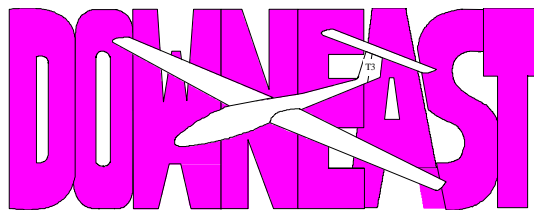


**President**  
**Jim Armstrong**  
207-725-5758

**Secretary**  
**Larry Smith**  
207-748-1069



**DOWNEAST SOARING CLUB**  
AMA Club Charter #2988

**Vice President**  
**Mike Farnsworth**  
207-729-7290

**Treasurer**  
**Ken McDonald**  
207-443-3585



<http://www.standardio.com/dsc/index.htm>

### **NEXT MEETING:**

**January Club Meeting**

**Sat, 13 January 2001**

**9:00 Coffee, Bagels, Muffins**  
**9:30 Show & Tell**  
**10 AM Business Meeting**

Note #3 Bookland's coffee shop conference room @ Cook's Corner Shopping Center (beside staples), Brunswick, ME.

### **Minutes of the Saturday, 9 December 2000 Meeting**

**SECRETARY'S REPORT:** Secretary Larry Smith reported the club had received no correspondence.

**TREASURER'S REPORT:** Treasurer Ken Mac Donald provided the Treasurer's report.

- **GUESTS:** Guests at this meeting were Jim Carroll from Portland, Jim Marshall (Forrest's Friend) and Marty Feldman from Owls Head.

### **OLD BUSINESS:**

### **2001 EVENTS:**

Discussed upcoming events. Rick Hallett said he would have a Thermal Duration event on the weekend before Mother's day and an F3J event the weekend after Columbus day.

### **DIGITAL CAMERA FUND RAISER:**

- Treasurer Ken Mac Donald reported that the Club had received \$1592.20 for the raffle. He reminded everyone that the Club had previously put aside the following money for a digital camera. 4/7/98 Kit sale, Westbrook \$104.00; 8/1/98 Seed money and interest, Westbrook \$178.50.
- \$700.00 of the raffle ticket money was raised by Rick Hallett. Forrest Sumner moved that the Club thank Rick for his gigantic round of
- During the meeting that were stuck al.) helped out and
- VP Mike



gracious offering to the Club. Club members gave Rick a applause.  
the box of raffle tickets were mixed up and raffle tickets together were taken apart. Several people (Mike, Ken, et. it took about an hour to get everything prepared.  
Farnsworth ran the raffle. He determined the order the

prizes would be drawn for. Jim Marshall (guest) picket the tickets. Tim Accord recorded the winners as they were drawn. See attached scan of the actual recording of the winners.

- Congratulations to the winners and thank you to everyone else for their support.



## BAM (BRUNSWICK AREA MODELERS) GLIDER NIGHT:

- *Background: Motion made to put in for “Intro Pilot Instructors” for 20001-When Club members fly at the BAM field on Wed. Glider night a lot of guests stop by and would like to try flying but can’t because they don’t have AMA. Motion passed. Jeff, Tim, Jim, and Chris expressed an interest. Anyone else?*
- Status: Paperwork still has to be put in.
- Ken Mac Donald told us a nice father and son story about flying on Wednesday night.
- Jim thanked Tim Accord for his enthusiasm in getting glider night established. Tim let everyone fly his planes and helped the beginners. He is the Club's ambassador of good will.
- Plans are to continue glider night on Wed. evening. Ken has invited us to do the Club building project at his house every Wed anytime between 3:30 and 7 PM. Bring your own lunch and eat it in Ken's workshop. Come anytime during this time period. A lot of things need to be planned and accomplished during these nights to get the RES Maxx built in time for the first thermal contest in May. If you have some small project you are working, on bring it and work on it there when we run out of RES Maxx stuff to do.

## CLUB GROWTH:

- During the meeting Chris Fush, Brunswick stated that he was going to join the Club at this meeting. After the meeting Marty Feldman (e-mail [martfeld@mint.net](mailto:martfeld@mint.net)), Owls Head and James Carroll, Portland joined DSC. Welcome.

