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AMA Club Charter #2988

<http://www.downeastsoaring.org>

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**DSC Club
Business
Meeting and
slope Contest
afterwards**

**Saturday,
1/11/2003**

**9am coffee/ pastry, 9:30 Business
meeting, 10:30 Show & Tell
(Slope afterwards).**

**Bookland Coffee
Shop, Cooks Corner,
Brunswick**

Minutes of the Saturday, 14 December, 2002 DSC Meeting

(As recorded by Jim Armstrong)

President's Note: This meeting was held at Bookland in the Cook's Corner Brunswick Mall. The Coffee Shop pastry and coffee (free refills) was enjoyable. We had great member participation. It was pouring rain so there was no flying after the meetings. Instead, Mac McGlaughlin volunteered to give an introductory air Brush lesson after the meeting. Jim Armstrong volunteered his basement and air brush for the demo to those interested. Also as advertised we did have a wonderful Club Christmas party that afternoon at Jeff Carr's house.

WHAT'S INSIDE?

- **Minutes of December meeting**
- **Article on great customer RC service. "Your call is very important to us."**
- **Combat Slope Soaring Contest Rules**
- **Airbrush Lesson held**
- **DHLG Club Building project info**
- **"Show & Tell" Pictures**

COMING IN UPCOMING NEWSLETTERS:

- **Christmas party pictures**
- **Glare reduction tips**
- **Picture of the next Fund Raiser "Member only - winner pay raffle" Item.**
- **Slope combat report**
- **DSC member in the "Spotlight" Who wants to be next?**
- **What Jeremy Riecks' ICOM TC-R@ compact, ultra wideband scanner-receiver showed us?**

MEMBERS PRESENT AT THE SATURDAY 14 DECEMBER, 2002 MEETING:

Jim Armstrong,
Forrest Sumner, Rex
Olmstead, Charlie
Kerr, Mark Higgins, Jay Wiley, Glenn Collins,
Rick Hallett, Mac McLaughlin, Michael Moore,
Jeff Carr, Bob Buxton, Chris Lawrence, Ken
Mac Donald, Jim Carroll, Mike Farnsworth,
Brian Farnsworth, Brian Lawrence, and guests
Clem Wilson and Rich Carlson.



TREASURES REPORT:

Treasurer Ken Mac Donald reported on the financial status of the Club. Jim bought CD/RW discs for pictures/newsletters.

SECRETARY'S REPORT:

No report.

OLD BUSINESS

DYNAMIC SOARING SITE:

Forrest said we had approval to fly in the site at Sebatus slope site but needs to get the AMA insurance forms to the owner. Forrest said we can try it out before we get the insurance. Required wind is NW. Jeff has seen it and says it should be good for sloping but may not be steep enough on the back side for dynamic sloping. Forrest said he will send out a map so members can locate it.

NEW THERMAL FLYING:

Background: Jeff got permission to use the field on the corner of Rt. 9 and the Rabbit Rd. when it is cut. Jeff thinks that this field will be good for F3J. Discussed the possibility of using the field on the on the corner of Rt. 9 and Babbit Road in Durham. After some discussion, and Rick Hallett showing great enthusiasm on having a thermal duration contest closer to southern Maine. Jeff said that he would check the availability for a thermal duration contest.

- Rick asked Club members where we would like to have the May contest. Discussions were held. Members said that having it at Hemond's air strip in Minot, ME would fine.
- Charlie said that he talked with Mr. Hemond and was told that he may not be doing haying on the back field. This is because they will be using the area for campers when they have Motor Cross Races there.

WHORFF TOPSHAM SANDPIT:

Jim informed the Club that he has send the AMA insurance form to Mr. WHORFF to complete. Jim provided him a check made out to AMA and an envelope pre-addressed to AMA.

CLUB RETRIEVER:

Steve Savoie purchased a 3 position Turbo/low speed/off switch for the Club retriever. Thanks Steve. Now we need to purchase a solenoid to jumper the resistive wire. Motion was made to purchase one. Mac McGlaughlin said he had one and would donate it to the Club. Thanks Mac.

