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AMA Club Charter #2988
<http://www.downeastsoaring.org>

DownEast Soaring Club Upcoming Events

Event	Date	Time	Location
February Club Meeting	Saturday, 2/11/2007	9am coffee/pastry, 9:30 Business meeting, 10:30 Show & Tell (Slope afterwards?).	Bookland Coffee Shop, Cooks Corner, Brunswick, ME *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 January 1/13/2007

(As recorded by Glenn Collins)

Meeting preface: President Jim Armstrong was all set to attend this meeting but couldn't because he attended a funeral for his Sister-in-law's husband in Massachusetts. Bob Berry was able to come by Jim's house and pick up some stuff for the meeting that he left outside for him. Jim appreciates Bob picking up items for the meeting.

MEMBERS PRESENT: Glenn Collins, Larry Smith, Charlie Kerr, Ken MacDonald, Dan Flynn, Bob Constable, Bob Barry, Dick Rosenberg
We also had some extra guests. Bookland double booked the room with the American Cancer Society with about a dozen people. Good cause, so I didn't make a stink about it. A little noisy though with two groups trying to talk over each other. It was nice to see Larry Smith back after a diversion into Porsche autocross.

TREASURES REPORT:

Ken Reported 631.13

GC reported the status of the Club's Pay Pal account.

Below lists the balance as of 17 December 2006.

PayPal Account Balance

U.S. Dollar: \$244.78 USD

SECRETARY'S REPORT: No correspondence other than the following:

- Two New England RC auctions/ flea markets announced. 6th Annual Central NH RC Auction sponsored by the Concord Skyhawks, Bow NH Saturday January 20 for info contact Dick Smith Soozies@comcast.net.
- Northern Connecticut RC Club 26th Annual NCRCC Auction and Swap Sunday Feb 11 for info WWW.NCRCC.org

OLD BUSINESS:

FOAMY COMBAT:

Background: Ken said that he did not have an update from Bud Greenleaf. Glenn et. al. are looking into making a profile plane because there wasn't enough interest in the Cox warbirds.

November Update: There is renewed interest in the Cox Warbirds. John Emery saw the Cox warbirds in pylon racing at NEAT fair. John's son competed and had a ball. John, Frank and Fran now have Cox warbirds.

Most of the members present would be interested in pylon racing. Plans are to try pylon racing in the spring so it will give people time to get a plane if interested. Editor's note: Don't forget to ask for one for Christmas.

December Update: Jim Armstrong asked Jay Wiley, who works for Ray and Robins, if Ray and Robins would make a group purchase from Cox. Jay said that they don't deal with Cox.

Jim said he contacted King's Mountain RC in Orrington, ME as he heard from DSC member John Emery that it was a good store to deal with. The owner said that if Jim sent him the e-mail from Cox he would contact them and see what he could do for us.

Here is what John Emery said: Hi Jim:

That is the place in Orrington - Warren; the owner is a real nice guy and he will do anything he can for you. In addition, his prices are right. Although I haven't bought anything from him lately (distance) I highly recommend doing business with him if you can get to his shop.

John Emery

Also one of the new member's from BAM John Cheetham told Jim that he has done business there and highly recommends it. You can contact King's Mountain RC at 934 Center Drive; telephone #207 825-5593.

January update:

Foamy Combat:

Tabled due to greater interest in Cox warbird pylon racing.

Glenn Collins reviewed the following correspondence that Jim Armstrong received from Warren at King's Mountain RC. Member interest in Cox warbird pylon racing is still there. Talked about the \$89 ARF compete kit. Bob Berry relayed that he heard that when people ordered complete kit they didn't have the ability to select a channel. Dan noted that with the cost of cheap servos and receivers it wasn't all that great of a deal. It does provide convenience for some flyers who don't mind the limitations.

