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AMA Club Charter #2988

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<http://www.downeastsoaring.org>

## February 2014 issue of the DSC's "Quiet Happenings" Newsletter

### Downeast Soaring Club Upcoming Events

Event	Date	Time	Location
DSC Business and Show & Tell Meeting	Saturday, 2/8/2014	Social 9 AM, 9:30 AM Business meeting starts; 11 AM Show & Tell	Topsham Public Library
DSC Business and Show & Tell Meeting	Friday, 3/31/2014	Usually 2nd Saturday of every month Social 9 AM, 9:30 AM Business meeting starts; 11 AM Show & Tell	If event date is the end of the month it is just a place holder, watch email. Topsham Public Library

Note: #1 Changes to an event will be announced by e-mail and posted on the DSC web site as soon as it is known. Check your e-mail on the morning of the event to see if it has been cancelled for an unforeseen circumstance.

### PREFACE:

A winter storm hit right before the meeting. Roads were icy and dangerous to travel in many areas. President Jim sent out an e-mail asking members if he should cancel the meeting. Several people said to have the meeting, as they felt they could make the meeting.

### MEMBERS PRESENT

James Armstrong, Ken Baker, Robert Berry Jr., John Cheetham, Michael Farnsworth, Tim Martel, and John Seredynski,



## TREASURES REPORT:

Jim A reported DSC Treasurer John Emery is wintering in Florida and that John turned over the Treasurer's duties to Jim in his absence. This works out well as Jim has backup signature authority for the Club treasury. Jim reported the following:

Jim reported that the club had 23 paid members. He put out the following e-mail prior to the meeting on membership:

**Sent:** Friday, January 3, 2014 8:12:35 PM

**Subject:** DSC 2014 Membership List

Hi Guys,

Attached list shows who are 2014 members and it shows their AMA status. This is the list that you can view in the member's only section for those that are current members.

For those that have not renewed yet, information on how to renew your membership is at the bottom of this e-mail.

Happy and Safe New Year,  
Jim

Here are the ways to renew you membership;

### **DSC 2014 DUES:**

Here is the info on ways to pay DSC dues while our Treasurer John Emery is wintering in Florida:

1. Cash: \$12.00 to ~~DSC Treasurer John Emery~~ or James Armstrong. See Note #1.
2. Check: \$12.00 check **made out to** "Downeast Soaring Club". Check can be delivered in person or mailed to (~~DSC Treasurer, John Emery, 59 Andrea Street, Topsham, ME 04086~~) DSC Acting Treasurer, James Armstrong, 292 Foreside Road, Topsham, ME 04086. See Note #1.
3. PayPal: \$12.50 PayPal payment to Downeast Soaring Club account at [downeast-soaring@comcast.net](mailto:downeast-soaring@comcast.net). See note #2.

### NOTES:

Note 1: One of the rules of the Topsham library is "The Conference Room may not be used to ... exchange money or other property...." end quote. Therefore, at the Topsham Library, dues may only be paid before or after the meeting in the parking lot.

Note 2: PayPal charges DSC a fee for every \$12.00 received. This fee amounts to 67 cents, so to off-set this cost, the club has decided for those using PayPal, the dues will be \$12.50. This seems to be a reasonable added cost for members to use the convenience of PayPal if they wish to do so. This PayPal account is used exclusively for DSC funds.

## SECRETARY'S REPORT:

Secretary Mike Farnsworth reported that president Jim sent him the minutes of the DSC Board of Directors meeting held during the December 2013 Meeting . Mike read the minutes to Club members.

Mike provide the \$200 Hosting service bill to the acting DSC Treasurer.

Mike said he was having problems with Comcast. E-mail sent out via the Club web site did not make it all recipients. Jim A., John C. and Bob. B., said they didn't get Mike's email on newsletter being posted to Club Web site.

## OLD BUSINESS:

### RC FIELDS:

Background: Paul Johnson has been actively lobbying the town for access to the NASB former Radar site on Old Bath Road. A town committee has been formed which will meet in the near future to discuss uses of the site. Paul hopes to be on the committee. A portion of this large site is allotted for Sports fields; this would still leave plenty of area for a flying site. Thanks Paul for your efforts.

- No recent updates.

### SAFETY COMMENT:

The January newsletter stated: At one of our upcoming meetings safety Officer John Seredynski will tell you what happened here.

FOLLOW-UP: John Seredynski described the circumstances of this unfortunate accident of his friend and DSC Club member Ralph Damelio. It seems Ralph put his transmitter down upside down, which caused the throttle to go to maximum. This sent his huge Antic (picture below) right into him. It tore up both legs of his NEW chinos. Luckily no bad physical damage to Ralph. He was very lucky.





I like how John Seredynski described the accident.

**From:** "Buysard" <To: "James Armstrong" **Sent:** Monday, December 9, 2013 10:02:56 AM  
**Subject:** Safety first!!

Ralph's new Chinos 0, Prop 1

## NEW BUSINESS:

### DSC FREE MAGAZINE RAFFLE:

A free RC magazine raffle was held. Each member received a RC magazine.





## DSC DRAWING LIBRARY:



Plans from Club magazines are pulled out and shown to members for checkout. Several were shown.

**FREE PLAN**

**MODEL WORLD DETAILS**

**SPECIFICATIONS**

<b>MODEL NAME:</b>	de Havilland D.H. 75A Hawk Moth
<b>SCALE:</b>	1/24
<b>WINGSPAN:</b>	23½" (600 mm)
<b>AREA:</b>	85 sq in (548 sq cm)
<b>WING LOADING:</b>	2.9 oz/sq ft
<b>LENGTH:</b>	14 3/8" (365 mm)
<b>WEIGHT:</b>	1.73 oz (49 g)
<b>MOTOR:</b>	ParkZone/Hobbyzone gearmotor (8 mm coreless)
<b>PROP:</b>	ParkZone 130 x 70 mm
<b>BATTERY:</b>	160 mAh 1S LiPo
<b>RADIO FUNCTIONS:</b>	3
<b>RECEIVER:</b>	ParkZone Vapor 3-channel module
<b>BASIC CONSTRUCTION MATERIALS:</b>	Balsa and plywood
<b>COVERING MATERIAL:</b>	Esaki (Japanese) tissue and nitrate dope

**BACKGROUND**

The prototype D.H. 75 Hawk Moth four-seat cabin monoplane made its first flight at Stag Lane aerodrome in December of 1928, but was underpowered with its original de Havilland 'Ghost' V8 engine of 200 hp (149 kW). This engine was replaced with a 240 hp (179 kW) Armstrong Siddeley Lynx seven-cylinder radial and the wingspan and chord was increased slightly, as well as other structural modifications. As a result flight performance was improved and the aircraft was re-designated as the D.H. 75A.

This design was intended for the export



## SHOW AND TELL OR JUST TELL

- John Seredynski showed us his new FrSKY transmitter package. See all you get for less than \$200. Different Transmitter Modules cost around 31 dollars and additional receivers are around \$20. John explained all that you can do with it.





- John Seredynski explained the use of S bus. Benefits were explained. Eliminates lots of wire and connectors when using multiple servos. S bus servos can be programed for any functions. Regular servos can be programed for any function but you need an s bus decoder which is programed for functionality. You use a channel creator for S bus decoder or S bus servo. Disadvantage is the little extra cost.
- John Seredynski told us about his Carbon Cub from Horizon Hobbies. It weighs 7 Lb. A six cell 5000 mah battery powers it. It take off at half throttle and flies like a pussy cat. It has a factory installed flight correcting circuit that makes it a little easier to fly. There are videos of it doing glider towing. It will tow 2 gliders at the same time.
- Ken Baker showed us the stainless steel rods he purchased to use as pushrods. He gave a couple of them to anyone that wanted some. Thanks Ken.
- Jim said he is looking for a trainer plane that has a rectangular fuselage and uses a power pod over wing. He wants to use dollar tree foam for construction so that he can use the folding technique used on the designs of the F-35 jet. The frog would be good but it doesn't have a rectangular or square fuselage. If you know of one please let Jim know.





- Bob Berry brought up the OrangeRX RX3S 3-Axis Flight Stabilizer w/DSM2 Compatible 6CH 2.4 GHz Receiver. The all new RX3S Flight Stabilizer integrates (combines it in one package) the original *V2 flight stabilizer* design with the OrangeRX Spektrum/JR DSM2 compatible 6CH 2.4 GHz **receiver**. This eliminates the need for using a separate receiver in your model, not only making installation more tidy and convenient, but allowing you to simply bind and fly with flight stabilization!
- Bob brought it up because the 3 axis in flight stabilization 6 channel receiver is great for flying in the wind, which there is a lot of it in Maine. It fights being pushed around all over the place by the wind. You still can crash, but it will be very graceful. It doesn't have auto leveling.
- He purchased a fully programmable OrangeRx DSM2 transmitter and wants to buy an Orange RX3S to go with it. After the meeting Jim showed Bob how to set up his programing. Which is real easy with this transmitter. They bound a six channel orange receiver.
- Here is Bob Berry and John Seredynski adjusting the throttle ratchet tension on his Orange DSM2 Transmitter to make it tighter. John put dimples in the strap which caused more friction.



## PRESIDENT'S CORNER

(Jim Armstrong) :

### TWO DSC GAMBLER-AG FOR SALE:



The DSC Club has two gambler kits for sale/ with motor mount. Now is the right time to build one. **Cost is a bargain at a Club discount price of \$65. You save a lot because there is no shipping cost, a free motor pod is included from Allen**

**Wright, and clear covering is provided free.** Add it up and see how





much you save. Go to <http://www.wrightbrothersrc.com/> for FMI on Gambler AG.

Video of Jack Pignolo's Gambler

<http://www.youtube.com/watch?v=BqDNK8iF2R0>.

## NEW SCRATCH BUILDING.

*Our Club is fortunate to have a bunch of prolific builders.*

- Club member Jack Pignolo's latest scratch building project is a Cutlass Foamy. Jack sent me a nice writ up of his Cutlass Foamy. Looks cool!!! Can't wait to see how it flies.



From: "JACK PIGNOLO" To: "Jim Armstrong"  
Sent: Thursday, January 9, 2014 12:43:42 PM  
Subject: Cutlass Foamie

My latest creation is a not to scale Navy Cutlass look alike. The amazing thing about this aircraft is that it was built in 1945. Believed to be influenced by German designers...Way far ahead of any design at the time. The sad part is that the Westinghouse engines did not have the power to fly this fantastic looking bird with any degree of safety. It was an underpowered killer, with frequent flame-outs, and very weak collapsing nose gear, unable to sustain normal carrier landings. From a good looks stand point, I think it is the best looking jet aircraft the Navy ever had. Too bad it did not perform up to its appearance. With today's modern engines I think it would be a winner...



- Ken Baker completed scratch building a Polaris and a Mako Shark all terrain flying planes. He has them flying and he is adding accent to them to make them easier to see and making some trim adjustments.

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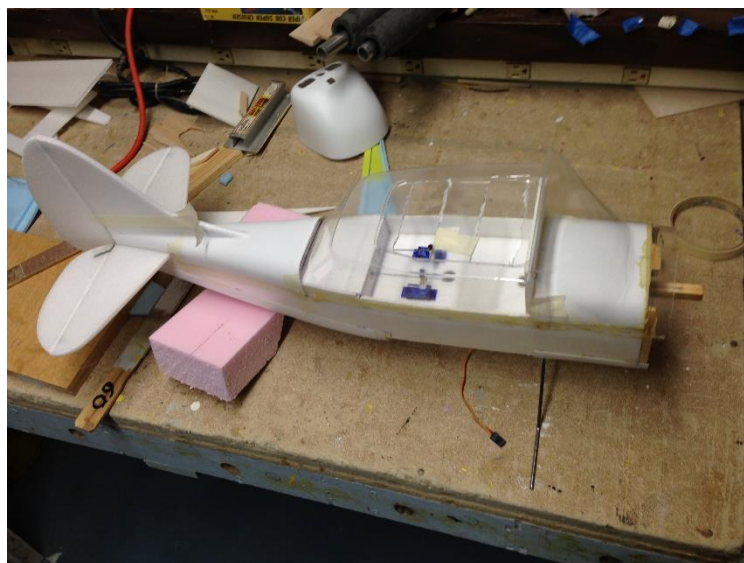
**From:** "Ken Baker"  
<bakerboat@gmail.com>  
Hi folks,

I have finished my Polaris and Mako and they're both ready to maiden. Was thinking of going to the Bowdoin field on Wednesday early afternoon if the weather holds? Has anyone been by that field lately? Is anyone interested in going?

Regards,  
Ken



- John Cheetham is at it again. He is building 2 at a time. They are the Slow Boat and a Cartoon L-19. John has completed the Slow Boat and it flies great. He flies so good that it would a nice step up from a Frog. It has some dihedral and it can fly slowly, which gives a beginner more time to react.





- Here are some pictures of John building the Slow Boat. I'll have to put in a completed picture of it in the next newsletter.



- Here is Ken Baker getting ready to cut out his Polaris Parts. Ken has a plotter that he used to print out full size copies of the Slow Boat Plans. He just lightly sprayed some contact spray on the plans and then laid them on some blue Fan Fold. You can cut out the part, through the plotting paper, real easy. Rumor has it that Ken has just about completed putting together his Slow Boat and that Bob Berry has all his parts cut out. Special thank you to Ken Baker for making copies of the Slow Boat drawing for Club members. Much easier than taping tiled sheets of paper to make a drawing and is much more accurate.





- John Cheetham added some more color and reflective trim to his F-35.



- Here is Forrest Sumner's tow release that he installed in the nose of his glider that was already built. It came out great and serves as a guide on one way to install one. The other picture is the wing of a Robin Hood Powered plane that Charlie Kerr gave him. Forrest is repairing and recovering the entire plane. Forrest is outfitting it so he can do some glider aero towing.





### **KVMA SWAPFEST:**

**From:** "John & Abi" <daleyflyer@gmail.com>

**Sent:** Wednesday, February 5, 2014 11:02:04 AM

**Subject:** KVMA's "Cabin Fever" RC Swapmeet

Jim, please let your members know that we having an RC Swapfest on March 1st 10 AM-3 PM . See attached flyer.

John Daley  
KVMA Pres.

**Note: KVMA Swap meet flyer is at the bottom of this newsletter.**

Happy safe Flying,

Jim

**KVMA**  
*Cabin Fever*  
**RC Swap Meet**



**March 1st**  
10 AM- 3PM

Granite Leisure Time  
85 High St.  
Oakland, Me.

Note: Bring your own tables  
Free admission