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AMA Club Charter #2988

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<http://www.downeastsoaring.org>

March 2010 issue of the DSC's "Quiet Happenings" Newsletter

Downeast Soaring Club Upcoming Events

Event	Date	Time	Location
March 2010 DSC Business Meeting	13 March 2010	9:30 AM doors open; 9:45 AM Business meeting, 11 AM show & tell	Topsham Public Library; 25 Foreside Road, Topsham
April 2010 DSC Business Meeting	TBD (Watch your e-mail)	TBD (Watch your e-mail)	TBD (Watch your e-mail)

Note: #1 Change 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 before coming to a DSC event.

DSC Meeting Minutes for 13 February 2010



INTRODUCTION: After the meeting nine members of the Club went to do some flying. We flew mostly electrics, including several electric powered gliders. Mike Farnsworth flew his composite Hand Launch Glider and showed us that you don't need a motor/engine to have some long challenging flights. Jim meant to take some pictures of the 15 planes that flew that day but was just having too much fun. Maybe next time.

MEMBERS PRESENT: John Seredynski, Dick Rosenberg, Bob Berry, Fran Carignan, Frank Bennett, John Cheetham, John Emery, Mike Farnsworth and Jim Armstrong.

TREASURES REPORT:

- Treasurer John Emery provided the following treasurer's detailed treasurer's report:

TREASURER'S REPORT - DOWNEAST SOARING CLUB - FEBRUARY 13, 2010

<i>Balance forward from previous reporting of January 9, 2010</i>	<i>690.40</i>
<i>Prime share account included in above balance forward</i>	<i>(25.00)</i>
<i>Dues received</i>	<i>36.00</i>
<i>Amount paid for two (2) year subscription to Quiet & Electric Flight Mag.</i>	<i>(156.00)</i>
<i>Funds available in Downeast Soaring Club Inc. checking account</i>	<i>545.40</i>
<i>Funds available in Downeast Soaring Club Inc. prime share account</i>	<i>25.00</i>

TOTAL FUNDS AVAILABLE FOR DOWNEAST SOARING CLUB INC.

AS OF FEBRUARY 13, 2010

570.40

Respectfully submitted:

John E. Emery

Treasurer

- Treasurer John Emery also reported that the DSC WEB Master had just given him our yearly hosting fee for the DSC Web site, which is \$200.00. It will be reflected in next month's report.

SECRETARY'S REPORT: Secretary Mike Farnsworth reported that the Club had no correspondence.

OLD BUSINESS:

INDOOR FLYING:

- Nothing new to report.

BAM FIELD UPDATE:

Background: Crooker is trying to sell his land that the Brunswick Area Modelers have been using for the last 22 years. DSC member/BAM VP Paul Johnson are working with the town of Brunswick to obtain permission to use some land they control as a result of the Brunswick Naval Air Station (BNAS) Closure. He is looking at land at the BNAS and other land being turned over by the Navy. One of the other areas is a 66 acre site in East Brunswick that the Navy had a working site tower on many years ago. Paul is also looking at the Brunswick closed dump landfill on Pleasant Hill Road.

Update: Paul Johnson was scheduled to have a meeting with the town of Brunswick to discuss using the use of the Brunswick closed dump landfill on Pleasant Hill Road and other areas that are to be turned over from the Navy.

NEW QUIET FLIGHT DSC FLYING AREA:

Background: Steve Everett obtained permission for the Downeast Soaring Club to use the Town of Falmouth, Falmouth Community fields for flying activities. There are two huge hay fields that are part of Falmouth Parks and Rec. Community fields. The Town has an agreement with a local farmer to hay the fields, which he does about 3 times a year. There are walking and track team paths through the hay fields. The town asked that we provide insurance.

Update: Jim reported that he had contacted AMA and Assistant Director, Town of Falmouth, Community Programs. He had a few concerns that AMA resolved. Insurance will not be a problem. Jim also phoned the Assistant Director, Town of Falmouth, Community Programs and talked to him for a long time as he had many questions on the use of the fields. Jim will develop guidance on fields use.