SOARING VIDEOS AND CDS:

DSC 28	Endless Lift II	Rex Olmstead	12/14/02
DSC 34	Endless Lift (original)	Rex Olmstead	12/14/02
DSC 31	lift ticket	Mark Higgins	12/14/02
DSC 27	3 Rs of Soaring	Rick Hallett	12/14/02
DSC 35	R/C Soaring from the Ground Up.	Clem Wilson	12/14/02
DSC 37	Endless Lift III	Rick Hallett	12/14/02
DSC 44	RCA Secrets of Thermal Soaring (VHS)	Mike Lattorre	10/02/02
DSC 45	RCA Secrets of Thermal Soaring (DVD)	Rick Hallett	12/14/02
DSC 46	RCA Pro AeroTow (VHS)	Charlie Kerr	12/14/02
DSC 47	RCA Pro Aero Tow (DVD)	Jim Carroll Returned	12/14/02
DSC TBD (Donated by Michael)	Endless Lift 3	Larry Smith	11/9/02

- Club reconfirmed that Jim A. was authorized to purchase any new glider tapes as they come out. Decision was made to buy in DVD Format.

CLUB TRAINERS/FLIGHT INSTRUCTION:

Background: Jim said the following in the last Presidents Corner *"I have been instructing several people recently. It is much easier when you have a buddy box. The Club transmitter for the DAW 1-26 doesn't have trainer cord capability. The Club needs to purchase several setups that have this capability. I think we should buy some used gear so that we can keep it locked up for our use.*

- *Prior to the meeting Jim informed Mike that he had purchased a new Club trainer radio as authorized by the Club at the last meeting. He purchased Lazer 4 Hitec Radio for Club trainer on Channel 60*
- *Lazer 4 Features: Eleveon Mixing, V-tail Mixing, ATVs (Adjustable Travel Volume), Servo Reversing and buddy box capability.*
- *Quick discussion held. Rick wanted to know about the purchase of a second for the buddy-box.*

Motion made to purchase a second R/C outfit and a second Club trainer plane. Discussed what plane to purchase. Also talked about having different people build parts of the plane. Discussed purchasing an ARF. Motion not acted on as it was decided to wait till the WRAM show to decide.

- Jim said he had sent a letter to Hitec asking them if they would like to donate a radio to be used as the trainer radio.
- Dick Rosenberg donated a kit built, 2 meter, L'IL BIRD. It is covered with a black Monocote fuselage and comes with two (2) wings, both Orange. The traditional L'il Bird wing is best on light wind days, while the second wing has better penetration and can be used on more gusty days. It is rudder and elevator controlled. Dick said "While this is an all balsa kit, it is remarkably strong and has survived many "beginners' landings" with no problem. I have been flying it for two years and have not ever had to repair it. For a learning pilot, that is a lot to say about how tough it is, yet how easy it is to fly." Special "Thank You" to Dick for this donation.

PLANE RECOVERY:

Background from past meetings: The topic of recovering slope planes from out of the top of large oak trees was brought up brought up at the last meeting. It was recommended that the Club look into purchasing "Lineman's telescoping poles."

- *Ken Mac Donald Ken talked to Frank Rendee and he knows of a guy who is selling an 80 foot telescoping pole for \$~300.*
- *Mike talked to a CMP line crew manager about obtaining a used pole. No luck. They use them until they are no longer usable for anything except generating splinters. New ones are about \$300.*

Members passed a motion to buy a new pole.

Mike Farnsworth said that he would purchase the telescoping pole. He will go through the CMP line crew manger that lives near him.

- Mike said there was some miscommunication. There is still some possibility that one may be donated to the Club. Cost is more than what we thought.
- Mac knows a guy that is in the business and will contact him to get some more information.

2003 SLOPE COMBAT EVENT AND RULES FOR PERPETUAL TROPHY:

Background:

- *In the last newsletter Rex Olmstead provided us with the first draft of the rules for 2003 Slope Combat contest event. People liked what he provided. We will continue to review them and post agreed to guidelines. Combat will be held after the Club meeting in January, February, March and April.*
- *Committee established to handle the individual areas of the contest. Committee is Mac McGlaughlin, Rex Olmstead, Mike Farnsworth, Jim Armstrong and Michael Moore.*
 - *Everyone that enters the event will get a prize for each entry fee. Committee will select and purchase prizes. Funds from the entry fee will be used for the prizes. If they go over budget funds from the Club kitty will be used.*
 - *Committee will establish final rules before conduct of the first event in January 2003.*
 - *Committee will establish judges, Contest director for each of the four Monthly events, and any other area that needs to be addressed.*

