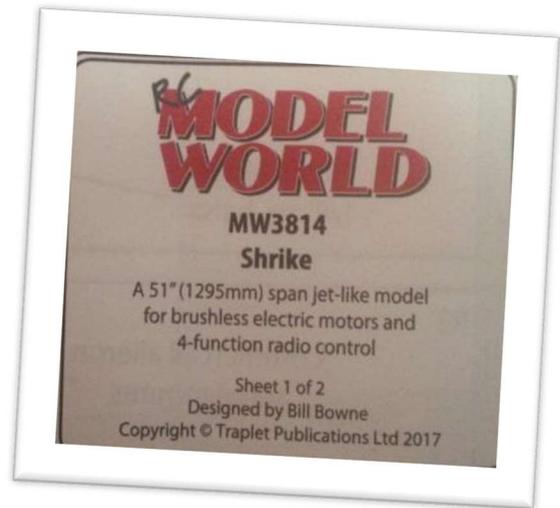
Jim asked for all in favor and it was unanimous. Above persons elected for 2018.

Club Safety Officer: Tim Martel was appointed again for the Safety Officer position. He is doing a fantastic job.

# NEW BUSINESS:

## DSC DRAWING LIBRARY:

A plan from a Club magazine was pulled out and shown to members for checkout.



## DSC FREE MAGAZINE RAFFLE:

Each member was given an opportunity to take home a free RC magazine.



## DAVIS FARM FIELD (BOWDOIN ME)

-- We discussed use of the Davis Farm Field. Several members found that when the ground is soft and soaked from heavy rain. People should stop at the berm and walk a little way to the field. The clay/rock road that is inclined and the grass is real slippery if you have to drive on it to turn around.

--Forrest is going to give Jerome and Jerry money collected as a Christmas present to express our gratitude for the use of the field.

-- Forrest said that Mr. Davis would plow out the top of the berm so we could park there and use the field in the winter time.

## SAFETY DISCUSSION:

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*Background: The club had various discussions on safety. Club's Safety Officers, who is appointed by elected Club Officers, is Tim Martel. Tim said he would like to have a 5 minuted safety discussion at every meeting. Members agreed.*

*Tim said: As the Safety Officer for the Downeast Soaring Club, I would like to do a conscientious job for the club, help to prevent personal injury and damage to private property while ensuring that the club is in compliance with AMA's safety regulations.*

*I need your support in order to do my job. I don't believe in nagging but if I see something that appears to be unsafe, don't be surprised if I mention it at the field. I hope that you will understand my role and not be offended when I raise an issue.*

*That said, I would like to begin by gradually discussing AMA Safety Regulations with members and publish them in our newsletter.*

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Our Safety Officer Tim Martel discussed **LIPO SAFETY** this month. Last month he went over the high points of what AMA guidance on LIPO safety. I have to say it was evident that we all need to have periodic refreshers on this.

As promised in a previous meeting, he put some bullets of his presentation on a handout and provided copies.

This month we discussed LIPO fires; how to prevent and contain properly. Review what they are on attached LIPO Safety handout at the end of this newsletter. You can print them out and put them in your shop. Please send any recommended changes to Safety Officer Tim Martel.

How many of us know what AMA recommends for the Maximum cutoff voltage per an individual LIPO Cell? List your answer here\_\_\_\_\_. Hint it isn't 4.2 volts

## **SHOW AND TELL**

### [MIKE FARNSWORTH CLUB PLANE BIRD OF TIME \(BOT\)](#)

== Mike Farnsworth transferred the Club's Bird of Time glider to Mike Bergerson. Mike will maintain it and convert it so Club members can fly it and set it up so it can be used as a trainer plane.

== Forrest said he has the piggy back outfit that can be used to launch the BOT and others.



### [OLD 1950 IGNITION CONVERTED ENGINE:](#)

John Curtis showed us a 1950 VINTAGE engine. He is going to sell it on e-bay for a friend of his. It should get a good price for many reasons.



