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AMA Club Charter #2988

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<http://www.downeastsoaring.org>

### DownEast Soaring Club Upcoming Events

Event	Date	Time	Location
November Club Meeting	Saturday, 11/10/2007	9am coffee/pastry, 9:30 Business meeting, 10:30 Show & Tell (Slope afterwards?).	Bookland Coffee Shop, Cooks Corner, Brunswick *See Note 1
December Club Meeting	Saturday, 12/8/2007	9:00 coffee & muffins, 9:30 Meeting, show & tell 10:30. (Slope afterwards?)	Bookland Coffee Shop, Cooks Corner, Brunswick *See Note 1
January Club Meeting	Saturday, 1/12/2008	9am coffee/pastry, 9:30 Business meeting, 10:30 Show & Tell (Slope afterwards?).	Bookland Coffee Shop, Cooks Corner, Brunswick *See Note 1

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.

### **DSC Meeting Minutes of August 22<sup>nd</sup>, September 22<sup>nd</sup>, and October 3<sup>rd</sup>.**

(As recorded by James Armstrong)

Preface: August, September and October DSC minutes will be combined below:

- August meeting was held on Glider night at the BAM field at 6 PM. Meeting was announced by e-mail to all members as all members now have e-mail capability (Yeah!!!!!!).

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

From: James T. Armstrong III Sent: Monday, August 20, 2007 5:45 PM  
Subject: DSC Meeting this Wednesday at 6PM.  
Hi Guys,

DSC meeting this Wednesday night at the Glider night. Meeting will be kept short and will start at 6PM. ...Will discuss when we should have Gambler night at glider night and when we should have Gambler Event. Gambler pilots that cannot make the meeting should call or e-mail their input.

I was going to schedule the meeting last weekend at Clark's Cove as the tides were

right, but it would have conflicted with the BAM's 2 day fun fly. Next weekend the tides would not be right so that is why I decided to schedule it during glider night.

Reports are coming in that Frank Bennett's Blue Hawk tore up the sky this weekend at the Fun Fly.

Happy SAFE Flying,  
Jim

- September 22, 2007 DSC meeting was held at the BAM field at 9 AM before the DSC electric fun fly and 2 meter and Gambler Contest.
- October 3rd, 2007 meeting was held on Glider night at the BAM field at 6 PM. Meeting was announced by e-mail to all members as all members now have e-mail capability (Yeah!!!!!!).

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

From: James T. Armstrong III

Sent: Tuesday, October 02, 2007 3:46 PM

Subject: DSC Meeting this Wednesday 10/2/07 at 6PM.

Hi Guys,

DSC meeting this Wednesday night at the Glider night. Meeting will be kept short and will start at 6PM.

I had the meeting schedule for Bookland a week from Saturday but the weather looks good for some flying and a little socializing tomorrow night. Plus attendance for a meeting at the field has been great and we have some nice items for show and tell.

Tomorrow night I will set up the poles for a little Cox Warbird racing and would like to do some Frog Combat.

Picked up four more Cox Warbirds for those that ordered them. The cost went up a little because it wasn't a big order. I don't have the figures here but will call those that ordered them tomorrow.

Happy SAFE Flying,  
Jim

## **MEMBERS PRESENT AT THE AUGUST 22 DSC MEETING:**



Bud Rowland, Frank Bennett, John Cheetham, Paul Johnson, Charlie Kerr, Fran Carignan, Bob Berry, John Emery, Dick Rosenberg, Mike Bergerson, Ray Estabrook, Jim Armstrong, and Mike Bergerson,

- Dick Rosenberg introduced his guest All Landry who Dick said he is a hero firefighter because he made it



to retirement.

- Jim welcomed several new members: Mike Bergerson and John Cheetham.

- BAM member Tim Will also attended the meeting. Tim was one of Jim's RC instructors.



### MEMBERS PRESENT AT THE SEPTEMBER 22 DSC MEETING:



Mark Higgins and his Friend, Frank Bennett, John Cheetham, Paul Johnson, Fran Carignan, John Emery, Dick Rosenberg, Mike Bergerson, Jim Armstrong, Glenn Collins, and Dan Flynn.

### MEMBERS PRESENT AT THE OCTOBER 3RD MEETING:

Frank Bennett, John Cheetham, Fran Carignan, John Emery, Ken Mac Donald and Jim Armstrong.