## DIGITAL NEWSLETTER:

*Background: Jim asked people that have access to viewing (Home/work) the Club newsletter on the Web Site to determine if They could live with it in digital vice paper form. Jim mentioned that he used to send out over 70 copies of the newsletter every month. Because of all the time, copying, assembly, mailing cost etc he had to cut back. He would carry members that didn't renew membership for over 6 months in hopes that they would re-join. Members that can access the Club Web page seem very happy to get the newsletter that way. Membership asked to keep dues as is, even for those that can view the newsletter on line.*

- It appears that everyone that has access to the WWW has been able to read the Club Newsletters.
- Believe it was Jim Carroll that brought up the fact that it is a good idea to print things once in a while so your print heads don't get clogged up.

## DIGITAL CAMERA COMMITTEE:

No new status.

## NERCSC:

No new status.

## CLUB TRAINER PLANE & RADIOS:

No new status.

## RES MAXX CLUB BUILDING PROJECT:

*Background: Charlie Kerr called Jim to see if someone could cut some cores for the RES MAXX project that he saw in model aviation. Charlie said that he would like it if the Club chose it as a Club building project. Displayed the Model Aviation article on it and some info from the WEB site on it. Check out the web site at*

<http://www.proptwisters.org/res-maxx/>. The following club members expressed interest in getting in on the Club project: Charlie, Rick, Ken, Mike, Jeff, Larry, Jim, Walter, and Forrest. If you want to get in on this fun project, contact one of the Club Officers now.

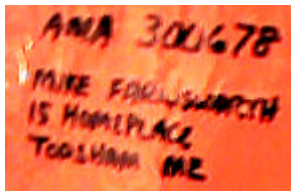


- Forrest Sumner provided some 7037 airfoil cutting templates made out of metal. These are very exaction templates. Plans are to try them out on Glider night at Ken's house.
- Charlie Kerr displayed the RES MAXX fuselage he has been scratch building. It looked great.



## PLANE IDENTIFICATION:

Background: Jim said that he would like to send every paid member in 2001 a couple of AMA plane identification labels. Members approved.



- Mike Farnsworth pointed out that you could use a permanent marker to identify your plane. He showed us how he marked his Zagi.
- Jim mentioned that he used return address mailing labels on some of his planes. See attached picture of how Jim identified his Avero Vulcan.



Lets take a look at one of the AMA flying rules:

*2001 OFFICIAL AMA NATIONAL MODEL AIRCRAFT SAFETY CODE - Effective January 1, 2001 Model Flying MUST be in accordance with this Code in order for AMA Liability Protection to apply. Changes are identified in bold. GENERAL rule #7 is:*

*"7) I will not fly my model unless it is identified with my name and address or AMA number, on or in the model.*

*Note: This does not apply to models **while being** flown indoors."*

## NEW BUSINESS

### CLUB MEMBERSHIP CARD:

Jay Wiley asked how he was going to get a DSC membership card. Jim A. mentioned that the mailing label on the newsletter was a membership card and had the date his DSC membership was good to. Also a laminated DSC Club badge could be purchased for \$2.00. Jim finally realizes that Jay got his newsletter electronically and never did get a mailing label membership card. Since most people get their newsletter electronically Jim said that everyone should probably get a laminated membership card. If we go this way the people that sent in \$2.00 for one will get their money back.

### BAM PORT-A-POTTY:

Tim mentioned that Ken had told him that the BAM Club had asked Jim if the DSC Club could pay for one cleaning of the port-a-potty at the BAM field next year. Cost should be around \$25. Based on the fact that the BAM field is used for the DSC Glider Fun Flies and Wednesday Glider nights it was felt that it was a good idea. Motion passed.

### GEORGE HEMOND:

Motion made to purchase a \$50 gift certificate from Louie's Clothing for Mr. George Hemond. Club wanted to continue to show their appreciation to Mr. Hemond for letting the Club use his grass runway. Motion passed. Club field Marshall Charlie Kerr would get the certificate and present it to Mr. Hemond. Thanks Charlie.

