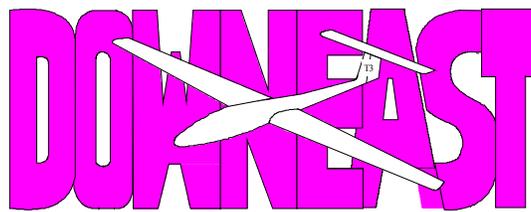


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DOWNEAST SOARING CLUB
AMA Club Charter #2988

<http://www.downeastsoaring.org>



NEXT MEETING:

AMA F3J Hand Tow Contest & Club meeting @ 2:00 to 2:30	Saturday, 10/13/2001	9:00 AM registration, 10:00 AM pilots meeting CD Rick Hallett (800) 430- 3058	Hemond Airport Minot, Maine
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Minutes of the Saturday, 15 September 2001 Meeting

Presided and recorded by VP Mike Farnsworth

The club meeting was scheduled for 2:30 after the HLG contest. Club members decided to hold the meeting at 10:00 due to the gusty winds. Nobody wanted to fly in the wind. Since the winds were slowly diminishing, the HLG contest was postponed until after the meeting.

Treasures Report

Ken did not have any information for the report. He forgot to bring the information. He did mention that the club had a check returned for insufficient funds. As it turns out, the check was cleared through the wrong bank. Ken is pursuing the matter.

Old Business

Speaking of old business, Jim could not make the meeting because he was stuck in Virginia. I was ill prepared to hold the meeting. My copy of the newsletter was still on the web so I did not know what to discuss. I left the floor open to members to bring up old business items.

Members mentioned that the fall meeting schedule has to be posted on the web site.

The air show was cancelled due to the recent tragedy. The September meeting was moved from the 24th to the HLG contest because of the air show. Members decided to try for a slope session on Saturday. The wind conditions will be checked Friday night and the location will be determined then.

New Business

Don donated a DAW SW-126 to the club for use as the club trainer. He donated it because he felt that he had beat the club trainer into submission while learning to fly during Wednesday night glider sessions. Jeff Carr has the airplane and has volunteered to build it. Thanks to both Don and Jeff!

The Wednesday night building and bull sessions are about to begin. These sessions will commence with the ending of the Glider Night sessions at the BAM field. Ken has graciously extended an offer to host the events at his residence. The membership decided to swap to building vice bashing at the end of September. The Wednesday building sessions will commence in October. The time is from 4:00 till whenever at Ken Mac Donald's house.

Charlie Kerr is going into the hospital for surgery on October 1st. Jeff will keep us posted on his progress. Get well soon Charlie!

The F3J contest is the next contest. I will not be able to make it to the contest because of work commitments. Come to think of it, I have never been able to make this contest. All contestants had a great time last year. Don't miss it.

On a sad note: Curly Blaise of the Skystreakers has passed away. Curly was an active modeler for many years.

Dave Martin, one of our newest members, asked if we could put a link to his web site from the DSC site. The request passed unanimously. Daves Motorless Flight contains many links related to soaring. The link is now on site. Check it out.

Member Mark Higgins made a suggestion that the club hosts a monthly get together for thermal duration flying during the summer months. Jeff stated that he would try to get access to a good field in North Yarmouth. The field is located further south than the Minot field and may be easier for more members to access.

Hand Launch Contest

I would like to thank Ken MacDonald and Mark Higgins for running the HLG contest. Mark took over the duties in the absence of Jim. Mark kept the contest moving along and did a great job of coming up with events for each round. The spot landing proved very difficult in the wind. Mark set a 4 by 5-foot blanket on the ground for the spot. Only one member landed on it all day. The addition of the spot landing points made for some interesting decisions. Do it waste duration time and try to get 50 points for the landing? Most tried and failed.

The contest was well attended and all had fun. Nelson Frost had his best flight ever with a hand launch.