### TREASURES REPORT:

Treasurer Ken Mac Donald reported at the October meeting that the Club's checking account had \$632.00 in it. This includes the \$313.79 Jim transferred from the DSC Pay Pal account to the Club's Checking account in August.

### SECRETARY'S REPORT: None.

# OLD BUSINESS:

## FOAMY COMBAT/PYLON RACING & COX WARBIRD PURCHASE:

### August Update:

- A second and final order was placed with Kingsmountain RC.

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

**From:** James T. Armstrong III

**Sent:** Sunday, July 15, 2007 10:56 AM

**To:** 'Kingsmountainrc@aol.com'

**Subject:** Cox Model Purchase

**Importance:** High

Hi Warren,

We would like the following items:

006207 FW-190 A3 RC AIRPLANE ARF KIT           one           Jim Armstrong

006200 F4U CORSAIR RC AIRPLANE ARF KIT   three           "Paul Johnson, Bob Berry, Ray Estabrook"

Props:

F4U Props 006254                               4 packages 1.73

P-40 PROPELLER/SPINNER 006201 2 packages (two) \$1.73

FW 190 Props 006277                       2 Packages (two) 1.73

Note: One package has 2 props/spinners in it.

Thanks for all your help.

Sincerely,

Jim

### September Update:

Jim reported that the last order of Cox warbirds would be in soon.

### October Update:

Jim reported that he had picked up the last order of Cox warbirds from Kings Mountain RC and had them in with him for distribution.

## DSC DRAWING LIBRARY:

### August Update:

Jim showed members the latest construction articles and full size drawing that will be added to the Club Library.

- Quadratwirl, low cost Depron, four-rotor Gyrocopter is easy to build and great fun:



- MiG-15 'Maggott' S Sprightly 34 inch span EDF (Electric Ducted Fan) jet fighter designed by Jim Palmer for 3-function radio Control and EDF power.



## September Update:

Jim showed members the latest construction articles and full size drawing that will be added to the Club Library.

- **Gonzalez full size plan:** Gonzales is a fast 36' aerobat for brushless motors and 3-cell Li-Pos.



- **Ryan's Daughter full size Plan:** Ryan's Daughter is a 52" span sport model designed for electric power and 4 function control.



### DSC FREE MAGAZINE RAFFLE:

- Congratulations to the August winners who were John Emery and Dick Rosenberg.
- Congratulations to the September winners who were Paul Johnson, Dick Rosenberg, John Emery, and Mark Higgin's friend.



### DSC INCORPORATION:

Tabled: At a future meeting, we need to work out who maintains incorporation records and to start revising bylaws. (Editor Comment: Good item for the winter meetings).

### SUMMER MEETING SCHEDULE:

Tabled. **Jim would like member feedback as to the summer meetings and discuss at the next meeting.**

### SIGNS FOR GLIDER NIGHT AT BAM FIELD:

### August Update:

Jim received the ordered signs from AMA and Paul Johnson mounted the sign on the back of

the frequency board so that everyone entering the Pit area could see the sign. Here is what the sign says:



### **CLUB GLIDER:**

Paul Johnson, custodian of the Club's glider, said he put in new batteries in the glider and the Club's radio. The Club glider and Radio now has new 2200 MaH NiMH batteries in them. Paul said the plane outfit is now ready to fly some Wednesday Glider night.

### **June Update:**

Prior to the June meeting, we tried out the Club's glider/radio. All kinds of interference were present. We put Frank Bennett's Eclipse on channel 60 and the interference went away proving that the radio was the problem. Jim asked if the Club wanted him to send back the radio to Hitec for repair and everyone said yes.

**August update:** Club's glider Radio was being packaged so that it could be sent back to Hitec for repair

**September update:** Jim received the radio back from Hitec with a note that a cracked capacitor was replaced. Hitec made the repair at no cost. Only cost the Club incurred was to send it mail it insured. Latter in the day at the Fun Fly Paul Johnson and others flew the Club Glider with the newly repaired radio without incident.

## **NEW BUSINESS:**

**NOTE: INCLUDES AUGUST , SEPTEMBER, AND OCTOBER ITEMS.**

### **BAM DISPLAY AT AIR SHOW:**

Paul Johnson announced that BAM will have a 10x10 tent on the flight line at the Air Show. Paul said that he had some volunteers from the BAM Club.

### **CLUB PURCHASE ADDITIONAL COX KITS/?:**

Jim mentioned that one Club member had recommended that the Club purchase a couple of Cox warbirds for sale to members. Members felt that since every member had two opportunities to get in on the Club purchase the Club didn't need to spend any more time or expense.