NEW BUSINESS:

DSC SAFETY OFFICER:

Jim announced that the Club needed to designate a DSC Safety Officer as the former safety officer was unable to fill the position. He asked for a volunteer.

DONATED RADIOS:



Dick Rosenberg donated the 2 radios in the picture to the Club.
Thank you Dick!


DSC FREE MAGAZINE RAFFLE:

- Each attendee at the DSC meetings won a free magazine.



DSC DRAWING LIBRARY:

Jim showed the following drawing which will be added to the DSC Drawing Library for member checkout.

NAME	TYPE	SPAN	DESCRIPTION
Freddy	Electric	20 inch	A diminutive 20 inch span version of this full size home-built ‘Flying runabout Experimental Design” single-seat 3-function R/C designed by Roger Vaughan. Built out of Depron.
 “Contra”	Electric	42 inch	A 42 inch span sports twin for either contra-rotating or single motors. Either way, performance is impressive!

- We discussed how the Club would save plans in the future. We decide not to put the time into maintaining an online listing of Plans. We also decided not to put them in a 3 ring binders. Our library is just getting to big, which is a good thing. We will just keep them in a container for members to go through.
- The club has access to a lot of RC magazines that are going to be discarded. Before they are we want to go through them and cut out the drawings with associated construction article. These will be made available to Club members also. Jim and Bob Constable have volunteered so far. If you would like to help out, let Jim know. He will schedule a day when volunteers are available to go through all the magazines.

SHOW AND TELL

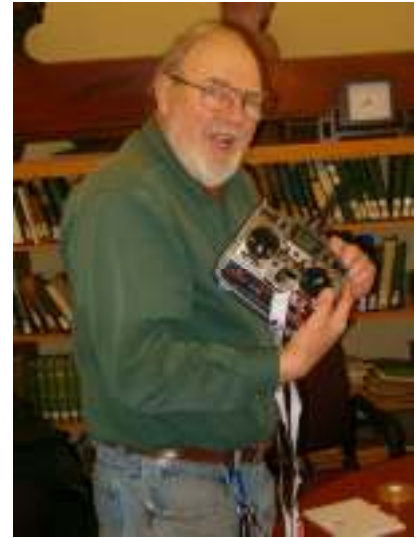
GUNSLINGER:

John Seredynski brought in is “Gunslinger” that he purchased at Yard RC. It can be raced around the ground just like a car. Then it can be pulled up to fly like a plane. John said it fly’s real well.



DX6 2.4 GHZ:

John showed us his 2.4 DX6. Older 2.4 but he recommends it. They don't make it any more but it is still good and the receiver that comes with it can be used on all the newer DX radios.



GE CLEAR ELECTRICAL VINYL TAPE:

Jim showed us some GE Clear Electrical Vinyl Tape. He will try it for hinge tape and report back.



ISIPLLOT PROGRAM:

Frank Bennett brought in 2 recent projects he did on his IsiPlot program. Frank showed us the pictures of fish that he used to blow up for a wood sign he made for a customer. She wanted the sign for her husband and he is into fishing. It was a valentine present.



FRANK also showed us a plane that he blew up from a scanned drawing file using IsiPlot. IsiPlot took the scanned plane and blew it up to a wing span that frank wanted for an electric. He printed out the blown up plane and it took 32 pages. IsiPlot took the full size drawing and broke it down to 32 8 1/2 by 11 sheets of paper. This is called tiling. He then taped each together aligning the registration marks from one sheet to the one beside it. Works great. So plan in the picture is 32 sheets taped together.



- **BOB BERRY** showed us his scratch built Curtiss-Wright CW-1 Junior. Bob explained the whole process he followed to get it completely built. Bob used blue fanfold foam rather than balsa and plastic covering. Plans were in an AMA magazine. Much cheaper to build and repairs are easy. Bob had fun building it. He tried out some techniques new to him. It was a nice winter project. One of the nice things about this design is it is a pusher, which lends itself to much less damage to prop and motor shaft if you go in hard on the nose.



PRESIDENTS CORNER



(JIM ARMSTRONG):

Friendly reminder to check your e-mail before leaving to attend a meeting/event as it may have been cancelled because of weather, sickness, personal conflicts or other reasons.

