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AMA Club Charter #2988

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<http://www.downeastsoaring.org>

DownEast Soaring Club Upcoming Events

Notice: Jim still has not determined when the summer meeting will take place. He is looking at the tide schedule and trying to have them so that we can do some sloping after the meeting. He has also calling some thermal enthusiasts to see if they want to schedule a meeting at Minot and do some winching of gliders. So far no one has gotten back to him. The nice thing about the flexibility of the summer meetings is that all current members will be notified by e-mail or by a phone call from Jim as to when the meetings will take place or if cancelled. Also because of weather, limited attendance, Officer unavailability, etc., a meeting can be cancelled by e-mail the night before or the morning of the meeting. So be sure to check your e-mail the morning of the meeting to see if it has been cancelled. The second Saturday meetings at Bookland's meeting room will start again in October.

DSC Meeting Minutes of May 12th 2007

(As recorded by James Armstrong)

MEMBERS PRESENT: Frank Bennett, Bob Constable, Glenn Collins, Bob Berry, Paul Johnson, John Emery, Larry Smith and Ken Mac Donald,,

Guest John Cheetham,

TREASURES REPORT:

Treasurer Ken Mac Donald reported that the Club had \$329.63 in checking and \$7.00 in cash.

Does not include PayPal Account Balance. Note: This included the purchase of two Gambler AG kits to keep on hand.

SECRETARY'S REPORT: Jim reported that he had received the paperwork back from the State of Maine on the incorporations of DSC.

OLD BUSINESS:

FOAMY COMBAT/PYLON RACING:

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 was not 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: Do not 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 do not 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 person 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

In addition, 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. E-mail address is Kingsmountainrc@aol.com

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 did not have the ability to select a channel. Dan noted that with the cost of cheap servos and receivers it was not all that great of a deal. It does provide convenience for some flyers who do not mind the limitations.

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

From: Kingsmountainrc

- Hello, I had not 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 will let you know as soon as

they do. I am also calling them today when they open to ck. Thanks Warren

- 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

February Update: Jim called Warren at Kings Mountain RC (934 Center Drive; telephone #207 825-5593. E-mail address is Kingsmountainrc@aol.com). Warren said that he had a hard drive crash so he did not get the paperwork that Cox wanted to him as fast as he thought he would. He said for Jim to resend his e-mail address as he lost all he had.

Warren of King's Mountain RC sent Jim 2 e-mails: He said:

- Gosh the only update I have is that I sent the paper work in and am waiting to get ok'd I guess. In fact, they wanted photos of my building in/out so thanks for reminding me.
- Hello again. Cox just e-mailed me and said photos are ok and the paper work has not got there as of yet. So should be in good shape with them middle of next week. As summer is coming , spring will be here in 2.2 weeks. lol my left knee says so. lol

March Update:

- Glenn sent out an e-mail to Club members to see who wanted to get in on the group Cox Warbird purchase. When Glenn talked about who ordered one so far it was noted that he had not got the e-mail from Charlie Kerr and Bud Rowland. He will look into why and send out another e-mail asking members to respond again. There was a question as to what came with just the plane kit and the RTF (Ready to Fly) version.
- Jim mentioned that Glenn had asked him if we knew what the price would be from Warren at KingsmountainRC as members were asking. Jim sent Glenn the following e-mail with a copy to Warren at KingsmountainRC.

Hi Glenn,

No, we do not know what the actual price will be. Warren at Kings Mountain RC will find out what COX group discount will be when he places the order. I hope that Cox will give us a good discount. If we knew what it was, maybe more people would order and some might even buy two.

Warmest regards,
Jim

- Jim stated that after receiving a copy of the above e-mail, Warren at KingsmountainRC responded with the following 2 e-mails:

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

From: Kingsmountainrc

Sent: Monday, March 05, 2007 1:50 PM

To: jamesiii@

Subject: Re: DSC Group discount

I can assure you folks that u will be happy with the discounts I send to you. Warren.