Rex Olmstead provided updated Contest rules:

CONTEST RULES:

- The contest will consist of twelve completed rounds per class and will be held on monthly club meeting dates. It will begin in January and continue until the twelve rounds have been completed.
- It will for war-birds, flying wings and Mini war-birds (If enough interest)

- The allowable wingspan shall be approximately 49 inches.
- The entry fee for each class will be \$15.00. All entry fees will be used to purchase prizes for the contest competitors.
- There will be a First Place Award for all classes. **Each entrant's name will be put in for a drawing of miscellaneous prizes. An entry in both classes will give you two chances in the prize drawings.**
- The object of the contest will be to put as many as 10 planes up for a ten minute period with the survivor being the winner of the round.
- If more than one survivor (at the end of the round), the points for the number of places surviving will be totaled and divided equally amongst those surviving that round.
- Competitors will be allowed to change planes between rounds of competition.

Point System:

- Survivor receives points equal to total number of combatants in the round (up to a maximum of ten). Points will decrease by one for each of the remaining positions (next to last survivor receives 9, before him 8; back through to the first plane out gets one point). All entrants would be scored at every contest event; no shows will receive last place points for the round. Breaking and being unable to compete after the first round would qualify as being the first one out and receive one point.
- The "Combat Arena" will consist of an area approximately 60' - 100' long. Points will only be awarded for hits within this area.

Kills:

- A "kill" is defined as any contact between two or more airplanes that necessitates a re-launch of another pilot's plane. Note: a "false launch" or contact other than with a competitor's plane which downs a pilot, will eliminate that pilot from that round of competition for that class.

Safety:

- All airplanes flown must be specifically designed and built for combat. Each must have soft materials on leading edges and noses for the safety of the contestants. Coroplast tail surfaces and wing tips are acceptable.
- Exposed control wires must not pose a safety hazard. Exposed wire ends are not permitted on the forward end of control linkages.

Note: Register with Jim Armstrong. The following is an example of the information needed:

----- Original Message ----- **From:** [Michael D Moore](#) **To:** '[James Armstrong](#)'
Sent: Sunday, December 29, 2002 12:52 PM **Subject:** RE: 2003 Slope Contest Rules

--Name: Michael Moore; -- Category: Wing; -- Plane type: -- Boomerang; -- Freq: 57

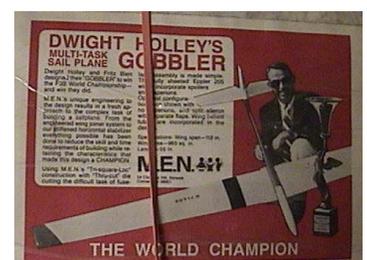
R/C SWAP/SELL EVENT:

Background: A member recommended that the club put an R/C swap/sell event together for this winter. He wanted to purchase some planes that are already together. Members seemed interested in pursuing it. Jim said he would check with the American Legion in Topsham. All Club members are asked to look for an inexpensive place to have it. We would need a place to display all the stuff people would bring for swap/sale.

- Jim checked into the Topsham American legion. Cost would be \$200 for 4 hours for a member. Jim asked the Brunswick Area Modelers Club if they would like to have a joint one at the Pejeboscott Terrace where they meet. BAM members approved the idea and their President Paul Johnson said he would work with Jim to put it on.

FUND RAISER "MEMBER ONLY- WINNER PAY" RAFFLE:

Background: Jim Tyrie donated a Dwight Holley's "Gobbler" multi-task Sailplane. It has split ailerons with separate flaps. Wing ballast tubes are incorporated into the design. Specifications: Wing span -112; Wing area - 983 sq. in.; length -55 in. At this meeting members will decide to put a \$40 price on it. Several members said they would be willing to pay that much and still think they got a good deal. That is what we want when we have a fund raiser "member only- winner pay"



raffle. So if you want your name put in the hat, come to the next meeting for the drawing or let someone know that is going to the meeting so they can put your name in.

- Numerous members put their name in for the Fund Raiser "Member only- Winner pay" raffle of the Dwight Holley's "Gobbler" multi-task Sailplane. Winner was Ken Mac Donald.