- **Member Projects:**

- **JOHN CHEETHAM** continues to be busy scaratch building several new planes, just about every month.

- **1929 KLUTZ "FLYIN' FLIVVER"**

John Cheetham picked another historical design which has quite a tail behind it. It is worth the read. My wife Lynda found it very interesting too.



The story goes like this: Once upon a time (Oh I've been reading too many children's books to my two young granddaughters).

Discovered in the musty archives of the Planeville Museum of Early Aviation History, and now available for the RC modeling world in the form of a .40 powered miniature, comes the 1929 Klutz "Flyin' Flivver".



The original Flyin' Flivver was designed and built in 1929 by Clyde Klutz, an obscure young inventor known for his eccentric ways and questionable mechanical aptitude. Clyde is perhaps best remembered for his development of the first gasoline powered pop-up toaster, acclaimed to be years ahead of its time, and for his creation of the world's first steam powered ornithopter. With this solid background' in aeronautical expertise and engine know-how, it was only natural that young Klutz would soon turn his attention toward the development of an aircraft with great commercial potential.

The resulting design was called "The Klutz Model A Sky Truck", but soon was dubbed the Flyin' Flivver. 'It was constructed entirely from readily available native white oak and was powered by a four cylinder Kretzmer garbage truck engine, which delivered a modest 30 horsepower. This combination produced an aircraft, which, although being on the heavy side, was incredibly rugged.

The Flivver was test flown on March 16, 1929, from the Farmington Meadows with a confident Clyde at the controls. This test flight, which amazed many of the locals who were aware of young Klutz's- past projects, was deemed successful to the point that young Klutz, immediately upon landing, announced to all present, the formation of the Klutz Aero Service. Shortly thereafter, the Klutz Flyin' Flivver was a familiar sight to all, as it lumbered through the skies of Southern New England.

Business was apparently booming for the fledgling Klutz Aero Service and, in an effort to keep pace with the increased demand for rapid pick-up and delivery services, the' Flivver was frequently overloaded. This, coupled with the aircraft's heavy weight and marginal power, necessitated frequent low flying. The cry of "**Duck, Here Comes Klutz**" was' soon to be heard throughout the countryside. This brand of flying was eventually to raise the ire of many and lead to the sudden demise of the Klutz Aero Service,

*On a hot, humid day in August of 1930, Klutz was bound for the Hamlet of Onionville in the Farmington Valley, with a mystery cargo, which was rumored to be illegal spirits, destined for the local speakeasy. It was also the custom of young Klutz to "sample the goods" when carrying such cargo - - - his reasoning' being that it was poor business policy to deliver a bad batch. After an epic journey of 70 miles, which encompassed much sampling enroute, the Klutz Flivver was spotted approaching Onionville at a height of ten feet, flying **inverted**. As Klutz rumbled on into town, cutting a 300 yard swath through the Mayor's prize cornfield, the town's folk scattered in all directions. Klutz, still inverted, roared down Main street, leaving a trail of splintered telephone poles, signs and assorted other debris in his wake, The trusty Flivver, except for some minor scratches, remained intact and flew wildly on. However, the sustained inverted flight had a telling effect on the sturdy Kretzmer engine, which quit abruptly. Young Klutz, never one to be awed by adversity, struggled valiantly to roll the Flivver over in order to make an emergency landing. The combination of low altitude, insufficient airspeed, and Klutz's numbed reasoning combined bring the Flivver to rest on its back in the mud flats at the far edge of town. Klutz, who was unharmed, wallowed to shore as the Flivver sunk beneath the slimy surface. Legend has it that your Clyde was last seen making a hasty departure from town, never to return.*

The once proud Klutz clan, in futile effort to protect the family name, ordered all, records, drawings, and data pertaining to the Klutz model A Flyin' Flivver, be destroyed. However, the original design drawings, put down on 4 ½ wide perforated roll tissue, by Clyde and left in his outdoor study, were overlooked and consequently found their way into the Museum Archives.