Jim bought some beautiful trophies for the contest. They are hand carved wood:

The contest results:

1 st Place:	Mike Farnsworth
2 nd Place:	Robert Buxton
3 rd Place:	Chris Fuchs

Quote of the day:

Chris Fuchs on accepting his third place trophy: "All I did was follow Mike every time he went up."

Chris did a great job. Chris is new to hand launch and this was his first contest. Members proceeded to a Bar-B-Q at Jeff's house to conclude the event. Thanks to Jeff and Brenda for hosting another cookout.

Aileron Zone: (Jim Armstrong)

JIM TYRIE'S DONATIONS: Jim donated several large ticket RC items to the Cub. My first thought was to put several of the large ticket items on e-bay. One of the items is a Hobby Hawk that is in excellent shape structurally, but is not covered. We could get a big price for something like this. Most likely it wouldn't be from someone in the Club. My second thought was to offer it up to Club members only. We could bid on it on the Cub web page/Club newsletter or ask for a list of people that would be willing to pay \$200 for it. Then put their names in a hat and whoever is chosen pays the price. What option do you like?

CLUB TRAILER: I would like to thank the Club for allowing me to use the trailer to move a golf cart from my camp to my house so that I can work on it.

NEWSLETTER INPUT: Special thanks to Mike, Ken Mac Donald and Rick Hallett for providing input for this newsletter

FALL/WINTER DSC MEETINGS: We will be meeting at the Bookland in Cook's Corner Brunswick the 2nd Sat of every month. Mark your calendar or post list of upcoming events.

DSC OFFICER ELECTIONS: 2002 elections are coming up. We need to establish a nominating committee together so we can cast one vote for a slate of Officers. The committee needs to hear what the current Officer desires are. As far as for me, I would like to run again for President. I would however like someone else to take over the Newsletter Editor position for a while.

CLASS A HAND LAUNCH GLIDER CONTEST: The members that are on e-mail know that I was on business travel during the week before the HLG contest. I couldn't make the HLG contest because of the WTC disaster and subsequent grounding of aircraft. My flights were cancelled on Friday and Saturday. I didn't get home until mid day on Sunday. I was very glad to hear that the event was a tremendous success and that people really admired the trophies I special ordered for the event. Here is the note I received with the trophies:

Jim - I struggled
with the lettering -
Couldn't get it right - so
I left it off -
Hope these work -
1st - WARRIOR 4/1000 - \$25
2nd - MANTOGANY - \$20
3rd - PLYWOOD - \$15
Thanks -
Herb

HLG SPEC OUTS: The Wednesday after the HLG contest I took an hour off of work to do some HLG flying at the BAM field before the regular flying. I knew the thermals were better around 2:30 than 4:00 so I just parked my car outside the gate. I didn't want to take the time to open it, and then open the field box, get pin, post AMA card, etc. It paid off as there were thermals in the air. I was hitting some good air, when Jeff walked in and asked if I wouldn't mind opening the gate. I told him what I was up to, and that I was trying to keep an eye open to see if anyone needed in. I apologized and opened the gate. Jeff had his HLG and we proceeded to have a ball. We both had some great spec outs. I had a 7-Min flight and a 5-min flight that was a lot of fun. We both noticed that all of a sudden the thermals went away. Later that evening Steve Savoie and Jeff tried some hand launching and no-good thermals were noticed. The moral of the story is "take off work" (grin).

Flight training: One night a few months ago, I signed my cousin into the AMA flight-training program. He was visiting from Woburn, MA. He picked up flying real fast after using my flight simulator for several hours of training. When he transitioned to my Lite Stick, he did it with only a little help on the first couple of flights. After a few fights he was able to fly on his own. Since then, he has spent a lot of time at home on a free flight

simulator. Free Flight Simulator Web site is : http://n.ethz.ch/student/mmoeller/fms/index_e.html It has links to the following great sites:

Freeware RC Flight Simulations

[Radio Control Flight Simulator](#) by Manuel Guillén González (DOS)

[FlyRC](#) by Ron Carr (DOS)

[Glider3D](#) by Jack, Trand Quadbyte (Windows OpenGL)

[JHERI 3D RC HERI](#) by Koji Yamamoto (Java)

[JVRRRC 3D RC](#) by Koji Yamamoto (Java)

Note: FlyRC is very basic but works great for someone's first simulator.