DSC CHRISTMAS PARTY:

Background: Jeff Carr asked if the Club wanted to have a party again this year at his house after next Club meeting /flying session. Everyone was for it. Meal will be a pot luck so bring something for everyone to enjoy. And yes, families and guests are invited. Time is 3 PM. Jeff Carr's house, 762 Hallowell Road Durham, ME; FMI 297-353-9096 or 207-650-0354.

- Jeff said that he hoped everyone could make the DSC Christmas party at his house that afternoon.

NEW BUSINESS

COLORED PACKING TAPE: Discussed whether or not there was enough interest in purchasing another case of colored packing tape. It was brought up that you could purchase colored packing tape from Grainger in Portland. Grainger is on Warren Ave (past BJs) near RT. 302 and Home Depot. <http://www.grainger.com/Grainger/wwg/homepage.jsp>

<input checked="" type="checkbox"/>	1F183	<input type="text" value="1"/>	High Performance General Purpose Box Seal Tape, Width 2 Inches, Color Orange, Length 55 Yards, Adhesion 50 Ounces per Inch, Tensile Strength 30 Pounds/Inches,	SCOTCH 373	1	Today	\$3.56	2337
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DSC 2003 DUES:

Jim read those members that had paid their DSC membership for 2003. Several members paid their dues at the meeting.

DSC CLUB BUILDING PROJECT:

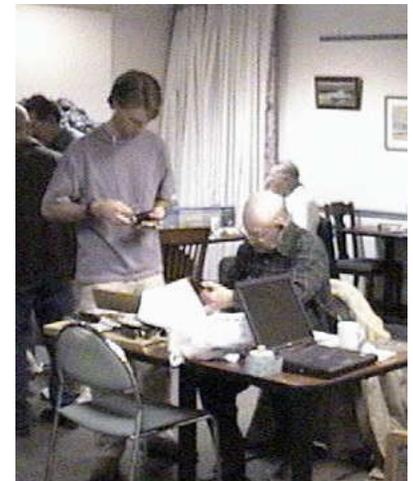
- Discussed have a Club Building Project. Recommendation made to build a DHLG. It was felt that everyone should have a DHLG. It was agreed that every Club project should have an overall coordinator. Glen Collins volunteered to be the coordinator. As such, Glenn suggested setting up CNC cutter donated by Rick Hallett at his house so he could spend time on it when he had it. Unanimously approved. Jeff said that he could make the mold. It was suggested that the booms could be purchased at the WRAM show.
- Since the meeting, Glenn put out the following e-mail:

----- Original Message ----- From: <gcollins@gwi.net>; Sent: Saturday, December 28, 2002 10:09 AM
Subject: DHLG club project

Hello all,

We currently have 9 people who have expressed an interest in the DHLG club project. Many people have materials that they are willing to donate. This will keep the cost reasonable. The Super Gee or some Drela derivative seems to be the model of choice. Some have expressed an interest in the use of kevlar in all or part of the wing. The use of Kevlar may make the cost prohibitive for some. With the use of the CNC machine and an assembly line approach to bagging. We could make several fiber glass wings for the cost of one Kevlar wing. We can discuss this. I'm no expert in this area.

The weekends seem to be the best time to meet. I'd like to start getting together Sunday January 6 at noon. People who have not yet expressed an interest in the project but are just curious about what were doing are welcome to stop by.



Jeff, has started work on a plug for the fuselage. The CNC machine is working. It now runs at a reasonable speed. Appropriate temperature, speed and resultant kerf for blue foam have been determined. There is a fair amount of backlash that I still have to work out but the cuts are reasonably accurate.

I live right across the street from Jeff. Look for Milkyway Lane (pvt drive) and go all the way down the back. If anyone needs directions let me know.

Glenn C

F3J CONTEST PRIZES: CD Rick Hallett presented the winners of the October F3J contest with USA Soaring Team F3B "T" shirts.