## **QUIET FLYER MAGAZINE GIVEAWAY:**

Gave away ~10 Quiet flyer magazine to the first 10 DSC members that sat down for the meeting . Quiet flyer sent them to Jim as an advertisement for the magazine.

## **NEW CLUB WINCH BATTERY:**

Two Club winch batteries that Mike Farnsworth had were dead and they wouldn't take a charge. They were basically useless. Some members wanted to use the Club winch on Wednesday nights. So, Jim purchased a deep cycle battery for winch using the Club's credit card. He got a deal on the battery as Mike Bergerson went with him to the Topsham VIP and used his employee discount to bring down the price of the battery by \$14.00.

Jim had to go back a few days afterwards, with one of the old winch batteries to get the \$10 core charge taken off the Club's bill. Final price of the Deep cycle battery was \$58.79. The size and weight of this battery seems perfect.

After explaining the above and discussing, a motion was made, seconded, discussions opened again, and then voted on. Members overwhelmingly approved the purchase.

## **SPORT FLYER MAGAZINE GIVEAWAY:**

Sample copies of Sport Flyer Magazine were passed out to the group.

# **SHOW AND TELL:**

- At the September meeting and DSC Fun Fly Allen Wright showed us a 3D P51-3D from Northeast Aerodynamics.

"The Northeast Aerodynamics Electric Profile series (3D-Zero, 3D-P51D, 3D-Katana, 3D-Cap232, and the 3D-Mig3) is everything you would expect from a Northeast Aerodynamics Kit. This plane is easy to build and quick to get to the field. Large, over-sized ailerons, elevator, and rudder give these planes the ability to do any maneuver. Tone the control throws down and you have a docile park-flyer for your local field.

The Electric Profile Airplanes call for an AXI 2212/34 motor (or equivalent), appropriate speed controller, a 11 x 5.5 electric prop, a 1320 mAh 11.1v LiPo battery, four servos small servos (Futaba 3114 were used on all of the prototypes), and a light receiver like the Berg.





These kits provide all of the wood you will need to build your Electric Profile Airplane along with laser cut control horns, and carbon fiber push-rods. You'll need to provide all of your electronics (RX, Servos, Motor, Prop, Speed Controller, and Battery)."

Motor	AXI 2212/34 or Equiv.
Wing Span	36 in
Wing Area	345 sq. in.
Fuselage Length	36 in
Weight	13-15 Ounces.
Wing Loading	6.47 oz/sq ft
# Channels	4 channel
Servos	4 (ail, ail, elev, rud)

- Mike Bergerson mentioned that rifle cases were now in season at Wal-Mart. He picked up a metal one that has about 4 inches in depth. Comes with several pieces of egg crate type foam. It should be great to house his Renny. Mike says the Renny is a hot thermal ship.



- Glenn Collins showed a FF that he converted to RC. Glenn purchases the plane from harbor freight.



- Glenn brought in a free flight that he scratch built. It has a de-thermalizer that is activated by a . T pin that is pushed into silly putty. The pin spins under tension from a rubber band, which causes the fuselage to bend in the middle causing it to de-thermalize. Member thought it was real neat.



- Mark Higgins showed his Quick Flick II and told members all about it.

- Jim Armstrong showed a hard golf case that he purchased to house his Gambler. He said it works great to prevent transporting and storage damage. Before he got the case, he brought the uncovered plane to a meeting and caught the tail 2 times on something that split the light balsa stabs.



## PRESIDENT'S CORNER (JIM ARMSTRONG):

### **DSC BAM/DSC Glider and electric fun fly 22 September:**

We were able to fly throughout the day, even though in the morning Mike lost his glider in the low ceiling fog after a launch. Several others lost their plane in the fog. The wind kept up throughout the day but flyers did not let it stop them from flying. The meeting before the Fun Fly, open flying, the Pot Luck picnic, 2-meter contest, and the Gambler contest were a lot of fun. I'll put the pictures that I have and the ones that Mike Bergerson sent me in the next newsletter. If anyone has any pictures, I would appreciate a copy for newsletter consideration. Will also include contest results and other details of happenings in the next newsletter.

**Winch batteries:** Because of the failures of the Club's winch batteries, I asked Frank Bennett to look into getting some good 12v batteries at his daughter's junk yard. Frank said that they have them there once in a while for around \$10. I will buy one myself and evaluate its use. Know it will not last as long as a deep cycle, but at that price, if it lasts for a while it should be worth it. Steve Savoie had good luck using a regular battery for his winch/retriever setup years ago.