I have received numerous e-mails from Rich on his plane, radio, battery order, and questions, etc. Below are a couple you should enjoy:

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

From: "Rich" <rlt@gis.net>

To: "Jimmy Armstrong" <jamesIII@gwi.net>

Sent: Sunday, September 02, 2001 10:26 PM

Subject: 12 Ah

Hi Jimmy, Today was a blast! I'm so suntanned! (My nose and jaw areas are a little RED).. I started flying this morning at about 09:20 and didn't stop until my 12 Ah source battery went dry at 16:30 I had all three batteries in a nice rotation and was flying 8 or 10 minutes flights with only a very short break between flying to change batteries and take a drink of water. The day started out real gusty, but that didn't stop me from flying the whole time. I did a couple of boondocks landings, but only got a little nick in my right wing (small tree). By the end of the day, I had put in more stick time than I have in since I got the Razor. My flying keeps improving (slowly).. I was much more relaxed this afternoon. (light wind).. Sometime too relaxed.. Got lost in the Sun twice, luckily for me, I had a guy behind me that was a good spotter.. I learned my lesson.. Now I fly a little arc around the sun when I want to make that pass.. I hate to lose eye contact with the Razor.. Around 14:00, I quit doing ridge lift and went over to the thermal side of the field.. What a ride, my 10 minute beeper kept going off while I was up about 400 to 600 feet (and going up)! I couldn't leave while there was lift.. I just stayed there all-day and soared like an eagle.. Some were over 15 minutes! I would come down just to take a break!! My neck is going to be killing me in the morning.. I spent most of the day looking up! Once, a crazy hawk came down from above (at about 250 ft) and started after my Razor.. I was in some lift with the motor off.. As soon as I saw that big sucker on my six, I kicked on the motor and nosed down.. He kept coming after me! I pulled up hard and he couldn't follow, I got some distance and

when he turned towards me again, I aimed for him and played chicken.. He turned off and ran for it. I gave chase for a couple of seconds and he went into a real fast dive.. Then I went my to my thermal and started back up again.. He must have figured I was a female hawk.. The fool.. Those new packs are nice.. Today was the first time I ever saw the wing flutter.. I was in a power dive from about 400 feet.. Down to about 250 feet when it started.. I cut the power back and pulled up slow.. Didn't like the looks of that at all! I may go over for a couple of Ah in the AM if the wind is not too gusty.. Later Dude, Time to sleep! RT<

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

From: "Rich" <rlt@gis.net>

To: "James Armstrong" <jamesIII@blazenetme.net>

Sent: Sunday, September 09, 2001 11:01 PM

Subject: Re: servo zapped & easy ridge

Just threw 5 packs, my Transmitter and a can of Cola into my small backpack, grabbed the Razor and headed for the field this morning.. I figured I could get in and out early.. There was a guy already there on Channel 29!! I didn't get home until lunchtime! Had fun.. The wind was a little heavy for a 20-oz plane, (10 to 20 MPH) but I'm getting better.. I've cut back the Expo to -40% to allow faster reaction to wind shear and CAT (Clear Air Turbulence). I had 5 good flights, but I'm really ready for some light air again!! It's too hard to check your trim when the wind is whipping you all over the place.. It's just too much stress, flying in cranky air!! I want to relax again.. I like being able to blink and not worry about the plane suddenly diving for the ground ;-). R/C Club Meeting Tuesday night and Sister from Texas visiting this week, so my flying will be cut back somewhat.. Hey.. Have fun on your trip.. EUL, Rich<

LITE STICK ORDER: Tim Acord tried to put a Lite Stick order together and get them at a reduced price. The Hobby shop he dealt with on the last order wouldn't give him the same deal they had before. It appears that the Lite Sticks are a real hot item now. Maybe the very low price we got before was an introductory special. Thanks for trying Tim.