## SHOW OR TELL:



- Mike presented his baggy Zagi to Rick Hallett as an offering to the wind gods. Maybe his luck will change (we hope so!).

- Charlie Kerr showed us the nice work he has done scratch building a RES MAXX fuselage.

- Rick Hallett brought in a scratch built plane that had a unique mount for the full flying stab. See the pictures. Asked Rick to tell us about it. Here is what Rick provided in an e-mail.



*"This is the 3m Bubble Dancer by Mark Drela . The 3m Bubble Dancer was a forerunner to the 2m Allegro. The 2m Allegro is available on the Charles River site. I have the files for the 3m Bubble Dancer but they are not on the Charles River site. You have to ask for them and Mark will send them to you with the necessary foil files. From this point on the introduction becomes difficult because do we introduce Mark Drela first that headed up the*

*man carrying flights and did a lot of the pedaling himself. Or should we talk about his I think it is called "Dreese" code (just released on the site but only will run on "unix") on which everything recent has been built including the work done by Selig. Or should we talk about the "Mirage" that spurred the conversation that created first one then the other this past year. I will attach the files. Be careful some things are contagious.*

*Mark has been helpful in the extreme. At this time very open as you can see on the RCSE. The argument ends any time he writes. What do you have left when the engineer says theory is supported by wind tunnel data and practice and it has been his practicing.*

*Oh my, I can't do that. I can't send you the files till later. I am computer rebuilding because of problems caused by a dying CD-ROM and I don't have that hard drive connected this minute. Neither do I have spell check.*

*Well the object of the exercise was to create a "Mirage" but not have the one only slow speed. By new airfoil techniques we now hcan have the best of both worlds. With the lightness of the plane can you imagine 32 ounces for a 120 inch plane in RES mode. we can have the slow speed but with the thin airfoils he created we can also move out. The plane comes as a one sheet design so it is not for the beginner. Neither is the idea of producing a plane weighing 32 ounces for the beginner. To do this he has used the cutting edge of technology. The 2mE Allegro (E= electric version) with motor and battery is supposed to be produceable at 20-22 ounces. Can you imagine a 2m complete with electric system at 22 ounces. As a 2m at the same weight and the weight is put into the spars etc. you can do the impossible : launch with 150 pounds of pull. None of us own planes at any weight that can do that. In fact very few have winches are that powerful. This is the force that is seen in two-man tow.*

*I did a quick one off of the model to see how close I could come and what modifications I would have to learn and make in the process. I came in at 38 ounces. I was 6 ounces over target and with a very weak wing but no loss since I had answered my question as to what I would need. I then did more work with others learning to make the 2m Allegro boom and discovered that I could make the boom but needed unidirectional carbon to create the boom. I am waiting for the carbon. I created the boom for the 2m Allegro by taking normal carbon cloth and removing the carbon in one direction. Now that was a test of patience but believe that this and couple other changes will enable me to get much closer to the 32 ounces that is the target for the first plane you asked about the 3m Bubble Dancer.. I learned I could make the extremely thin airfoils and retain the rear cusp with Mark's suggestions. In*



*addition I removed many ounces by changing the way the joint is made. I no longer use wood at the joint. I also dug out some kevlar and made a new pod and got so disgusted that I sent the rest of the kevlar to the guys making the pods for the pod and boom for the allegro. The fuzziness of the kevlar during sanding is a royal pain that I no longer desire to work with. Carbon and glass are just too easy to work with in comparison. Rick Hallett."*

## **Aileron Zone: (Jim Armstrong)**

### **BUNGEE LAUNCH:**

- In one of the last newsletters, I incorrectly mentioned the wrong person who tied the bungee rubber with a bowline. Dennis Smith won an Aveox "T" shirt in the raffle. When he picked up his prize at Ken Mac Donald's house, he showed us how to tie a bowline and how to make a loop in a line for tying things down. The neat thing about this loop is that it comes apart just by pulling the line after your done using it to tie something down. At one of the Wed night flying sessions Dennis tied the ends of the bungees to the metal loop using bowlines. The bowline worked out better than any of the other knots we have tried. Thanks Dennis.