### **Wednesday night glider/electric night:**

Wind, rain, clouds are what we have been getting most glider nights. Good weather has been spotty. Cannot believe how well attended the Glider nights have been even though we have been getting some windy, rainy, foggy weather. Below are some pictures that Mike Bergerson took just at glider night. Thanks for the pictures Mike.

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

**From:** Mike Bergerson

**Sent:** Friday, October 26, 2007 10:53 PM

**To:** James T. Armstrong III

**Subject:** Glider night pics... with real gliders!

A few pics from wed nite..





### **Gamblers:**

- We had two more Gambler AG kits available for purchase. They were sold in October. Two more kits have been ordered and will be available soon. With the Club \$10 discount and no shipping, you can pick one up for only \$65 each. Member that have built them say the quality of the kits and all the hardware that comes with the kit make it well worth the money. E-mail me to reserve yours TODAY.

## Member projects:

- Here is Mike Bergerson Gambler AG right before covering. He bought it from Allen Wright at the Fun Fly and should have it flying by the time you read this.



- Thanks to Allan Wright, at the DSC Fun Fly, John Emery got one of the Gambler pods to try. John built his when he got home from the fun fly and flew it the next morning. John used what he had for a motor, which was a GWS IPS brushed motor with a GWS 5 amp brushed speed control and an E-Tech 450 2 cell lipoly. This is not what Allan recommends but John was anxious to try it. It really should have a brushless Fiego or Medusa motor and an 800 mah lipoly pack along with a 3 X 3 GWS prop. John modified one of the



props that came with one of his Cox P-47 Warbirds which is a little larger than the 3 X 3 Allan used.

- John got a chance to try his Pod set-up on the Gambler Sunday morning early and it worked very well but lacked the power it should have. He was still able to get to a pretty decent height although it took somewhat longer than desired. The little IPS brushed motors on direct drive do not have a lot of power and he will eventually change this out and install similar components that Allan had. John said he just had to try it and found that the pod performs just fine but needed more power for a quicker climb. Overall, he is very satisfied with it.



- John Cheetham scratch built a Caproni Pensuti model from Model Word Plans in September. He increased the wingspan by 33%, so now it has 27-inch wingspan. It is a sport scale model by Peter Rake. It was originally designed for an IPS "A" gear motor with 3 lipos. John powered his with a larger outrunner motor.



- In October John Cheetham has been busy scratch building a “Rassitoodus” which was originally designed in 1939 as a free flight powered by a 1/5<sup>th</sup> horsepower ignition engine. Plans were Bill Northrop Model Builder plans. Take a close look, as it is a canard. The little wing is the front of the plane. Back near John is where the rudder will go. The motor gets mounted in the middle of the 2 wings as a tractor. John has made several key modifications that should make this a good flyer. The drawing isn’t a proven design for RC and that is why John enlarged the tail, put more dihedral in the wings and used a different mounting system for the wing. John has no idea where to put the CG. So wish him well.



- John Emery sent me this info on his latest project:

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

From: John Emery Sent: Sunday, October 28, 2007 1:28 PM To: James T. Armstrong III  
 Subject: New build of WACO E completed

Hi Jim:

Just finished the WACO E that I have been working on for (2) months - It's electric (of course) and is powered by an AXI 2820-12 outrunner spinning an APC 12X6 E prop. It has a electrifly 45 amp speed control with BEC (although I am going to eliminate the BEC and add a separate receiver battery just for piece of mind), an electrifly 3200mah lipoly battery, 4 servos - (2) on ailerons and one (1) each on rudder and elevator. AUW of 4lbs 3oz. I have flown the WACO twice - first flight was flawless - plenty of power, took off and landed like a dream. Second flight my depth perception was a little off and came in short of the runway (mat) and did some minor damage to cowl and bent landing gear. All repairs have been done and she is ready to go again. Really like this plane. Attached are a couple of pics. Talk with you later.