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

From: Kingsmountainrc

Sent: Monday, March 05, 2007 1:51 PM

To: jamesiii@

Subject: Re: DSC Group discount

They will all say OH! Myword how does he do it? Lol

- Jim mentioned that he attended the Brunswick Area Modelers' March meeting and received permission from the Club to include BAM members in the Cox Warbird Pylon Racing event. Glenn will work up a document explaining the group purchase and inviting BAM members to get in on the order. This should help us get a better discount.

April Update:

- Glenn made out the list and had 8 people on the list. The meeting day was deadline for letting him know if you wanted to get in on the group Cox warbird purchase.
- Discussed how to pay for order. If we don't get the exact cost, we will ask people for a down payment and the Club would make up the difference. When item(s) are picked up the remaining balance would be do. Motion passed

May Update:

- Jim reported that he received deposits from Bud Rowland, Glenn Collins, Jim Armstrong, John Emery, Bob Constable, Frank Bennett, Charlie Kerr, Bob Berry, and Greg Morse. He said he sent Kings Mountain RC a deposit on the order.
- Warren from Kings Mountain RC said in the e-mail below that some of the items ordered have been received:

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

From: Kingsmountainrc@aol.com [mailto:Kingsmountainrc@aol.com]

Sent: Wednesday, May 02, 2007 7:54 PM

To: jamesiii@suscom-maine.net

Subject: Re: Cox order group discount

Hello Jim: I received some stuff tues from cox had tues wed off so haven't opened it yet to see what is here, the rest should be right along so they say. Let u know what is here so far. Ill try to get it opened tonight. Thanks Warren

- Members discussed taking a trip the following week to Kings

Mountain RC and picking up the Cox Warbirds that have been received. Paul Johnson volunteered to drive his van and show RC videos on the way. Members interested in traveling with Paul were: Frank Bennett, John Cheetham, Bob Constable (Monday only), Bob Berry (Tuesday only), John emery (maybe Tuesday) and Jim Armstrong.

[DSC DRAWING LIBRARY:](#)

BACKGROUND:

- At the last meeting, the Club approved taking the drawing out of the two Club magazines and making 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 three 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 will 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.

February Update:

Jim provided another construction article and full size drawing for the Club Library. It is of a Desoutter Mk1. See picture in newsletter. Glenn has started working on the index of plans that Club members can check out.

March Update:

- Jim provided two more construction articles and full size drawings for the Club Library. One was of a

Boing B-17 and the other was of a 3D Tension. See pictures in newsletter.

- Glenn has the index almost done. He said it was quite big when text was scanned. He will put it in a PDF file and we will post on the Club Web site in sections/parts to keep the file size manageable. Nelson Frost mentioned a way to scan text-using OCR, which would reduce the size of the download file. .

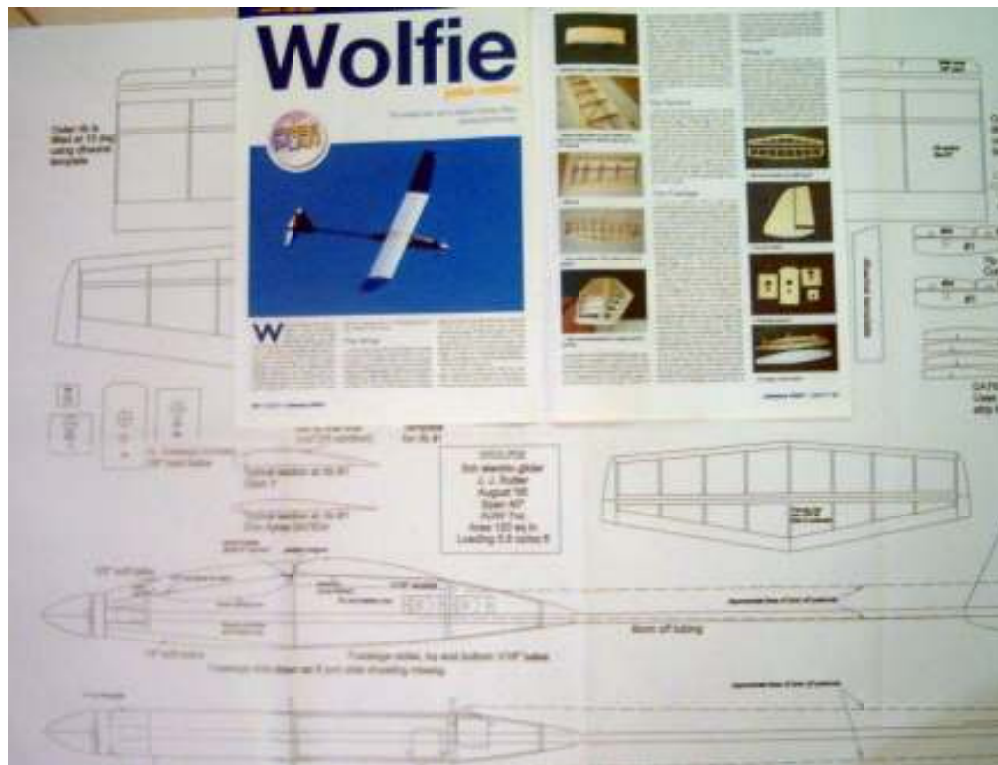
April Update:

- Jim provided two more construction articles and full size drawings for the Club Library. One was of an indoor electric flyer called the Pheonix that would interest any micro flying enthusiast.
- The other plane, Electro Aviator, is an electric-powered sport model that is easy to build and fly and just right as a first plans project. It has rudder, elevator, throttle, and ailerons. Wingspan is 38 inches with a wing loading of 9.5 oz/sq ft.
- Glenn said that he sent out the PDF file of the plans we have to date. He will send to Mike to post on the Club's web site.
- Glenn had plans on 2 CDs and passed out copies to interested members..

May Update:

Jim provided two more construction articles and full size drawings for the Club Library.

- The WOLFIE is a 3 channel electric glider with a 40 inch span and all up weight (AUW) of 7 oz. Powered by a small brushless motor and Li-Po cells.



- The Lockheed Viking S3B is 880 MM span semi-scale Depron model for two GWS 50 electric ducted fans. Almost entirely built from 6.3 mm (1/4 inch) depron foam.



[DSC FREE MAGAZINE RAFFLE:](#)

Congratulations to the May winners who were Paul Johnson, John Cheetham, Dick Rosenberg, and John Emery.



Discussed some items in the magazines given away:

- Specifically, three different brands of foam safe glues mentioned in a foamy plane construction article.

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 have not met but will soon.

February Update:

- President Jim Armstrong reported that he had made out the Incorporation paperwork and had Club Officers sign the forms at the meeting. He used the information provided by Matt Dyer and the State of Maine Incorporation Department. Form will reflect that Club Board of Directors (BOD) will consist of a minimum of three, up to a maximum of five members. Members reviewed the purpose of the Club and what the requirements are to become DSC members. Jim will add Non Flying member requirements to it. Then he will get a check from Treasurer Ken Mac Donald and mail the application to the State of Maine.

- Bob Constable put the official hard copy of the club Bylaws into an electronic Word file so they can be revised to reflect the BOD and update it to reflect current Club desires. Thanks Bob!
- The Club needed to establish a Board of Directors (BOD) for the incorporation and revise the Club Bylaws to reflect this. Discussed best way to establish a BOD. Nelson Frost said the Skystreaks Club bylaws state that the clubs Officers are the BOD. He said he would send Jim a copy of their bylaws for review.
- March Update:
- Jim reported that he added non-flying member information to the application for incorporation. He read what he wrote to Lois in AMA Club Services and she said it was correct. Ken Mac Donald provided \$40.00 check for the application fee. Jim made copies of the application at Staples and will provide to Club Secretary for safekeeping. Application mailed.

April Update:

Jim reported that the incorporation paperwork was sent back because of an omission. The one thing that needed to be added was weather] or not non-flying members (i.e., associate members) had voting rights. Jim revised the paperwork and sent it back.

May Update:

- The State of Maine provided copies of the incorporation documents filed with the Bureau of Corporation. Each copy has been attested as a true copy of the original and serves as evidence of filing. They recommended that we retain these permanently with our records. Charter #20070581ND Legal Names DOWNEAST SOARING CLUB, INC. Articles of incorporation DCN 2071223100016 page(s) 3, Total pages 3.
- Secretary need to maintain records.
- Only action remaining is revising Club by-laws.