### **Club Digital camera Fund Raiser:**

- I would like to thank everyone that has contributed to the Digital camera fund raiser. We have a great Club and a lot of special friends from other clubs, family, neighbors, etc. One special Club member is Rick Hallett. He raised about \$700 for the Club Digital camera Fund Raiser. We have been having secret discussions about doing something nice for Rick.
- Raffle Prizes: Sent raffle prizes to some of the winners and notified the others. Some are picking them up and several are being delivered by Club members.

### **E-MAIL ADDRESSES:**

- If you haven't received an e-mail from me, this means I don't have your address or the correct address. Please e-mail me and let me know what it is. New member Walter Burpee's address is [wburpee@netquarters.net](mailto:wburpee@netquarters.net).

### **DSC 2001 MEMBERSHIP:**

- It's membership renewal time. Send \$12 to Ken Mac Donald (address above). Ensure the Club has your current address, Tele #, e-mail address, etc. Please make your check or money order payable to the DownEast Soaring Club. Mail to the DSC Treasurer:  
Ken Ken Mac Donald, 114 George Wright Road, Woolwich, ME 04579

### *Wednesday Glider Nigh at Ken Mac Donald's house:*

We have had several sessions at Ken's house so far. They have been working out fabulous. Lots of fun. At every session we did something. Some of the things we did are:

- Reviewed the RES MAXX Club building project status. I contacted "Harley Michaelis" <[hmlsf023@bmi.net](mailto:hmlsf023@bmi.net)> for help with the templates. He had Winston Okerlund [sinoker@bmi.net](mailto:sinoker@bmi.net) send us the actual airfoil plots.  
*To: "James Armstrong" <[jamesIII@blazenetme.net](mailto:jamesIII@blazenetme.net)>*  
*Sent: Thursday, November 23, 2000 6:14 PM*  
*Subject: Re: RES Template help*

*Hi Jim. . . I assume you have gotten into the RES-MAXX website, <http://www.proptwisters.org/res-maxx/>. There is a link on the opening page that takes you into material by Winston Okerlund about the wing and the airfoils. If you need clarification on anything e-mail Winston or I can send you a copy of the actual plots used for preparing the core-cutting templates. I need a mailing address for the latter.*

*If you have several fellows who want to build the ship, it will be simplified by having them order the parts package I have put together. I can get 4 of the packages in one of the larger Priority Mail boxes, so just figure \$3.20 shipping per 4 orders. I also have on hand the latest RDS couplers at \$5 a pair with the tree of adapters that has one for several micro servos that can be used to operate the spoiler. Since only one is used, it would not be necessary for each guy to order a pair. All this will help keep costs down. When the plans were inked, the draftsman made several errors. I am attaching a document I send with the packages that make the corrections. Let me know how I can further help. Harley Michaelis*

I got the Club's copy of Compufoil from Carl Trottier and tried to open the files. I couldn't open the Template files. Sent the files to Compufoil and was told that the templates were generated in the latest version of Compufoil which is now a windows program. Our version is the old DOS version. Cost to upgrade is \$80. Because this is a Club project I went ahead and ordered the upgrade. The purchase is subject to Club approval at the next meeting. We need to get the wings cut so people can have them done by spring. I received the upgrade over the net and printed out the airfoil templates. Sent them to Forrest Sumner who will have the templates made out of metal.

For those that don't know, many years ago the Club bought a Compufoil program and had someone maintain the program. Carl was the person people would call if they needed a printout of an airfoil. He said the biggest problem he had was getting the right DOS print drivers. He recommended going to the windows program to eliminate the print driver issue. Carl is not a current member of DSC. He gave the program to Mike who gave it to me. Down the road we are going to have to find someone who would be willing to maintain the program and provide Airfoil Printouts anytime a Club member requests them. This is one of the benefits of belonging to DSC.