More info and an update from John Curtis:

Update: The engine sold and the Lady that brought it to me has her money. I tried selling it with a Reserve and didn't get any bids. EBay suggested a starting price and several people bid on it and it sold for quite a lot more than the reserve.

The lady found it in her attic after her husband passed away. I cleaned it up and got it to turn over with good compression.

The engine was a Mohawk .29, originally made as an ignition engine, but it had been factory converted to glow plug around 1950.

It was made by Herkimer Tool Co. that made the OK Cub line of engines for many years.

What I found interesting was that a Mohawk Indian Face in profile is cast into the crankcase and he is facing aft instead of forward.

Cheers, John

### [DADDY-0 PLANS. DEV WING PROGRAM, PATRIOT BUILD AND OTHER ITEMS:](#)

-- Mike Bergerson passed out two free copies of the Daddy-O plans for Christmas. People think this is a real neat ELECTRIC COOL little AIRPLANE.



-- Mike is designing a plane that will be laser cut. He bought the Dev-wing program that designs wings that you can scratch/laser cut.

-- He showed us the start of the Patriot design that he is looking at having Ken Baker laser cut some short kits.



Mike provided the following information: Hey Jim...

Hey Jim...

The Daddy O plans came from the sale of Frank Bennett's modelling stuff. He was a great guy, a good friend and a very prolific builder. The Daddy O was one he had built and we actually found the bones of one of them in all the frames and wings at the sale, however at the time, I just didn't realize that that's what they were! I think the design is very retro and reminiscent of the great golden age of aircraft so I had several copies made of his original plan. Building this wonderful plane is a great way to remember our friend.

I purchased the Dev-Wing Cam program to design wings for my projects. I have plans to get the Fuselage program as a companion in the coming weeks.

The first endeavor in design has been the club ALES RES sailplane project aptly named the "Downeast Patriot". Many thanks to Ken Baker for his knowledge, expertise and time helping me sort out my AutoCad program and offering to help cut the short kit. The project actually outgrew the original simple short kit into a "*bit more involved*" short kit. As a result I've been working with Allan Wright to put together a reasonably priced kit that all interested can build. I will be contacting those who have already expressed interest for a materials deposit. Look for more info later as we continue to get closer to getting it cut.

On another note, Steve Everett, Jim Rochette and myself are taking on a composite building project to, more or less, copy an Ava sailplane. I'm designing the wing and tail feathers, Steve is creating a mold for a composite leading edge from carbon fiber and fiberglass. Steve is also designing the carbon pod and boom fuselage. This is Jim's first project with us and we look forward to his input and building expertise.

If anyone remembers the day I destroyed my Neutron, I have great news! I've decided to resurrect it from the particulate that was left... I will bring the new fuselage pod to the meeting on the 17th.

Mark Higgins and I are building a Peter Goldsmith Designs Foxbat sailplane for the ALES competitions this summer. Mark is modifying his with the modern AG series of airfoils developed by Mark Drela for the Supra design. My build uses the stock nostalgia class Eppler 193 airfoil but I bashed mine with full flaps to aid in better precision landings. These planes are quite large with a 12' wingspan. Building continues with several pics on our new Facebook page. Mike



## PRESIDENT'S CORNER (JIM ARMSTRONG):

### DSC CHRISTMAS MEETING:

What a great bunch of Club members. Another memorable time. Lots of belly laughs and good food. They say to a man's heart is through his stomach. Thank you. Sorry Bob Berry was sick and others had other plans. We missed you guys.



## CLUB MEMBER BUILDING PROJECTS:

### DICK ROSENBERG IS MODIFYING HIS BIRD OF TIME (BOT) ARF:

Dick bought the adapter kits for his BOT ARF kit. One kit has a jig for cutting the nose off to install a mount that comes with the kit to mount the motor on. The other kit eliminates the bell crank in the tail. Here is Dick info and some pictures of him making the modification with the kits.