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

From: Kingsmountainrc

Sent: Thursday, January 11, 2007 9:29 AM

To: jamesiii @ suscom-maine.net

Subject: Re: Cox Planes

hello; I hadn't heard from u folks so I thought the interest faded.lol one of your guys was here the other day on his way through Bangor.I just e mailed COX to get hooked up with them and yes there should be some room for a group discount. Not sure how long it will take for them to respond back ,but keep in touch and I'll let you know as soon as they do. I am also calling them today when they open to ck. Thanks Warren

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

From: Kingsmountainrc@

Sent: Thursday, January 11, 2007 10:53 AM

To: jamesiii @ suscom-maine.net

Subject: Re: FW: Warren: Please read: RE: Cox Planes

I just spoke with Cox Products and they are sending me the paperwork .should be 5 days she said and another for me to get it together. Thanks Warren

CLUB GLIDER:

Background: The club needs a couple of standard servos for the Bird of Time. The micro servos keep stripping. Mike offered to donate two standard servos. (Jim can drop by anytime to pick them up...)

December Update: A day after the meeting, Mike Farnsworth dropped off 2 standard servos to Jim for the Club's Bird of Time. Now since Paul Johnson graciously maintains the Club's Bird of Time somehow the servos need to be given to him. Maybe when he gets the bands for his prop saver and The Special air hose adapter he let Jim borrow.

January Update:

Jim gave 2 standard servos to Paul Johnson for the Club's Bird of time. They were donated by Mike Farnsworth. Special thank you to Mike for the nice servos.

At the meeting we spoke of Paul. Ken Mac Donald relayed that he offered a .60 size partial built kit to Paul. It is called the Monster and is specifically designed for piggy pack glider launch. He may have not been interested in another building project. If there are other gas pilots interested in a plane kit who would also be willing to piggy back gliders Ken could probably be convinced to give you the kit.



DSC DRAWING LIBRARY:

BACKGROUND:

- At the last meeting, the Club approved taking the drawing out of the two Club magazines and make them available for member check out. Both Fly RC and Silent Flight International have some great drawings. Basically it would be a shame if the drawings were thrown away. Motion made, seconded, discussed and passed. Jim is making an index as he files them in a 3 ring binder. The index will be published in the member only section. It cost a lot to order drawings so this would be just another benefit of belonging to the DownEast Soaring Club
- At this meeting Jim showed the binder and several of the drawings that were in it housed in clear sleeves. He said he needed more sleeves to house all the drawing. Members approved purchase.
- April UPDATE: Jim showed members some of the drawings that members can check out and the new sleeves they are in.
- July update: Jim has been adding the free plans that the Club has been getting from Fly RC and Silent Flight International. Book of plans was passed around at the meeting. Jim said that he would make an index of the plans for checkout and include a picture of each plane. This would allow members to see a picture of the plane so they can decide what to build. Glenn Collins volunteered to make the index and include pictures of the planes

November update:

Glenn is going to work on the index and will put pictures of the drawings in using a new scanner he just got.

December Update: Jim provided several more drawings for the DSC Club Drawing binder. See picture for items added this month. Glenn to put a picture of the planes in an index so people can choose something they would like to build.



January Update:

Glenn reported that he has begun working on this. He also relayed to the members a great web site:

www.theplanpage.com

This site has hundreds of old time plans taken from the pages of old modeling magazines like Model Airplane News, Air Trails etc. All from the 30s and 40s. The articles are included. The site also includes about 40 Earl Stahl plans. Most of these plans could be converted to electric. I also relayed that I have a very useful software tool called ISIPLOT. Well worth the \$8.50. Available from www.profil2.com. The software can take image files like this and scale them accurately to any size. The images are tiled over multiple pages with index marks in the corners so the pages can be taped together to create a full size plan. I offered club members that I would be willing to print out any of these drawing to the desired scale and send them the plan.

DSC INCORPORATION:

The DSC needs to update its bylaws as part of the incorporation process. Jim has a hard copy but does not have an electronic copy. Bob Constable volunteered to type up our current bylaws to get them into an electronic format. Jim should snail mail or send him a copy. Mike volunteered to be the "Agent".

July update: Paul Johnson told us that BAM has been incorporated. The state wants to know how membership is derived. In BAM a member is determined by his paid up dues which gives them voting rights. This allows them access to the Club's facilities.

November Update: Jim found the By-laws and passed them around at the meeting.

December Update:

Jim said he would be meeting with Mike to discuss revising the bylaws. Bob Constable volunteered to put the old hard copy of bylaws into an electronic file so it can be revised. Thanks Bob.