- Cutting foam: We cut a foam wing using the 7037 metal templates that Forrest Sumner provided. We used double sided tape to secure them to the foam. It worked great. We were concerned that the metal would draw off the heat from the wire. We thought this would cause the foam to be not cut properly right beside the metal template. This did not happen. It worked great. We did use gray foam for this test. We should try it with the other types of foam to make sure it works with all types (white, blue, pink).



- A beginner damaged the hinges on one side of my Avero on a straight in landing from launch. I used Jay

Wiley's Great Planes Slot Machine to cut out the old ones. It worked great. So good in fact I have order a slot machine for myself. I used pins to secure the nylon hinges. Used some CA on the pins but nothing on the nylon hinge. The Avero will be a good test bed to see if this process works. See picture of 2 pins on each side of hinge.

- Tim and Ken built a battery pack for Ken' Razor. They did some bench testing to determine how long the different size cells would last running Ken's Speed 400 motor.
- Tim Acord ran out of epoxy to glue his leading edge on his HLG wing, so he used Goop. The Goop ate out the foam. At Ken's he used spay foam to fill the voids. It worked well.



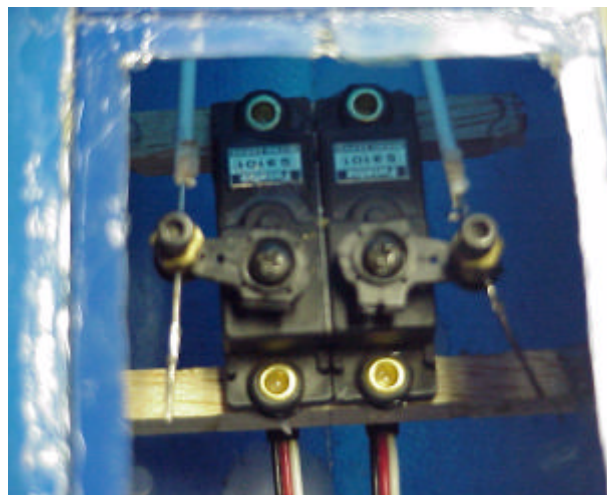
- At the meeting before Christmas, Jeff brought two plates of cookies his wife made. Boy were they good.

- Jay showed us the AT6 he purchased.



- Ken and Jim secured some legs on a door building board so we could have more room to build.

- Dick Rosenberg brought a ARF park flyer electric and received a lot of suggestions on how to install the servos.



- We opted for the simplest suggestion, which was to tape them together and hot glue them in on rails. Tim did the work and it came out very nice.

- Watched flying videos recorded by Jay Wiley and Jeff Carr. Saw some nice flying video on both tapes.

- Bucky asked about installing a tow release on his Robin Hood 99 for aerotow. He received several recommendations.

- Tim & Jeff made a V tail for Tim's HLG. Tim put some lightning holes in it.



- Discussed what camera to purchase. Jim borrowed a Sony Digital Mavica MVC-FD81 and took some pictures and MPEG videos. Some of the above pictures were taken with it. The 81 holds about 9 high resolution pictures on a 3 1/2 inch disk. Having the disks available and changing disks, and keeping track of what disks have the current pictures on them could be a problem in a field environment. Especially when you consider that everyone should be taking pictures on the slope etc. Maybe we could issue disks to each person.

We still need to compare pictures taken at the slope on standard and high resolution. Also need to see how slope videos taken with a Sony digital camcorder look? People are leaning toward the digital camcorder that can take stills too; but need to see how action video looks. Jay was mentioning that we should make sure the auto focus works on the slope and that there is no duplication of the planes in flight. Since Nelson Frost has a Sony Digital Camcorder I will be looking to him to help with making the selection on what to purchase.

Happy Flying,  
Jim

P.S. Following are several e-mails I am sure you will enjoy. Have some good slope photos that will have to be put in future issues.



To All Members,

We had a great meeting and did better than our wildest dreams in the raffle. A lot of members came prepared to slope since Rick had previously stated that he would not be able to come to the meeting. The wind forecast did not look good. 5 to 10 mph from the northwest and diminishing. Jim and I were talking the night before and decided that it looked like a Sand Pit day. When morning rolled around there was not a breath of wind and it was all of seven degrees outside. I put my stuff on the charger and headed to the meeting.