In the years that followed, the Flyin' Flivver was forgotten, although the Klutz family was forced to relocate due to sustained public ridicule and scorn. Rumor has it the Clyde wandered throughout the land and finally settled in the wilds of Oregon where he met and married a fair young maiden, who was supposedly related to the legendary Big Foot.

A large family of little Klutzes resulted and in the year that followed, may demonstrated their inherited aeronautical talents by entering in the R/C modeling field. To this day, the name Klutz is frequently heard being mumbled at every R/C flying field in the land, **yet few know that it all began in Farmington, Connecticut meadow on 1929.**

The End.....



Flyin' flivver (homebuilt sport biplane) Wingspan 44 inches. Symmetrical airfoil, Wing cord 9 inches. The original Flyin" Flivver was designed and built in 1929 by Clyde Klutz, an obscure young inventor known for his eccentric ways. John used a KD 36-08XL Brushless Outrunner 1000Kv on 8 Cells.

NEW QUIET FLIGHT DSC FLYING AREA:

I put down some guidelines for use of the Falmouth Community fields, which in addition to the hay fields include 3 soccer fields and two ball fields. I sent the guidance to the Assistant Director, Town of Falmouth, Community Programs for review before it is officially sent to DSC members to follow after we insure the flying field. Here is what I sent him:

To: Assistant Director, Town of Falmouth, Community Programs

Cc: Steve Everett

Subject: Use of Falmouth Community fields.

Hi Matt,

Thank you for taking the time to talk to me the other day concerning the Downeast Soaring Club's use of the Falmouth Community fields. I have discussed the guidance for using the fields with Club members. I have put them in writing for you to review before I send to each Club member to follow.

Thank you for this opportunity.

Sincerely,
Jim Armstrong

NEW SOARING SITE:

Steve Everett obtained permission for the Downeast Soaring Club to use the Town of Falmouth, Falmouth Community fields for flying activities. There are two huge hay fields that are part of Falmouth Parks and Rec. Community fields. The Town has an agreement with a local farmer to hay the fields, which he does about 3 times a year. There are walking and track team paths through the hay fields. The town asked that we provide insurance.

The Assistant Director, Town of Falmouth, Community Programs said:

-- Just have the insurance provider send me a Certificate of Liability Insurance that lists the Town of Falmouth as additionally insured. It can be sent to my attention.

-- I understand that you will only need the hayfield. However, with other activities occurring at the park simultaneously and without knowing how many people will be attending your event, parking is an issue. In actuality, the hayfield is used for cross country running events so scheduling and logistics will be important.

-- I am uncertain when or if the hayfield will be cut that is up to the farmer who is allowed to take the hay. We do have several paths (about 8 feet wide) cut through the middle of the field that might suit your needs.

- Jim called AMA and there is no problem with the obtaining insurance. All we have to do is make out the application, provide GPS coordinates and submit with the appropriate additional insurance fee.
- Since the Falmouth Community fields include 3 soccer fields and two ball fields Jim called the Community Programs Assistant Director and spoke for a long time. They discussed using the soccer or ball fields to for Quiet Flight, which is now in our Club Charter. Quiet flight includes all types of electrics as long as they are not real noisy.
 - His concerns were event disruptions, Parking interference, and personal safety (including anyone using the park). He also stated that nothing can be done to hurt the groomed / mowed areas of the soccer/ball fields. For example no Hi Start or Winch stakes could be put into the ground in these areas. As long as we don't cause disruptions to those using the facilities, don't cause parking problems, ensure personnel safety, and ensure that soccer/ball fields are not damaged in any way the Club members can fly in the Soccer/ ball fields as "Walk on Users." This means that we can use the soccer or ball field as long as no one else wants to use them.
 - If we schedule any formal contest events, which would include others outside the Club, we would schedule them with the Falmouth Community Programs and this would give us the first priority to use the area. When we ask to schedule an event we would also have to look at what other events the Town has scheduled to ensure we don't cause a parking issue.
 - If we try to have any Club only flying events there, we would look at what other events the Town has scheduled to see what impact we might have.
 - We will schedule some Club only flying sessions and summer meetings there, considering above limitations.

Happy *safe* Flying,

Jim