DSC SOARING CLUB GLIDER AND ELECTRIC ANYTHING FUN FLY ,SATURDAY, 8/18/2001:

- Some great prizes were given away during the event. Airtonics donated a real nice Sport computer radio RD6000. Frank Cavazos Model Craft donated a Boomerang. American Hobby Center donated a Megatch "Merlin" UltraLite RC Plane w/motor/prop combo. Dremel donated a Dremel cordless MiniMite. ZZ Enterprises donated a Stop Light. If red light comes on, you Stop flying, because the receiver battery is low. Master Airscrew donated some electric props and a Master Airscrew hat. Castle Creations donated a Castle Creations Speed controller, 55 Amps Max. 5-16 cells. Five half year subscriptions to Model Airplane News. Certificates from other vendors were received too.
- The Club decided to hold a raffle for the Zagi 400X. Tickets were sold and are being sold now. Drawing will be at the F3J contest in Minot.
- Special thanks to those that helped setting up and breaking down. Also to Rick Hallett for driving to order and pick-up the lunch.
- Bob Buxton donated the ZZ Enterprises Stop Light he won to the Club for the Club trainer plane. If red light comes on you Stop flying because the receiver battery is low. Thanks Bob. Bob also paid his Club dues for 2 years and he bought a lot of raffle tickets for the Zagi 400Z. Thanks Bob!



DSC DUES DUE NOW: Time to renew your dues for 2002.

Happy Flying,
Jim

Class A Hand Launch Glider Contest Results, Sept 15 held at Minot; CD Ken Mac Donald:

They flew six rounds; each round had a 15-minute window. They flew 2 flight each round, crossing out the lowest time. All the rounds they tried to make 2 minutes per round

There was a blanket spread on the field and they tried to land on the blanket, if they did they added 50 seconds to their score. The 2 minutes they scored 120 seconds add 50 seconds for landing on the blanket and they scored 170 seconds.

After lunch, the wind died down somewhat and there were some thermals moving through and they were getting some better time.

- Mike Farnsworth came in First.
- Robert Buxton came in Second
- Chris Fuchs came in Third.

Jeff Carr's new glider is a real performer and he can really work the air. Dave Martin was real pleased with his new Climax glider and the time that he had.

Rick Hallett went and bought two platters of half sub sandwiches and two cartons of soda and the contestants paid \$5.00 each for lunch.

The entrance fee was \$5.00 each for a total of \$40.00.

Thanks go out to Mark Higgins for doing the paperwork. I think everyone had a great time.
Submitted by Contest Director, Ken Mac Donald

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DSC Soaring Club Glider and Electric Anything Fun Fly

Report by Rick Hallett:

First thank you to our CD Jim who organized this event writing to around a hundred manufacturers to get contributions. He arrived in plenty of time for Larry to be there first Jim second then me third. At that point we took out the tractor and then Jim left us to figure out what the tent was and how to erect it. Smooth move this time, while everyone was fresh and still there

Jim held the drawing for all the items he had accumulated for this event. WOW my ticket was drawn first and of course I took the biggy the radio from Airtonics.

Meanwhile I had taken some pictures and asked lots of questions of the models that were brought. I did not find out why Jim's lite stick was so resistant to flying. I did see the spectacular wrap-up when the motor on Tim's plane ran ahead of the plane resulting in the wires being severely twisted followed by a plunge from the launch. I did not see Jim's plane come down when the radio got glitched out during the all up and last down event.

I took two "cool" breaks to take Jim to order the Subs then to pick them up. Of course the breaks were "cool" in my air-conditioned truck. Jim's van was part of one of the tent structures that was used for registering and other purposes.