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 am 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 Golivodov, 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 two 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 five kits and have the Club's two 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 two 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).

February Update:

- Mike showed club members his completed Gambler. He did it in 3 to 4 nights. See Show and Tell section.
- Larry Smith took a Gambler kit after a little persuasion.

- When Jim picked up the last batch of Gambler AG DHLG from Allen Wright, Allen said that he would like to donate a prize when the Club has a Gambler event. Event can be held latter in the summer to give everyone a chance to complete his or her kits. As Mike said, kits can be built in 3 to 4 evenings.
- Glenn's Gambler AG DHLG only needs to be covered. See picture above.

March Update:

- Allen Wright provided the tip below on cutting Kevlar and a request to get together this summer for a Gambler contest/fly in and he will bring a prize.

-----Original Message-----From: Allan Wright
Subject: Cutting Kevlar

The newsletter referred to people having trouble cutting Kevlar. I have found if I rough up the blades on some cheap \$10 scissors they grab the Kevlar better and cut it cleanly. They still cut everything else fine too.

For those of you looking for a more refined solution, check out this post on the E-zone.

<http://www.rcgroups.com/forums/showpost.php?p=6946688&postcount=7>

Thanks for all of the club's support regarding the Gambler. Let us get together this summer for a Gambler contest/fly in. I will bring a prize.

Allan Wright

- Two more Gambler AG Kits were picked up from Allen Wright while Jim was in NH. At the meeting, Nelson Frost purchased a gambler AG kit. Picture shows John Cheetham holding Jim Armstrong's Gambler AG. As a favor to Jim, John completed it to this stage and did a wonderful job. John just loves to build.

- Jim said:

We are out of Gambler Kits again because Nelson Frost purchased on at the March meeting and John Emery purchased the last one latter. I will have to pick up two more kits for DSC to have on hand per the Club wishes so that we will have them available for quick purchase.

I brought my gambler for "Show & Tell" at the Brunswick Area Modelers Meeting. I explained the various launch options (bungee, powered piggyback, Side Arm, Discus, Javelin, and light toss for sloping). The e-mail below identified John Emery's intent to purchase a Gambler:

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

From: John Emery [**Sent:** Saturday, March 10, 2007 11:46 AM

To: James T. Armstrong III

Subject: Gambler

Hi Jim:

For whatever reason, I may be interested in one of the Gambler kits. I have never got involved in any type of glider but I am always looking for a change of pace. Do you have any of the kits left and if not, can you get any more. Also let me know what equipment is used and I know from the BAM meeting last Tuesday night, that they can be hand launched or with some type of high start. Give me any additional scoop that might be helpful.

Thanks.

John

April Update:

Mike Farnsworth asked when we should have a Gambler event. It was noted that the weather was going from winter to summer. People thought May would be to soon. So far, one is ready to fly and two near ready to fly.

May Update:

Two more Gambler AGs have been completed and test flown.

- Glenn Collins told the group that his Gambler came in at 6.8 oz. Glenn has flown it and found that it flies fast, but can be slowed down. Glenn said it flies well and that he has caught some thermals with it.

- Dennis

Jim, -----Original Message-----

From: Dennis Phelan **Sent:** Wednesday, May 09, 2007 6:40 PM

To: jamesiii@suscom-maine.net



Subject: I finished my Gambler!

Jim,

Tossed it this morning for the first time. This is going to take some getting used to.

Added a message to the r/c groups thread on building:

<http://www.rcgroups.com/forums/showpost.php?p=7426132&postcount=1124>

Attached picks are to show off the color scheme and of course, the puppy!

Here's a pic of another plane[F1H towline glider] that's covered the same way.

The covering is a material called [Polyspan](#). It comes from the free flight community. A polyester material that's used in dressmaking, though I haven't found any of the materials at JoAnn Fabrics to be a light or have as good a finish. It has a grain, an outside and an inside. Balsatite or Balsaloc are used to adhere it and it shrinks with heat. Three coats of nitrate dope fill the material, it gets tight and very strong.