My plan was to bring the old Bagi Zagi and the new Son of Bagi to the meeting for comparison. Old Bagi is broken into many pieces under the covering and repair tape and more repair tape and even more repair tape and... well you get the point. It is amazing that it even still flew. The airfoil is not even an airfoil any more.

I arrived at the meeting a little early and waited outside with Jim until the Bookland opened for business. Still, not a breath of air. When the doors opened, Jim and I went in and began preparing for the meeting and raffle. Tim and a few other began trickling in and milling about the pair of Zagis. Tim had dreams (somewhat lustful I think) of becoming the first to get a hit on Son of Bagi. Then it happened. The most likable, generous, and unselfish person in the world walked into the meeting. Our hearts sunk. Any chance of sloping gone. Tim's dream now just a glorious fruition never to come true. Rick had walked through the door.

Well, my immediate thought was to set up a makeshift altar right there in the middle of the conference room. Some sacrifice had to be made to the wind gods, and fast. We only had an hour to develop some sort of breeze outside. I had the perfect thing for the sacrifice in my immediate possession, although it was not exactly a virgin: Bagi Zagi! Now for the volcano. Nope not one here. Burn it instead. No, that will not work. The Police and Fire Departments surely would not understand the magnitude of the quandary we were in. A rock, I need a rock. Darn, none here. Besides, it would leave one ugly mess of blue foam and monokote. I know! Give it to Rick so that he may perform the ritual in a more appropriate location. Since Rick had sold all of his airplanes to raise money for the club, we may still have a chance to fly today anyway.

The presentation of Bagi was made to Rick. He seemed somewhat surprised. I do not know if the surprise was due to somebody giving him a piece of trash or if it was because he was not the person giving an airplane away. He was instructed to perform the wind ritual in another location with the offering. I got the distinct impression that he did not want to perform the ritual, but to keep Bagi for himself. Will he try to resurrect the Bagi Zagi or appease the wind gods?

The meeting ended and we all charged off to the pit. I stopped by my home and put on the cold weather gear and loaded the planes. A slight breeze was picking up from the northwest. Maybe the Zagi's would stay up. It was now about 15 degrees with a light wind. Big thermals were rolling through. I launched Son of Zagi and chased someone flying (cheating with a prop) a Razor. My first kill would have to wait. Not a good one to fight with, big teeth you know. I waited for Tim to fix his Zagi. Tim finally got his chance. His dream was about to come true. He got the first hit on Son of Bagi. Yes Virginia, there is a Santa Clause.

After a couple of hours, Rick decided that it was time for him to go. He said goodbye and happy holidays. Just about this time, I looked across the pit and noticed that the sand was beginning to stir. Slowly at first, and then ever increasing until the other side of the pit was barely visible. Out of no where, a raging howling gale developed. Was it the Perfect Storm? Now I am wishing for more ballast in my P-51. I look off to my right to see Rick making his way down the access road, his figure shrouded in tufts of wind whipped sand.

Will he perform the sacrifice?

Will he bring back Bagi Zagi from the dead? How will the story end?

We need some replies to predict the next episode of "The Wind Of Our Lives"

Happy Holidays and Merry Christmas to all. Mike

(ps Tim, is there anything else that you could possibly want for Christmas?)



----- Original Message -----

From: <CAcord5090@aol.com>  
Sent: Sunday, December 10, 2000 10:02 PM  
Subject: a slopers carol

'Twas two weeks before  
Christmas  
on the top of the slope  
planes and radios click on  
in forlorn hope

Rick Hallett is coming  
the wind will not blow  
as much as we like him  
we pray for no show

wide open for a mile  
two hundred foot drop  
our faces droop long  
at the limp wind sock

seagulls are circling  
below a cloud like a pearl  
one lone electric  
strikes out for a thermal

son of bagi cries out  
a wail full of need  
no planes will be flying  
on which he can feed

the pilots are milling  
no one looks jolly  
Jay Wiley says do it  
a three meter poly

five degree's Fahrenheit  
a face full of grit  
a home made foam job  
sails out into "the pit"

all present can say  
"the pit" was not fair  
great building and flying  
all that kept her in the air

Rick packs to go  
only diehards remain  
today few will taste  
of the eagles domain

the wind starts to blow  
at Rick's homeward hike  
we heard MERRY Christmas  
To All  
And To All A Good Flight !