DSC FUND RAISER/MEMBER GIVE AWAY:

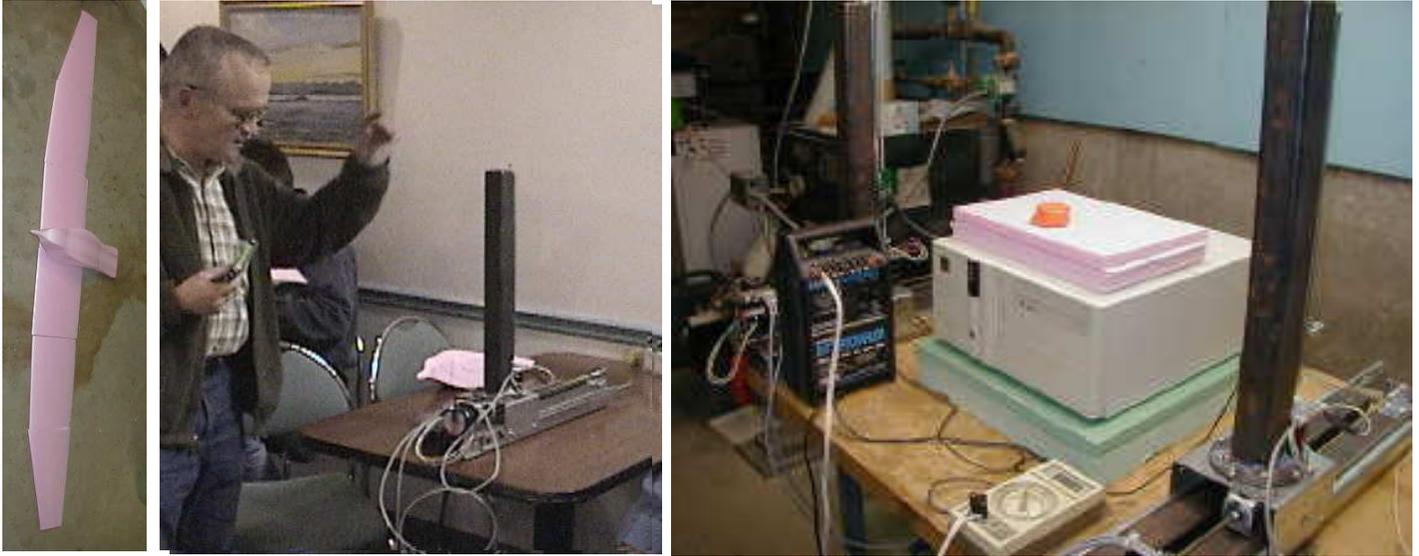
Brian Lawrence gave away a BD 5 slope soarer and Rick Hallett gave away some rubber tie downs. To raise funds for the Club we set a price for the BD 5. Anyone interested in paying the amount set was given a ticket. Jim won the BD 5.

SHOW & TELL:

- Mark Higgins brought in a HLG he built. He took an inexpensive Skeeter and modified it. His fuselage is 4 oz lighter than stock w/1/32 ply, with a CF boom fuselage. It is extremely light. Archery shop gave Mark the CF Arrow Shaft. Mark also said it was very cheap.
- Jay Wiley brought in an electric Sparky. Thunder Tiger Sparky ARF which included a mounted 380 motor with gear reduction and prop w/spinner, installed radio gear with an Ace ESC-30 speed control, two servos and a seven cell pack. Flight control is a Thunder Tiger 27 Mgh 3 channel single stick with throttle slider on the side. The wing is in two sections and the rudder and stab need to be glued on. Total package was \$220 and it includes a DC timer charger for the flight pack. Jeff Carr displayed a new HLG he built for Brett. It has a 59 inch wingspan. Rudder elevator Poly wing DLG capable
- Jay also mentioned that he had taken a full size glider ride in a Schweitzer 232 three place sailplane down at the Trenton Airport near Mt. Dessert. Jay took the mile high ride and was in the air for about 45 minutes.
- Charlie Kerr brought in a tow line he is going to use for towing up large scale R/C Gliders. Charlie explained the pieces and their function.
- Rick Hallett presented the Club with a CNC foam cutter. It included items such as a computer, 4 stepping motors, drive



control board, and slides. Rick has used it to cut wings already. He said the thing that puzzled him was the Zeroing of the machine. Street cost of the parts would be several hundred dollars and Rick donated it to the Club. He said we could take any airfoil from the Club's Compufoil program and make any planform we would like.



PRESIDENT'S CORNER (JIM ARMSTRONG):

CONDOLENCES: I'm very sorry to report that Mr. George Hemond passed away. Charlie Kerr called me prior to the last meeting and I sent the family a sympathy card. Mr. Hemond died in Anderson Alaska. He was building a house there.