Apologize to Jay and Mike though. The line was too light on my winch for competition flying and as a result we never saw how Mike could really do with a good launch. But we had so many breaks Jay never got a chance to launch his. I found it interesting that many people had their trunks open and most had a high start or two in the trunk. Now if everyone instead had a winch just think how we would have made out. Shame too because I just sold my retriever on eBay the day before. Guess I will have to put together another one or get everyone to build themselves a winch. At the May contest we had many winches available and did not use a lot of them though I wish I had. Under these circumstances when everyone owns a winch the appropriate thing to do is just launch everyone then bring back a number of lines at a time. BUT we had none of the above - one winch and multiple line breaks.

I returned and flew in the evening with spectacular launches into the light breeze coming directly down the runway. This landed the chute very close to the launch site. In addition there was lift present. This morning our conclusion was - Lift? What's that? But for wear and tear a much stronger line is required. But the stretch when matched to the combo sure makes spectacular launches.

I sold a winch on eBay and had simply at the buyer's request put the heavier line from this winch on it and the reverse on this winch. So please remind me next time to bring spare line after all I have the giant spools ready to go. Did I tell you that Bob showed with a beautiful Hobbie Hawk. Another outstanding model (Ted McKibben) was the many years old "Thermic 50". Originally powered by a small Cox and now being lifted by electric. Rick

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CLASS A HAND LAUNCH GLIDER CONTEST REPORT BY RICK HALLETT:

The wind was quite high well over the ten miles per hour of the forecast as we all got together at Minot. Fortunately for us as the wind got stronger the wind gradually slowed down till we had a very light if any breeze. Sometimes we could feel the thermal go through.

Bob Buxton attempted SAL but in his present state of practice decided that he could do better with a javelin launch. The rest stayed with the tried and true Javelin launch. New member showed for the contest Dave with his wife Gail.

Ken was CD for the event but was assisted by Mark. Charlie Kerr showed with his two canes and is looking forward to some improvement with an operation end of the month.

Ken said that there are new plans available for a retriever with the address in RCSD. Said he was going to get the plans. Charlie discussed again a little known plane for which he had the scale plans and hoped to get them to me before he went to the contest.

One of the tricky things that I learned from a friend, years ago, was that when the crew comes to work at your house be sure you are there with coffeecake and all the other amenities. They see you through much better eyes that way and no one is stressed because of hunger or caffeine deprivation. A real sneaky way to get more done. So I did the lunch run early. I did the lunch run by simply going to West Minot and flooring the poor lady by asking for thirty half sandwiches mixed varieties with three cases of the popular soda. While they were completing this I simply went to the ATM in the store and got enough money to pay for it. Cost a little less than \$5 each but then ended up having to beg people to eat what was left because most did not take two halves as expected. Beautiful part that I liked was that it only took about 25% of the time preparing it this way. In addition much more time was spent flying.

Murphy has the usual extension of his laws for HLG. It seemed that everyone on two throws for two minutes managed to get nothing but on the third throw could easily get more than their two minutes. There is something about a blanket for a landing target. The gliders seem to avoid it at all costs. I did manage to call correctly one thermal out of four for Mike.

I did not know that you could make a competitive balsa over foam HLG but Dave did very well with his. On another of Bob's planes he showed us his carbon pushrod with the covering that then gets broken making a joint and then a horn push rod combo is produced by the break. He also brought another secret weapon his son Levi to assist in the throwing. Now they could be a killer pair if they get some practice in with the Hobbie Hawk and hand-tow in advance.

We all admired Jeff's home-brew a 7036 airfoil with a TLAR planform. I brought Jeff a couple more vacuum pumps since his died and will be sending him some control line wire for cutting. I am embarrassed to say that I have forgotten who wanted a pump next time I came down but I think it was Chris. Anyone else want wire or a pump please let me know.