Had a great time everyone  
merry Christmas and a happy  
new year to you all  
Tim

1	•Multiplex USA Multiplex Pico RC Radio (winner)	JEFF CARR
A	•EPP Boomerang flying combat wing (winner)	Bud Rowland
10	•Excel Hobby Deluxe Knife set (winner)	Jay Wiley
11	•Robart Transmitter Super Tray (winner)	DENNIS K.
15	•Windsor Propeller Co., Inc. Master Airscrew "T" shirt (winner)	Jay Wiley
18	•JR cup #1 (winner)	DAVID WRIGHT
13	•JR Cup #2 (winner)	Peter FLANIGAN
8	•DAW Apache slope combat (winner)	Jim ARMSTRONG
2	•Airtronics VG 400 4 channel Radio, w/4 servos (winner)	Jim ARMSTRONG
14	•Wing Bag; SL MODEL Seattle, (winner)	Matt FAUREAU
5	•BMJR Model Products "Ugly 30" 30 inch rubber or 280 electric (winner)	Pete CARR
6	•Trick RC Products Zagi 3C (3 carbon spars) (winner)	DENNIS K.
7	•Aerofoam Avero Vulcan Bomber <a href="http://www.aerofoam.com/">http://www.aerofoam.com/</a> (winner)	Jay Wiley
16	•Aveox Inc. #1 of 2 "T" shirts <a href="http://www.aveox.com/">http://www.aveox.com/</a> (winner)	SOBIE CURTIS
17	•Aveox Inc. #2 of 2 "T" shirts <a href="http://www.aveox.com/">http://www.aveox.com/</a> (winner)	DENNIS SMITH
9	•Balsa USA "The Scrapper" 42 inch powered plane <a href="http://www.balsausa.com/">http://www.balsausa.com/</a> (winner)	BRUCE MOLZEN
3	•Dremel Cordless mini-mite precision rotary (winner)	TED McKIBBEN

Winners of  
the Club  
Digital  
Camera  
Fund Raiser  
2000

## DSC Event Schedule

January Club Meeting	Sat, 13 January 2001	9:00 Coffee, Bagels, Muffins 9:30 Show & Tell 10 AM Business Meeting	Note #3 Bookland's coffee shop conference room @ Cook's Corner Shopping Center (beside staples), Brunswick, ME.
February Club Meeting	Sat, 10 February 2001	9:00 Coffee, Bagels, Muffins 9:30 Show & Tell 10 AM Business Meeting	Note #3 Bookland's coffee shop conference room @ Cook's Corner Shopping Center (beside staples), Brunswick, ME.
March Club Meeting	Sat, 10 March 2001	9:00 Coffee, Bagels, Muffins 9:30 Show & Tell 10 AM Business Meeting	Note #3 Bookland's coffee shop conference room @ Cook's Corner Shopping Center (beside staples), Brunswick, ME.
April Club Meeting	Sat, 14 April 2001	9:00 Coffee, Bagels, Muffins 9:30 Show & Tell 10 AM Business Meeting	Note #3 Bookland's coffee shop conference room @ Cook's Corner Shopping Center (beside staples), Brunswick, ME.

### Notes:

- #1 Morse Lobster is planning on having lobsters available from Memorial Day to Labor day.
- #2 Great Pizza and Subs can be purchased at the Morse convenience store, which is located on RT. 123 past Allen Point Road (Approx. 1 mile from Clark Cove).
- #3 Breakfast starts at 9:00 AM. Show & Tell at 9:30. Members are encouraged to continue to eat breakfast during the Show & Tell portion of the meeting. Business meeting will start at 10 AM sharp. Meeting must end at 11 AM to open the Bookland conference room for other meetings.

DownEast Soaring Club  
C/O James T. Armstrong III  
292 Foreside Road  
Topsham, ME 04086