DVD "JUST WANT TO FLY":

As requested by Club members, I ordered the following DVD:

Item	Price		Titles	Quantit y	Subtota l
Single DVD	\$ 34.95	1	Just Want to Fly	1	\$ 34.95

SPECIAL THANK YOU:

- Special "Thank You" to Mike LaTorre for his PLEASE CONTINUE TO HOLD ("YOUR CALL IS VERY IMPORTANT TO US") article, which is at the end of this newsletter.
- Special "Thank You" to Jeff and Brenda Carr for hosting another outstanding Christmas party.
- Special "Thank You" to Mac McGlaughlin for a very informative presentation and demo on air brushing.

INDOOR FLYING: For those that like to fly indoor they will be flying at the Lewiston Multipurpose Center January 24th.

----- Original Message ----- From: "Lou Dineen" <louatwork@yahoo.com>

Subject: Merry Christmas, folks - More flying dates for Lewiston

Hey everybody,

I think I speak for all when I say we had a great time last night. I'm especially glad all of the lost models were retrieved. Here are the dates for the next two meetings.

-- December 20, 2002

-- **January 24, 2003**

If you have any questions, just email me or call at 786-7550

Lou

GLIDER NIGHT (EVERY WEDNESDAY NIGHT):

Ken Mac Donald wanted me to remind everyone that they are invited to his house every Wednesday evening (4 till 8 pm). We have been flying in Ken's dooryard prior sunset. We fly, build and socialize a lot. Come join the fun.

WISH EVERYONE A SAFE AND WONDERFUL "NEW YEAR."

**Happy Flying,
Jim**

**PLEASE CONTINUE TO HOLD ("YOUR CALL IS VERY IMPORTANT TO US.")
- BY MICHAEL J. LATORRE**

"Your call is very important to us, so please continue to hold for the next available operator."

Sound like a familiar refrain on a "customer service" line? Somehow, I find it hard to believe that customer service calls are considered "important" in any sense of the word. If a company was being evicted for failure to pay rent I doubt the landlord would be tormented with easy listening tunes for half an hour. I'll bet a 200 unit order gets through to a live person a lot quicker too - without an hour's worth of Kenny G's musical warbling.

I'm happy to report that you don't have to be a Muzak lover when you call Hobby Lobby service. Case in point.

I bought a ten amp Jetti speed control from them recently. When I got it, I discovered that it cut out at full throttle. To use a technical term, it was broke. I called the company to apprise them of the problem. Being somewhat cynical I made preparations to kill time while on hold. I was ready. I dug out my checkbook to reconcile. I also pulled out the Sunday New York Times Crossword Puzzle and a mess of Number 2 pencils - just in case.

But Hobby Lobby answered the phone on the first ring. I was totally unprepared for the non-android, human voice. The checkbook and crossword would have to wait. After explaining the problem to the receptionist, she told me I'd have to speak to Mr. "L.A. Johnston." I left a voice mail for him. Never figured he'd actually call back. But he did.

Now Mr. L.A. Johnston isn't really like any one person you've ever spoken to in customer service. I think he said he's from Texas or Oklahoma or somewhere else I probably couldn't find on a map. The man takes you a little aback at first because he's a slow talking, polite Southern gent.

But you're not dealing with Barney Fife here. Johnston is a hybrid of personalities. Maybe a cross between Wyatt Earpe, Sherlock Holmes, with a touch of the Professor on Gilligan's Island for good measure. This guy wanted facts - all the facts. "What kind of plane?" "What motor are you running?" "What battery pack are you using?" "Did you try any other packs?" "What are you using for a propeller?"

Then Mr. Johnston (wonder if his friends get to call him "L.A." for short) explained precisely how speed controls work.

“They pulse an even amount of energy out of the output side, so you have to put a voltmeter on the input side to see what’s going on. Could be that your battery is fooling the circuitry to thinking that the battery’s flat-lining.” By the time the discussion got this far, Mr. Johnston suspected he wasn’t dealing with an electrical engineer.

I did the only respectable thing an upstanding club member could do when confronted with a seemingly unsolvable technical question. The problem had to be properly studied, analyzed and accurately reported.