JIM

Not sure which photos will show in what order so I'll just write and I'm sure you can match the words with the pics,

1-the nose with black thing around it is the jig and the part of the nose that was cut off.

2-There is a photo of the

Weight that comes with the kit.

3-a photo of the fuselage minus a prop and spinner

4- a photo of the flying tail showing the elimination of the bell crank with a pre-made control. Works super,

5- Horizontal Stab was pretty plain so I dressed it up a bit to be like the wing.

6- it would take too many photos to show you the conversion of the inside. That will have to wait until you see it in real life. The conversion kit was pricey but worth every penny ,especially since a separate video came with each part.

7- what is left now is to install the prop and spinner and to install spoilers in the center wing.....and good weather!.....oh yes.....and to get the CG, I hear that's important.

Stay warm. See you when you get back.

Dick



[MASTER BUILDER JOHN CHEETHAM CONTINUES TO SCRATCH BUILD NEW AIRCRAFT:](#)

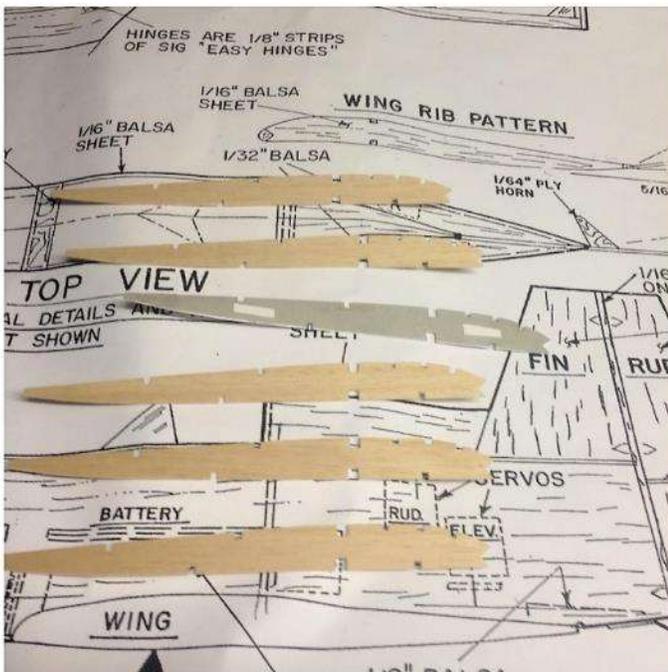
**FREDE 1.5**

John scratch built a mega size FREDE. Take a look at the pictures and compare it to the size of the transmitter or the smaller FREDE.



## KLEINEVOGEL:

John scratch built this tailless Kleinevogel which is a great flying park flyer. It was built from a 2005 Flying models magazine plan.



el model basically was in-  
 ss Vogel in that the gener-  
 is the same but is different  
 . The model was first built  
 fferent form using a VL  
 ad guidance by a Focus 3  
 and flight pack. This mod-  
 ber hand mounted wing  
 or servo mounted in the  
 by over removed the wing  
 eliminated.

es presented here uses a  
 7-gearset with GWS 7-  
 . This is the carbon  
 28.8 motor. My prototype  
 pack with the RP4 receiv-  
 2.2 amp speed controller. I  
 ovac 7-cell Ni-MH from a  
 E package or a 2-cell Lithi-  
 of 850 mAh. The weight of  
 e Rayovac pack is an even  
 Lithium cells increase the  
 ces [The Ni-MH pack had  
 removed].

o battery packs show that  
 tic conditions both put out  
 1.2 amp current draw. In  
 requirement for full throt-

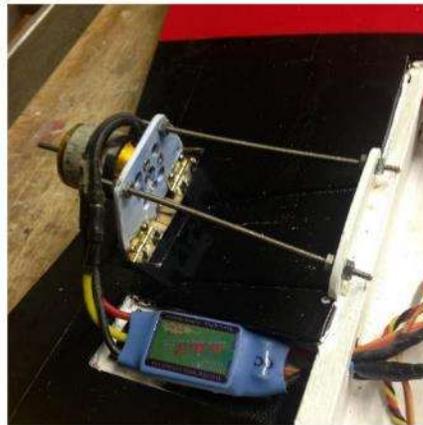
**AT A GLANCE**

Type:	R/C park flyer
Construction:	balsa/ply built-up wing with some geodetics
Wing span:	30 inches
Wing area:	190 sq. in.
Airfoil:	flat bottom, with reflex
Length:	12 1/2 inches
Weight:	5 ounces
Wing loading:	3.85 oz./sq.ft.
Motor required:	GWS Lite Stick motor 7-cell Ni-MH battery GWS 7-6 prop
Radio:	3-channel rudder, elevator, and ESC
Servos:	two micro servos

cells. This combination provides increased  
 performance but I have not measured the  
 current draw or other characteristics.

## KLINGBERG FLYING WING:

John assembled a Future Flight kit of the Klingberg flying wing. John converted it to electric. He used his own neat design to mount the motor. The thrust angle of the motor can be changed easily.



## ROBIN TOW AND CRADLE/GLIDER LAUNCH GAS POWERED PLANE

Forrest Sumner has been working on the ROBIN TOW AND CRADLE/GLIDER LAUNCH GAS POWERED PLANE. Looks nice. Can't wait to try it out. Leave the driving to Forrest.

Forrest said: I Installed bigger gas engine and working on trying to get the cradle to attach to the wing. The cradle is in place and the dowel with the rubber bands work great! I put my Bird of Time wing on to see how it would ride. Last part will be to check the balance. Forrest



## INDOOR RUBBER POWERED FLYING

John Curtis has started up Indoor Rubber Powered Flying at the MTM Center in Lisbon. If interested in attending let him know that you want to be put on the list so you can find out when it will be held again. Below you can read all of the goings on so far.

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**From:** [John Curtis](#)

**Sent:** Thursday, January 25, 2018 7:31 PM

**Subject:** Rubber Powered Flying

Today, Jan. 25, I got permission to use a small gym at the MTM Center in Lisbon Falls. There is room for one circle. This email is soliciting a response to see who is interested in doing this. The day has not been determined and is open for best day by the majority. Mon, Tue. or Wed. would work well for me. I volunteer here Thur, & Fri. helping put on meals. The hrs. would be from 8:30AM to 2:30PM. An after School Day Care starts at 3PM &, believe me, you do not want to be there.

This will be strictly for rubber powered flying. Rest rooms are available right off the gym. The address is 18 School St.

Drew Fales is already interested in doing this because there is no model weekend at Owl's Head this year.

If there are other interested rubber powered fliers you know about, please let them know.

Let me know what you think.

Cheers, John Curtis email: johncurt57@yahoo.com

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**From:** [John Curtis](#)

**Sent:** Tuesday, February 6, 2018 11:05 AM

**subject:** Rubber Power

The new date for Rubber Flying in Lisbon Falls is Thur., 8th Feb, 9AM to 2PM. I will have coffee and donuts on site.

The address is 18 School St vice 16 School Street. Coming from Topsham on Rt. 196, take a right at the 1st light onto Main St. (Rt. 125). School St. is 2nd left. Take 1st right off School St. and then a

Left into driveway in front of MTM Center. The Gym is in the middle of this building, go through either white door and bear left or right to get to gym. After unloading, I request that you park in back of building as parking is limited out front and 2-3 organizations are using this area.

I will have a donation can, if you wish to donate. Proceeds will be given to the Lisbon Recreation Dept.

Hope to see you Thursday.

Cheers, John

Hi John,

I enjoyed the time today. Thanks for setting it up and for the tour of the building. I was really impressed with the paintings. They are an art treasure.

Bob Constable

On Feb 8, 2018 7:36 PM, "John Curtis" <[johncurt57@yahoo.com](mailto:johncurt57@yahoo.com)> wrote:

I want to thank all of you who showed up today for making it a great day. This may have been a first for the gym that was built in the 50's. Those attending were: Robert Constable, Drew Fales, Paul Johnson, Dave Longstreet, Sandy Schmidt and Forrest Sumer. We flew for over 3 hrs and the Rec. Dept. Head said we could come back anytime the gym is available.

As a side note, I let Forrest fly one of my planes and offered him a couple of plans and he left mumbling something like, "Now I have another project". Cheers, John

Happy safe Flying,

*Jim*

P.S. See LIPO SAFETY handout below

# LIPO SAFETY

- Always store batteries in fire-safe container. Do you know what container can be a bomb?
- Always charge with LIPO Charger
- Always follow manufacturers instructions for charging and discharging rates
- Always size a battery pack based upon its usage
- Never overcharge
- Never over discharge
- Never use a puffed pack
- Never use damaged pack (dents, cracks, etc.)
- Always attend to a charging pack because it could explode or start a fire
- Never disassemble or modify a damaged battery pack
- If in doubt, do not use that battery pack

## **Understanding Battery Pack Labels**

Battery Packs consist of X number of cells wired in series. Each cell = 3.7 volts. A 3 cell pack is  $3 \times 3.7 = 11.1$  volts. A 4 cell pack = 14.8 volts.

**Capacity** is how long you can take power from a battery at a given rate before it reaches the cut off voltage or is discharged. The faster you take power from your LIPO, the less time it will last. 2.2 Ah = 2200mAh.

**The Discharge Rating or “C”** is a measure of the rate at which a battery can be discharged relative to its max capacity. If you discharge the battery at a rate greater than the discharge rating, your battery could be damaged or even cause a fire. 15 C means the most power that can be drawn at one time is = to 15 times it's capacity. A battery rated at 2,200 mAh can safely be discharged at  $15 \times 2200 = 33,000$ mAh and nothing greater.

Recommend buying a battery pack that is well beyond the projected requirements for the setup. Running a pack at its limit will guarantee a short battery life and money wasted.

Always balance charge whenever possible.

The secret to Long LIPO Battery Life is to charge to 4.1 volts per cell, as opposed to the full 4.2 volts and never discharge them to the full discharge level.

## **LIPO Fires are Class D Fires or burning metals and require an extinguisher with a sodium chloride blend.**

This type of extinguisher is very expensive to buy and not something that is easily purchased. Your best defense against LIPO Fires is to never leave a charging LIPO pack unattended, never use a damaged battery pack, including swelling or bloating and always store your batteries in a metal or flame retardant container.

**If your LIPO has lost 20% or more of its capacity or is puffed up, it is time to dispose of it.** The following stores will accept **LIPO Dropoffs**: Sears, Staples, Best Buy, Ace Hardware, The Home Depot, Lowes and Solid Waste Districts. You can also check out additional disposal sites at [www.call2recycle.org](http://www.call2recycle.org).

There are various products on the market that you can buy in order to safely charge, store and transport your LIPO Batteries such as the LIPO Sac or the BAT – Safe. They will contain heat, remove the danger of an open flame and will help to filter the oily soot from smoke. Although the price for these safety products is relatively inexpensive, you can accomplish the same objective by drilling ventilation holes in a metal container such as an ammo box or large first aid box, etc. and

storing your LIPO Batteries in this way. All of this is good advice but the most important thing to remember is that an un-vented metal storage container could explode and that could be extremely dangerous. Also, a LIPO Battery that becomes hot to the touch should be considered unsafe and properly disposed of as soon as possible, unless you can ascertain another cause for the excessive heat, i.e. faulty ESC, too small a battery for the size and demands of the airplane, etc.

Tim Martel  
DSC Safety Officer