John

Happy Safe Flying,  
 Jim

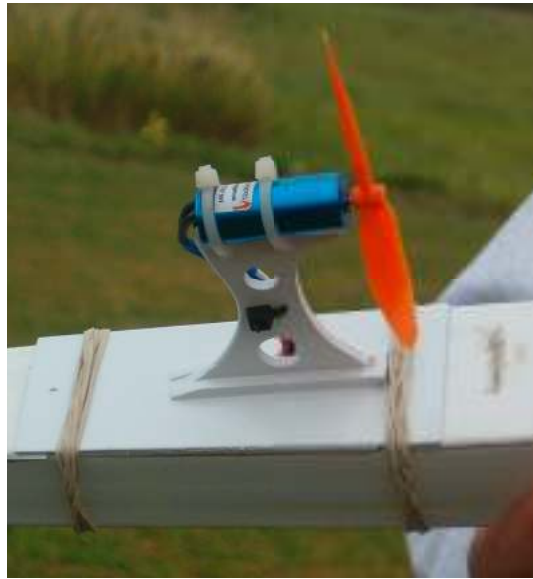
-----MESSAGE TO DSC MEMBERS-----

-----FROM ALLEN WRIGHT -----

-----<http://www.wrightbrothersrc.com/gallery/gamblerpod.htm>-----

Dear DSC members,

Thanks to everyone for your warm welcome at the Gambler contest and for all of your past support buying Gambler DLG kits. Honestly, you and the other Clubs that supported the Gambler over the years are exactly the people I had in mind when designing the Gambler power pod. Your response has been quite encouraging. There were many questions about my set up. The following is a copy of an e-mail I sent to a friend in another club after he asked about the setup. I hope that this will answer most questions.



I use a Castle Creations Phoenix 10 controller, but the Thunderbird 9 would be fine too. Of course you can buy these at a lot of places, I think I usually buy mine from Todd's Models or BP hobbies.

I use a Medusa Engineering 12mm 5300 kva inrunner brushless. They're slightly more efficient than the Fiego motors, but about \$12 more per motor. They're rated for 6 amps continuous power where the Fiego are only rated for 4 amps. The motor,prop,battery combination I use pulls just about 6 amps at full throttle. I don't know who sells them on-line other than directly from the manufacturer, I buy mine at NEAT each year at the Medusa Engineering booth. They're a USA company, located in Fall River, MA of all places. Here is the web page for the motor: <http://www.medusaproducts.com/motors/012.htm> I believe you can order directly from them. The 4000 kva would also work, but not be as 'hot' of course, I like the 5300 kva wind.

I use a GWS 3"x3" press-on propeller, but the hole has to be reamed out slightly to fit the Medusa motor shaft. I glue it on with a drop of THICK CA when pressing it on.

The battery I use is a 'DN Power' 2s LiPo pack, 850 mAh, 15c. Finding a pack that fit in the nose of the Gambler was a challenge. This is the single most difficult item to find. I got mine at NEAT fair from the Luke's R/C Planes booth. I've never ordered from their website, but they do have one at <http://www.lukesrcplanes.com/>. They also carry GWS props and I believe Castle ESCs, so you can get everything but the Medusa motor from them.

Another possible one-stop-shop for the motor and controller would be [bphobbies.com](http://www.bphobbies.com). They sell the Fiego 12mm motor and controllers. The Fiego motors are less efficient than the Medusa motors, but are available in the same size and winds, and are less expensive. I've heard of people burning up the Fiego motors, although I have several and they've all worked fine for me. The setup I use draws about 6 amps at full throttle, that's the maximum rating for the Fiego motors, the maximum rating for the Medusa motors

<http://www.bphobbies.com/view.asp?id=V001105&pid=U025875> (12mm inrunner, 5300 kva, same specs as the Medusa I use)

<http://www.bphobbies.com/view.asp?id=A0780191&pid=V651238> (Castle Thunderbird 9 ESC)

You can use this page to select the motor above and the ESC above, and save an additional \$5 on their 'combo':

<http://www.bphobbies.com/view.asp?id=V672768>

If you use the Fiego motor, I recommend dropping down to a 3"x2" prop to keep your amps closer to the 4-amp limit of the motor. At this power level you will still have acceptable climbs, just not the crazy, continuous looping of the 6-amp setup I use.

As soon as I have feedback from those who got free sample pods, I'll finalize the design and make some additional complimentary pods available for DSC members who purchased Gambler kits in the past. At some point I will be selling pods to the public. Price has not been determined yet, but will likely fall between \$5.00 and \$10.00 with a discount if you purchase one at the same time as a kit.

Any questions can be forwarded to me by e-mail at [aew@wrightbrothersrc.com](mailto:aew@wrightbrothersrc.com)

See you all again soon!

Allan