So I sent an e-mail to Jeff describing the situation in detail.

After testing, Jeff concluded that indeed the thing was...well he didn’t exactly say “broke” but that was my primitive understanding of the diagnosis.

I left a voice mail for L.A. I told him what Jeff had found.

About two hours later I had a return voice message from L.A.

“Sent you a brand new 18 Amp Jeti this afternoon. Yours obviously has a problem.”

I called Johnston again to see what I had to do about the old 10 Amp ESC. How to return it? Where to send it? L.A.’s response was delightfully simple.

“Throw it in the trash. No sense wasting good money sending it back.”

Is this beautiful or what? I haven’t heard that kind of common sense, no-nonsense, plain talk, since my grandfather returned a defective fishing reel at a local hardware store. That would have been sometime during Eisenhower’s second term.

I was very happy with Hobby Lobby’s rectification of the problem. But Mr. Johnston wanted to know more about what was going on with my specific set up for his future reference. Must be that Wyatt Earpe gene. The man wouldn’t rest without getting to the root of the problem. I got the following e-mail from Johnston after the company made good on its promise to ship the new ESC:

MICHAEL,

ON DIRECT DRIVE WITH THAT PROP, ECALC SHOWS YOU SHOULD PULL AROUND 12 AMPS. NOW THAT IS WITH FULL VOLTAGE FROM THE BATTERY PACK. I SUSPECT THAT BECAUSE OF THE OUTPUT VOLTAGE DROP YOU WON’T PULL THAT MUCH. PROBABLY ABOUT 7 TO 7.5 AMPS.

I AM GOING TO SET ONE OF THOSE MOTORS UP WITH THAT PROP AND RUN IT AND MEASURE THE AMP DRAW SO I WILL HAVE A BETTER IDEA WHAT IT ACTUALLY PULLS. I WILL MAKE THE TEST WITH A 720 NIMH PACK, AND A 1500 MIL NICAD PACK, SO I CAN SEE WHAT EFFECT THE BATTERY VOLTAGE HAS ON THE AMP DRAW.

AS SOON AS I GET THE RESULTS, I WILL TELL YOU WHAT IT ACTUALLY PULLS.

YOURS,

L.A. JOHNSTON

Here’s the point. We can get stuff at any number of supply outlets given ready access to the Internet and mail order supply houses. We can save a buck maybe two or even three. We might even finesse free shipping. If the sale goes without a hitch, we’re content. However, when a deal goes bad because of a defective part, the satisfaction from saving a few dollars evaporates. What we can’t get at any price today is the personal touch when a part is defective or otherwise unsuitable. Let’s face it. In this business, technical glitches are a fact of life.

So hats off to L.A. Johnston and Hobby Lobby for personalized customer service - a commodity that’s becoming increasingly scarce in the high-tech twenty-first century!

DownEast Soaring Club Upcoming Events

Event	Date	Time	Location
Clip and save			
DSC Club Business Meeting and slope Contest afterwards	Saturday, 1/11/2003	9am coffee/pastry, 9:30 Business meeting, 10:30 Show & Tell (Slope afterwards).	Bookland Coffee Shop, Cooks Corner, Brunswick * See Note 1
DSC Club Business Meeting and slope Contest afterwards	Saturday, 2/8/2003	9am coffee/pastry, 9:30 Business meeting, 10:30 Show & Tell (Slope afterwards).	Bookland Coffee Shop, Cooks Corner, Brunswick, ME * See Note # 1
DSC Club Business Meeting and slope Contest afterwards	Saturday, 3/8/2003	9am coffee/pastry, 9:30 Business meeting, 10:30 Show & Tell (Slope afterwards).	Bookland Coffee Shop, Cooks Corner, Brunswick, ME * See Note # 1
DSC Club Business Meeting and slope Contest afterwards	Saturday, 4/12/2003	9am coffee/pastry, 9:30 Business meeting, 10:30 Show & Tell (Slope afterwards).	Bookland Coffee Shop, Cooks Corner, Brunswick, ME * See Note # 1
May MTG / No Host Slope Soaring Pizza Festival	Sunday, 5/4/2003	Business meeting 11 AM till Noon, Flying before/after meeting.	Clark's Cove, Harpswell, ME ; Low tide 10:59

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.
2. 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)
3. '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.



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