January Update: Because of the Holiday's Jim and Mike haven't met but will soon.

DSC PATCHES:

Background: Bob Constable was wondering about caps and/or patches with the DSC logo on them. Mike said that someone should be pursuing this idea. The club may be able to get a bunch of patches made and sell them to members for cost plus \$1.00.

July update: Looking for the someone. Any volunteers.

November update: No one has volunteered.

December Update: No one has volunteered.

January Update: Glenn reported that Jim Armstrong volunteered and will provide details at next meeting.

WEDNESDAY GLIDER NIGHT:

Background: After we turned back the clocks we started to meet at Ken Mac Donald's house. Ken described those meetings as "Everybody talking at once and we all had coffee." Some of the going on: Bob berry brought his slow stick with a brushless to be checked out and is building a Foamfly.com Shark. Fran and Frank brought their Cox planes for viewing. Dick Rosenberg brought some items to be checked out. John Ostromecky brought his Slow Stick to build and is going to build a Frog. Jim brought purchases from Allerc, Balsa products and Rchotdeals. Paul Johnson came by to share some good tips. All club members are welcome.

December Update: Jim showed pictures of some recent get togethers.

January Update: Ken Mac Donald said he was working on a Pitts biplane.

DSC FREE MAGAZINE RAFFLE:

* January winners were Glenn Collins and Larry Smith.

50 INCH HLG LIMITED CLASS COMPETITION:

Background: Talked to club member Allen Wright and he tells me that he is coming out with a new design to meet the 50 inch HLG Limited Class Completion that is gaining a lot of popularity. Sounds like a good item for Wednesday Theme night. Jim, Glenn and John have a gambler. Anyone else? In the past Allen has given Club members a little discount and no shipping cost if I pick them up for you when I'm in NH. This is an item everyone should have. Inexpensive and lots of fun. Check it out at: <http://www.wrightbrothersrc.com/>

Gambler-AG Announced

We are currently working on producing our first batch of our latest refinement of our most popular kit - the Gambler DLG. The new Gambler-AG should be available for order some time in March and includes the following improvements:

- AG36 airfoils designed by Mark Drela
- Increased span to 50" to maximum allowed span for limited class competition
- Improved laser-cut wing hold down assembly
- Stiffer Avia boom
- Increased polyhedral for better turning response
- laser-cut trailing edges
- Improved rib design to allow flush D-tube and center section sheeting
- Modified rudder mounting position for straighter launches

We would like to thank Mark Drela, Oleg Golividov, Phil Barnes and Northeast Aerodynamics for their help with most of these improvements. For those looking at a sneak peek at the Gambler-AG you may download the new instruction manual to see some of the changes. If you would like to be notified by e-mail when we are shipping the new kits you may e-mail us at sales@wrightbrothersrc.com to be put on our waiting list.

- Glenn Collins took up Allen Wright on his Club discount. He ordered a Gambler DLG at \$10 off. I will be picking up a Gambler AG for him so there will be no shipping charge. Anyone else?



November Update:

Motion: Jim said that since this is a glider Club, he would like to see the Club purchase 2 Gambler AG Discuss Hand launch Gliders and keep them available for a quick purchase by Club members. Jim said he could purchase them and pick them up if the Club approves (and save the \$5.00 shipping costs, plus they get a discount from Allen Wright for being a DSC member). They could then be advertised in the club newsletter, on the Web and also sold at Club meetings. This would be a great way to get a one design DHLG started. If we start now we could get some interest in building them this winter at glider night or individually during the winter building season.

After discussion motion passes unanimously. Charlie Kerr, Jim Armstrong and Ken Mac Donald said they wanted one. Glenn Collins said that he is building one and to check out Ezone Active discussions group which has a lot of instructions on building. Glenn said that the instructions are very good but beginners may get some additional tips from Ezone. Jim will pick up 5 kits and have the Club's 2 available for sale at the club December meeting.