Did you see all those divots in the field. They were all created by the guy who sneaked in that electric flight I think during the lunch hour. Funniest groundhog you have ever seen beep beep burp!!!! Pleased to see Jay get in several good flights with his Bubble Dancer. In ascending order the winners were Chris Bob and Mike. Mike says this is a first for him says Jim usually wins but today was not available to fly. Then the BBQ. Thank you Brenda. Pictures were sent to the news letter editor. Rick

WHAT'S COMING IN NEXT MONTH'S NEWSLETTER:

- See what encapsulating your servos in heat shrink will do for you.
- See who won the Zagi 400X raffle
- Discussions on DSC perpetual trophy, purchase of a Club Hi-Start, putting an order together for "Anderson Power pole connectors, and planning for next summer's events.
- Publish winter indoor flying schedules.
- DSC Member Dick Rosenberg in the spotlight.
- Pictures of September 29th slope flying at the Promenade. See flying pictures of Chris Lawrence's new Predator F21 and Brian Lawrence's new BD5. Both flew fantastic.



Picture Note: We could take lessons from Steve Savoie. How did he get his wife Vicky to carry his planes?

HLG Contest 15 Sept. 2001, Minot, Maine



DSC SOARING CLUB GLIDER AND ELECTRIC ANYTHING FUN FLY



Here you can see the bomb dropping. Travis Flisrand took first place in Bomb Drop with his Avero Vulcan .



DownEast Soaring Club Upcoming Events

Event	Date	Time	Location
AMA F3J Hand Tow Contest & Club meeting 2 - 2:30PM	Saturday, 10/13/2001	9:00 AM registration, 10:00 AM pilots meeting CD Rick Hallett (800) 430-3058	Hemond Airport Minot, Maine *See Note 5
October 13th DSC Club Meeting	Saturday, 10/13/2001	2:00 to 2:30 PM	At F3J Contest, Minot ME
November 10th Club Meeting	Saturday, 11/10/2001	9:00 coffee & muffins, 9:30 Show and Tell, 10 am meeting.	Bookland Coffee Shop, Cooks Corner, Brunswick, Maine - *See Note 1
December 8th Club Meeting	Sunday, 12/8/2001	9:00 coffee & muffins, 9:30 Show and Tell, 10 am meeting.	9:00 coffee & muffins, 9:30 Show and Tell, 10 am meeting.
January 12th Club Meeting	Saturday, 1/12/2002	9:00 coffee & muffins, 9:30 Show and Tell, 10 am meeting.	Bookland Coffee Shop, Cooks Corner, Brunswick, Maine *See Note 1
February 9th Club Meeting	Saturday, 2/9/2002	9:00 coffee & muffins, 9:30 Show and Tell, 10 am meeting.	Bookland Coffee Shop, Cooks Corner, Brunswick *See Note 1
March 9th Club meeting	Saturday, 3/9/2002	9:00 coffee & muffins, 9:30 Show and Tell, 10 am meeting.	Bookland Coffee Shop, Cooks Corner, Brunswick *See Note 1
April 13th Club Meeting	Saturday, 4/13/2002	9:00 coffee & muffins, 9:30 Show and Tell, 10 am meeting.	Bookland Coffee Shop, Cooks Corner, Brunswick *See Note 1

1. Breakfast starts at 9:00 in the Bookland Conference Room. Show and Tell at 9:30. The meeting will start at 10:00 am sharp. Members are encouraged to eat breakfast during the business portion of the meeting.
2. For all events held at Clark's Cove: Morse Lobster is planning on having lobsters available from Memorial Day to Labor Day.
3. 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)
4. Floyd Watts is offering full scale glider rides for members of the club. The Cost is \$50.00 per ride. If interested, contact Floyd at (207) 589-4344 or RR Box 305, Liberty, ME 04949
5. This contest is an AMA sanctioned contest. All AMA requirements apply.
6. '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.

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

Address here: