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<http://www.downeastsoaring.org>

October issue of the DSC's "Quiet Happenings" Newsletter

Downeast Soaring Club Upcoming Events

Event	Date	Time	Location
October DSC meeting	Tuesday, 29 October 2019	Start time 6 PM Social 5:30-6pm	Topsham Public Library Highlands Community Room; 25 Foreside Road, Topsham
November DSC meeting	Saturday, 23 rd of November 2019	Start time 9 AM	Topsham Public Library 25 Foreside Road, Topsham
DSC CLUB MEETING, TO INCLUDE BUSINESS MEETING, POTLUCK BRUNCH, DSC SILENT AUCTION/ MEMBER SWAP MEET, AND YANKEE PRESENT SWAP	Saturday 14 December 2019	Start time 9 AM	Topsham Public Library Highlands Community Room; 25 Foreside Road, Topsham

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

DSC MINUTES 23 MAY 2019

PREFACE:

Things were learned, questions answered, contacts made, help arranged, member projects displayed and/or discussed.

Mark asked if we could have the meeting on a Wednesday evenings sometime. As it turns out, Wednesday evening are all booked for Library events. In fact it is difficult to reserve a weekday meeting sometimes. For example, we tried but failed to have our meeting 2 weeks earlier.

MEMBERS PRESENT AT THE DSC MEETING IN THE LIBRARY

Pete Ventre, Andrew Soule, Isaac Soule, Dick Rosenberg, Mark Higgins, Jim Armstrong, Bob Constable, John Emery, John Cheetham, Tim Martel, John Curtis, and Jim Rochette

TREASURER REPORT:

John Curtis provided a detailed Club treasury report, John report: \$185.25 in the Five County Credit Union, \$1100.16 in Pay Pal, and \$60 cash.

SECRETARY'S REPORT:

None:

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.

Indoor Rubber Powered Flying

John Curtis said he is going to schedule some Indoor Rubber Powered Flying at the MTM Center in Lisbon in the fall. 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 next. He will ask how many are going to attend. As long as there is enough interest, he will firm up the schedule with those on the e-mail list. If not enough, he will try another date, some other time.

As usual, DSC has permission to fly at the BAM field on Wednesdays. They don't want any footprints in the snow that would catch a ski or float. So if you fly a foamy, do it on the side; so you won't put any footprints in the runway.

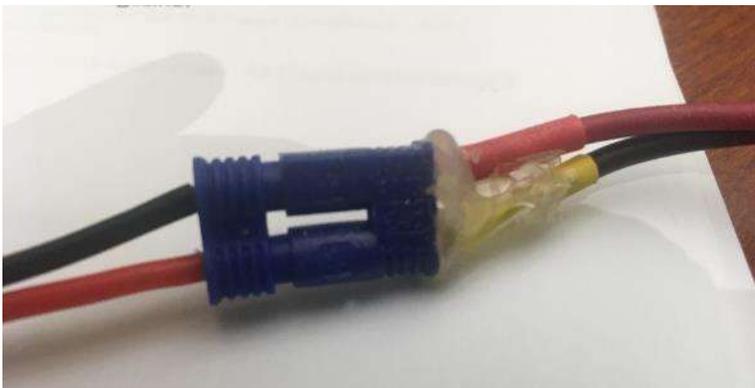
ALES CONTEST:

Mark Higgins provided an update.

NEW BUSINESS

SAFETY DISCUSSION

Did you know you can put the small blue connectors in backwards? This is good way to start a Lipo fire.



This led into a discussion on the benefits of AMA. One of the Benefits that AMA provides is \$1000.00 fire insurance. Frank Bennett had a lithium battery fire in the cab of his truck. It was caused by charging a Lipo on a Nicad setting. He sent AMA a report of the call to the fire department, a copy of his trailer insurance, and pictures of all the damage to his cab and the loss of a plane, 2 radios etc. AMA sent him a \$1000 check.

DSC FREE MAGAZINE RAFFLE:

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



[AMA AND FAA RULES](#)

FAA is now giving a test when you renew your FAA Hobby Drone registration every 3 years.

Discussed the requirement to put your FAA registration number on **every one** of your planes. Jim A. was watching an AMA video about FAA regulations and saw a great tip. They showed a plane that had the FA number written on the propeller by a permanent marker. They said this was perfectly legal and met the requirement to have your number on the **outside** of the plane.

SHOW AND/OR TELL

[DISCUSS LAUNCH GLIDER \(DLG\) SCRATCH BUILT:](#)

[ANDREW SOULE AND ISAAC SOULE](#)

Andrew Soule showed us his discuss DLG (Discus Launch Glider) that he is building. He used 25PSI foam and Resin Research for the epoxy, carbon, kevlar and fiberglass for the fuselage. Andrew said he was learning foam cutting, vacuum bagging, and paint transfer. He showed us completed wings that are perfect. He did an amazing job.



[PETE VENTRE AND HIS RADIAN GLIDER](#)

Pete mentioned he had a Radian RC glider. That led to a discussion with Andrew and Isaac. Isaac is flying a [E-flite Night Radian RC Glider](#) and has been flying it in wind and has been catching thermals. Pete's Radian is still in the box and would like some help with it. He is really anxious to fly it. Andrew and Isaac invited Pete to fly with them. They said they would be more than happy to help him set it up. They have a nice field they can use. It is right near their house in Richmond. They exchanged contact information with hopes of getting together real soon.

BRONCO

Dick Rosenberg showed us his Bronco fuselage. The Bronco is a full kit. It is a twin engine, twin boom Vietnam era craft; but in its current new life it has armament on it because it can slow down and is real accurate. It is a ½ inch foam short kit. Lots of shaving and cutting required. Dick enjoyed building the canopy because it has a big bubble. Dick hates sanding. He used foam safe CA and hot glue. It uses two 2528 300watt motors.



PRESIDENT'S CORNER

(Jim Armstrong):



Indoor Rubber Powered Flying

Update from John Curtis:

Five of us had a good time flying last Wed, the 16th. In attendance was was Bob C., Ara D., Sandy S., Paul J. and John C.

I hope to have the next session, the 13th of Nov. at the MTM here in Lisbon Falls.

The Great State of Maine Air Show Announces Blue Angels Return in 2020!

[PRESS RELEASE PR Newswire](#)

Sep. 13, 2019, 09:15 AM

BRUNSWICK, Maine, Sept. 13, 2019 /PRNewswire/ -- The Great State of Maine Air Show Presented by Bill Dodge will return to Brunswick Airport on August 15th and 16th, 2020.



[FAA to Impose Restrictions on the Hobby](#)

Tyler Dobbs, AMA Government Affairs Director said

“The FAA unexpectedly informed us that, contrary to earlier commitments to AMA, the agency is planning to limit all recreational model aircraft operations to 400 feet in controlled airspace and there will be no exceptions. “

Because of the no exceptions mandate by the FAA, several aspects of our hobby now have a serious restriction on them. He basically stated that “thermal **GLIDER hobby will be Killed.**



Go here to view the above AMA Podcast Bonus Episode 1 –FAA 400' Restrictions:

<https://www.youtube.com/watch?v=RAvutzMI1Qk>

Drone and RC Flying update (10 Oct, 2019)

14,134 views · Oct 9, 2019

xjet
158K subscribers

Drone registration in the UK and Australia seems to be falling apart and the FAA has renegged on a promise made to the AMA regarding maximum altitude restrictions for RC planes.

Up next

- GIANT but SUPER LIGHT INDOOR FLIGHT 1:4 SCALE R... Essential RC 997K views 6:40
- How the UK Drone Bill will wreck a hobby xjet 10K views 26:52
- RC PLANE CRASHES & MISHAPS COMPILATION # 2 -... tbobborap1 4M views 12:00
- Vintage Sopwith Camel "crashes" on takeoff at Old ... stanfolo44 583K views 3:08

Go here to listen to some good and entertaining information:

<https://www.youtube.com/watch?v=ubzwm3PGF4s>

Club Building Projects:

Wedge fan fold foam Plane:

John Cheetham is building a Wedgie out of Fan Fold Foam. The plans were out of an old Model airplane news around 06. Notice wedge shape of fuselage.



Bronco and CL 215

(The Canadair CL-215 was the first aircraft ever designed specifically for Water Bombing):

Dick Rosenberg scratch built a Bronco and CL215. Here is the story he provided for the newsletter:

Some time ago while I was actively engaged in resting in my stuffed easy chair, I came across some photos of multi-engine planes. "Wow"! I said to myself, "I bet I could do that"

Well. It turned out that I could do it, but like anything else, I was not prepared for all the unusual extra work, the problem with running twice as many wires and trying to figure out how I could get more room in my shop.

I solved some of those problems in time to bring a partially built model to a meeting for Show and Tell. Everyone was nicely underwhelmed by it.

I ended up with a CL 215 (Canadian "Water Bomber:) and a BRONCO, ... a Vietnam era ,twin boom warbird....both just waiting for their maiden flight. But first, Forrest took the BRONCO and Jim took the CL 215 to do some pre-flight inspections. After that...with the weather cooperating, we hope to have them flying high soon!

Just a quick note....if you really want to try your hand at Multi-engine models..Build it, don't "ARF" it. You'll really enjoy it.

dickr21@gmail.com

207-240-2974....cell

Above is the current status. Here is how Dick got here:

MODEL OF A CL- 215 BY CANADAIR VIA .EBAY'S SHORT KIT

Dick **Rosenberg** is building a model of a CL- 215 by Canadair via .eBay's short kit

EARLY WINTER PROJECT.....

What are you doing about all those plans you had..you know,repairing that favorite plane, or building that glider you saw in the AMA magazine, and what about your Frog? Have you dusted it off, taken care of that short or changed the Battery?

Well, as for me, I like to build and I like to build planes that we don't usually see around here. My project is the CANADAIR CL-215 known As the Waterbomber. I started with the short kit (very short!), bought too much balsa from Balsa USA, stocked up with wood glue, CA Medium and CA thin, lots of 30 min epoxy and my usual, "What could go wrong" attitude. I figured it would be s "snap" since I opted to eliminate the water tank and the retractable landing gear. I did not plan on doing any water bombing and the the fully built retracts were....(ready for this?).....they were \$ 400.00! Easy decision.

I started work on this plane about 6 weeks ago and if you look at the phots, you might think I'm about 90% complete. When I look at the model I think I am about 40% complete. This short kit came with a full set of strange Canadian grown plans and no instructions. That meant, a lot of time staring at the plans and trying to figure out how to accomplish them.

Then there is the sanding! (Very boring and you never know when you are done) ,The fuselage was easy, the wing was difficult since everything needed to make this thing fly, was in the wing nacelles..... again, no instructions.

Just when I thought I had mastered the whole thing, I had talks with Jim, with Forrest and with

John Cheetham and, before you knew it was knee deep in Dopes, thinners, brushes and more sanding!

Why? Well when all three were telling me about their misspent youths, the idea of SILKSPAN came up. Apparently, Silkspan was the main part of building back in the day and since I was up for the challenge, Silkspan it was! I think I am now a great believer in Silkspan.....providing you can find a supplier....and you don't mind sticky fingers, awful odors and Silkspan tissues that stick to pretty much anything you want,except where you want it.



Telemaster Senior piggyback glider launcher:



The first gas engine that Forrest Sumner put on the senior Telemaster ended up being too small. He recently installed a bigger gasoline engine that is giving him a little trouble. He hopes to work out all the bugs so that he can reliably carry our planes up to 400 feet and then launch them.

Happy safe Flying,

Jim A.
President/Newsletter Editor