December Update: Jim said that he and the Club owed a big thank you to Allan Wright for bringing the Gambler AG Handlaunch kits to him in NH during a torrential rain storm. Ken, Jim and Charlie bought one and the Club bought 2 to sell at the Club meetings. Allan gives DSC members a \$10 discount and because Jim picks them up there is no shipping charge. At the meeting Mike Farnsworth and Dennis Phelan bought the last two. Two more will be purchased for the Club when Jim goes to NH again. If you want one of them please let Jim know.



January Update: Jim's note to Glenn said that he picked up 2 Gambler AG Handlaunch kits for sale to Club members and also picked up a Gambler AG wing kit for Dan Flynn. At this meeting Bob Constable purchased one of the two Kits. The club has shown great interest. I believe there are 8-9 kits purchased by club members. Almost got Larry to buy one too. Glenn also relayed discussions of up starts for HLG launch. Lots of good discussion of gambler, building and design experience. Good segway into Charles TE jig (see show & tell for jig info).

NEW BUSINESS:

Present Raffle: Dick Rosenberg didn't make the December meeting but brought in a belated Christmas present to be raffled off free. Bob Constable received a nice hobby knife set. Thanks Dick.

Summer meetings:

Jim asked Glenn to bring up the following for discussion at the meeting:

The only way I'm able to be President is to have a VP that is willing to take over the meetings during the Summer, as I am unable to make the Saturday meetings because they conflict with my horseshoe league. Last year and Years before we were lucky to have Mike Farnsworth and Glenn Collins as our VPs to do the job. Special thanks to them again.

As I said in the last newsletter (but who reads the newsletter?), because the record shows that member attendance is down in the summer, I propose we go back and schedule some summer meetings at Clark's cove. We can do some sloping if the wind is right. Or if not much wind we can slope the Gambler's and do some Hand Launch Gliding. Because of all the new million dollar homes in the area we shouldn't do

any type of flying that might cause us to loose permission to park there. So I don't think we should fly electric there for example.

The meeting can be scheduled on the web site and newsletter with the caveat that a member e-mail will be issued prior the meeting stating whether or not it will occur. Several Clark cove meetings were only attended by me and another person or two because of questionable weather. I felt that I should go because it was scheduled. In the future if members are to busy to attend, the weather is bad of iffy, for example the president will issue an e-mail canceling the meeting.

If we have any pressing Club business we can schedule a meeting on a Wednesday night Glider/Electric night and announce the meeting by e-mail. Making changes like this to the meeting schedule need to be addressed in the revised Club By-laws.

Scheduling some meeting on Sunday will allow me to come back from NH and attend the meetings and fly afterwards.

If you agree with these proposed changes to the summer meeting schedule, Please let me know. If you don't, Please let me know too.

We reviewed Jim's above idea. People agreed. There was some discussion that if one Saturday was bad for flying. If we choose to fly on another Saturday that month, club business could be discussed then. There was still some confusion on access to Clarks Cove during non club meetings perhaps Jim could review the standing Clarks Cove policy? Sunday meetings still do not work for most people.

Club fund raiser raffle:

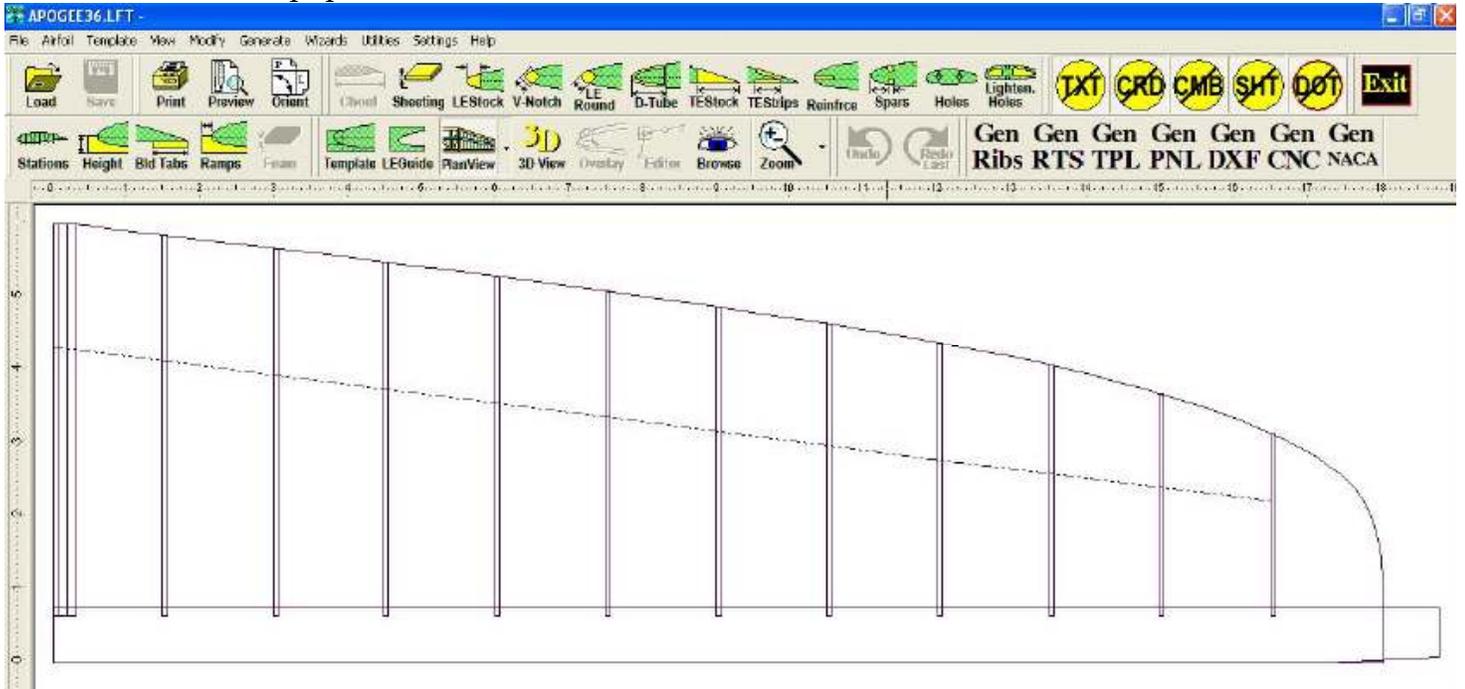
Bob Constable brought down a set of very nice flying wing cores cut by Rick Hallett. This is the last available wings cut by Rick. Bob would like to auction it off next meeting and give the proceeds to the club.

SHOW AND TELL:

- Bob Berry showed his foamee park shark. He liked the design improvements over the frog to allow easier access to components and stiffer tail boom.



- Glenn showed the demo of the Compufoil3d software. The software is useful for designing build-up ribs, as well as foam templates. The new features include the ability to loft and entire wing to any desired plan form. The wing can be rendered in 3D. I also relayed a technique of transferring printed ribs from a laser printer to balsa. Simply take some Xylene and brush it lightly on the wood. Place the printed material from a laser printer or photocopier face down and rub. a wall paper seam roller works great here. The toner is lifted off the paper and makes a nice transfer to the wood.



- Charlie showed his trailing edge sanding jig. Hack saw blades are shimmed at the front and the back of the trailing edge stock to the appropriate height to create the correct trailing edge angle. Sanding can then be done until contact is made with the blades. Results were very nice. Much easier then trying to sand the TE while it is mounted on the wing.



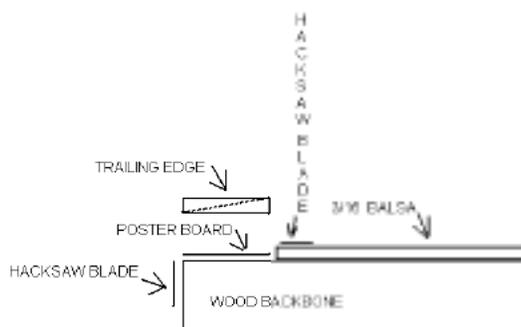
Jim asked Charlie for more info on his trailing edge jig and he did. Thanks Charlie!

HOW TO MAKE SANDING A TRAILING EDGE A WALK IN THE PARK

Author: Charlie Kerr

Editor: James T. Armstrong III

I'm building a DHLG Gambler AG Hand Launch Glider kit from Wright Brothers RC. The DownEast Soaring Club chose this as a one design winter project. Check it out at: <http://www.wrightbrothersrc.com/>. When it came to sanding the trailing edge, I decided to make a jig to cut down sanding time and to make an accurate trailing edge which is so important on a glider. Hack saw blades are shimmed at the front of the trailing edge (i.e., thicker side) and adjusted at the back of the trailing edge stock (i.e., thin edge) to the appropriate height to create the correct trailing edge angle. Sanding can then be done until contact is made with the blades. Results are very nice. Much easier than trying to sand the TE while it is mounted on the wing. My grandson Matt did the sketch for me after I showed him my jig. The key to this jig is using those plastic clamps that you can purchase almost anywhere now in many different sizes. They are used to clamp the hacksaw blades and the actual trailing edge. Here is a diagram. The only thing missing is the plastic clamps:



The steps to putting this simple jig together are:

A—Start with a true wood backboard, 3/4" x 1 1/4" x the total length of two hacksaw blades. One blade is not the length of the trailing edges in the kit so two are required. { Sand one trailing edge at a time. }

B—Fit a piece of 3/32" x 3/4" balsa sheet full length to one of the 1 1/4" sides of the backboard. Set the 3/32" balsa sheet 1/2" back from one edge of the backboard. The 1/2" set back is the width of the supplied trailing edges. The rib slots to be against the edge of the 3/32" sheet. Now glue the balsa sheet to the backboard and you end up with a recess for the trailing edge.

C—Clamp two hacksaw blades end to end on the 3/32" sheet with the smooth edge up to recess edge. Sandwich and glue two full length strips of poster board to the recess bottom to correct for the thickness of the blades.

D—Clamp two hacksaw blades end to end on the edge of the backboard. Adjust + or - to what you want for the trailing edge finish. Clamp a supplied trailing edge in the recess and sand. Sand until the sanding block is in contact with both blades at the same time. Reset your clamps and sand material left where clamps were in the way.

The setup can be adjusted to fit other trailing edge sanding projects. It's simple and easy to do. This setup makes a tedious job a "Walk in the park."

Happy Building,
Charlie Kerr

[PRESIDENT'S CORNER \(JIM ARMSTRONG\):](#)

January meeting: Special Thank You to Glenn Collins for running the January meeting in my absence. He provided the minutes with pictures so I could publish this informative newsletter.

Pylon Racing: Bob Constable send me this information he received about a club that is racing stock GWS warbirds. Since we, as a Club, are pursuing racing Cox warbirds you will find this very interesting.

Dear soarrc,

Here is the message that has just been posted: ***** Hi Gents Great reading on the GWS Corsair. I've flown & raced 2 different GWS warbirds. Our club started pylon racing these, using any GWS warbird, stock GWS 350 motor, any GWS prop & gearbox (stock) and any size 2 cell lipo. This criteria kept the flying field close ...mostly. The GWS warbirds really aren't beginner planes...We as seasoned pilots learned or had a lot to learn getting the best / most out of the planes and there stock set ups. This kept the field close and racing relied mostly on flying/piloting skills getting around the pylon.

Notes of interest were 1- flying speed worked out to approx. 37mph. for 15 laps 2- the difference in 2 cell lipo's driving the stock set up was very , very surprising. best set up was 2500mah 2 cell lipo...but you really need the cooling so open a cooling port in the front of the plane. Our prez tried one , plane went like hell for over 15 min in practice, he then went dead stick...thought motor fried....but what happened was he melted the gear! box casing and lost pinion to gear in flight. He had not opened the hole in the front of his cowling for cooling. I gave him another mount, fixed the spitfire at the field....then he smoked me winning for the day as his battery set up didn't drop of through out the entire 15 lap race....This lead to a change from most guys to larger capacity lipo's for our next weeks racing. Now the best, and I mean the best(fastest 350 stock set up) was a " B " gear box, 9x7 prop...out of 10 guys , we raced the messersmitt, corsair, spitfire and p51.....the Baron won the year and the fastest lap through out the year. we chased him all year and we already caught him practicing with a new BF 109 for this season. What we did find was the Corsair was the most stable in flight of all the warbirds, and just as fast on a fresh charge. Things like battery capacity started to show after about 5/6 laps. the plane would start to drop speed and most likely voltage .Through out our racing season, we raced 4 different corsairs (they were quite competitive)2 P51,s,3 BF 109's and 3 spitfires , all using stock GWS 350's. I had to purchase a 350 as my corsair came with a 400. Just a note to say the reason we picked GWS warbird is they were inexpensive and easy to acquire....we wanted racing to reflect pilot skill more than who had the biggest pocket book. My choice for this year is another Corsair..#57 finished in the red & white as a Reno racer. We are allowing the shift from camo finishes as they are definitely difficult to see for our late afternoon racing. Any Reno racer finished is fine .What I've learned last year I will apply to this year, and get practicing. Oh yeah, I did install 2 servo's for ailerons (2 Hitec 55's) got rid of the GWS bent linkage as the geometry of the linkage is poor. Separate servo's allowed me to easily set the ailerons up. I chose to set the racer up with out a functional rudder saving me 1 servo and a little weight. My corsair handled well and was competitive. I was upfront with the baron for most races. Believe it or not, he could and others, lap you 2/3 laps in a short 15 lap race with the pylons spaced about 75ft apart. It took me a couple of races to get my plane and skills up to the others. I tried different props, 10x8 was faster, but drew more amps and run the battery lower faster so I ! Started loosing ground after 6 laps....but staying ahead of the baron and the other guys was a great thrill, even if it was short lived. I can't believe how much fun a bunch of old farts got from these little foam airplanes. It

even attracted some new flyers to our club which we desperately needed. Young blood to carry the sport to the future. when my new racer is finished, I'll post a few pictures. we have a website and you can view last years racing in our photo's section(Long Sault flyers) on yahoo. Can't seem to post pictures. Don't know what's the issue here DM ***** There may be other replies also, but you will not receive any more notifications until you visit the forum again. All the best, Watt Flyer
RC Electric Flight Forums

Member projects:

- Glenn said: I am currently working on my own plans of a 36" HLG. It's pretty much an Apogee with a beefed up spar so it can be side arm launched. Coming out pretty nice for a beginner scratch builder IMHO. I've found the key is making jigs to get things square or beveled whatever.
- Ken Mac Donald has stated to work on his RES MAX glider again. It is coming out great!!
- Bob Berry just finished his Shark and is working on a Fan Fold Bi-plane.
- Frank Bennett has just finished several planes including a neat Parakeet Bi-Plane and he is starting to scratch build a Fan Fold flying boat. It will be powered by a brushless motor.
- John Ostromecky is putting a Slow Stick together and using a brushless motor that makes it go vertical.

DSC VIDEO LIBRARY CHECKOUT PROCEDURE:

One of the benefits of being a member of DSC is access to Club's extensive Video Library. Winter is a great time to view some of the wonderful videos that we have. There is another one that I will be ordering soon that just came out.

Eventually the video list and checkout procedure will be put in the "Member Only" section of the DSC Web site and only current members will have access to it.

**Happy Safe flying,
Jim**

P.S. CHECKOUT PROCEDURE included below:

DSC LIBRARY CHECKOUT PROCESS:

1. Members can view what is available by going to the DSC Web Page.
2. All you have to do to obtain an item is send an e-mail to the librarian Jim Armstrong (or call) to let him know what you're interested in. He will let you know if it is available. The listing on the web site will be periodically updated as to who has what video but isn't real time.
3. Let the Librarian know how you want to get. Options are: A. Pick up at a meeting if you let him know a few days before that you are going to be there. B. Pick it up at his house. C. Pick it up on Wednesday night glider night. D. Pick it up at a contest/fun fly.
4. The librarian will update the master list on his computer to indicate who has checked out an item.
5. Items should be returned directly to the Librarian and not given to someone else. This is because we have lost track of several items. There is one exception to this. The person, who has the item checked out, can give it to another Club member, but must put out an e-mail to the Club listing saying who they gave it to. This is because Jim's computer has crashed several times and if other people get the e-mail on who you gave it to we may be able to recover the information.

NOTE: Index of DSC library was included in the November 2006 newsletter.