The coloring is from a Micheal's craft store, again used in the free flight world, by Design Master. It's a floral spray[!] that comes in many colors. It sprays on nice, even looks good on wood but I don't know if it eats foam. I don't even go for full coverage. The effect looks great in

the air. Pink is on the top surface and blue is on the bottom, I mask the panels so the wood isn't painted at all.

Dennis Phelan

- Allan said:

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

From: Allan Wright [mailto:aew@unh.edu]

Sent: Wednesday, May 09, 2007 11:43 AM

To: jamesiii@suscom-maine.net

Subject: RE: April Newsletter

Just an FYI, I've set aside 2 more Gambler kits for Jim to pick up for club members. Once these are delivered there will likely be a delay before the next batch of kits comes out. I'm having a supply problem with the iron-on carbon fiber that I include in the kits.

I may have to switch to including pre-preg carbon instead of the iron-on stuff if I can't work out my supply problem.

That is all,

Allan

SUMMER MEETINGS:

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

The only way I am 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. Alternatively, if not much wind we can slope the Gamblers and do some Hand Launch Gliding. Because of all the new million dollar homes in the area, we should not do any type of flying that might cause us to loose permission to park there. Therefore, I do

not 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 do not, Please let me know too.

At the January meeting, 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.

February Update:

Club continued the above discussion. Consensus was that a change would be good. Glenn said he could run some Saturday meetings and Jim said he would run some Sunday meetings at Clark's cove. Jim said he would try to come up with a schedule that would mix things up so members could make a meeting on the day of the weekend that they are available.

The meetings that are schedule at Clark's cove 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, or Vice President can issue an e-mail canceling the meeting. This will work great because all members have an e-mail address.

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.

May Update:

Further discussions tabled till Jim makes some changes to the meeting dates.

CLUB FUND RAISER SILENT AUCTION:

Background: In a past newsletter, Jim said the following:

One of the ways we keep our Club dues by raising funds through the generosity of Club members by them donating things to the Club. Below is one item that will be sold with the proceeds going to the Club treasury.

From the January newsletter: 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.

Jim wants everyone to have an opportunity to make a bid on it. What I would like to discuss at the next meeting is putting a fair price on it and let everyone know what it is.

March Status:

At this meeting, Club members set a \$3.00 price to the flying wing blue foam cores donated to the Club. Jim will send an e-mail to current Club members to see who is interested. Then anyone interested at that price can let Jim know. Once he gets at least one bid, a time limit for bids will be set and communicated via e-mail. Then only the names of those interested will be put into a hat and we will draw out the winner's name.

April Update:

Jim said wing cores were high load blue foam and not the regular blue foam people are used to. This is the expensive stuff. He asked if anyone was interested in making the \$3.00 firm bid price that the Club members set. Hearing none, Jim made the firm bid. So now, members will be notified. Editor's Note: Subsequent to the meeting, Jim sent an e-mail to all DSC members. See e-mail below.

- A GO Brushless brushless motor kit was donated by Bob Constable. Bob said that even though he started to wind it, there is enough unused wire to wind it from scratch. It comes with instructions. Club discussed what would be a bargain price to set for the kit. The Club came up with \$4.00. Jim asked who wanted to be put in for the \$4.00 firm bid. Glenn Collins said he was. So the drawing will be at the next meeting. Glenn's name and anyone else that sends Jim an e-mail by the Friday before the meeting, or who attends the meeting and puts their name in, will be included in the drawing. Subsequent to the meeting Jim sent an e-mail to all DSC members. See e-mail below.

Hi Guys,

So far, I am the only one that made a \$3 bid for the donated flying wing. Guidelines are once a person makes the bid set by the Club, other Club members have until the day before the next meeting to send Jim an e-mail telling him to put their name in the hat for the wing or make the bid at the next meeting. Only the name of the person's interested will be put in a hat and the winner drawn from it.

John Cheetham

Let us see what happens with the wing.

The second item is a brushless motor kit, from GO Brushless. Bob Constable donated the kit and said that even though he started to wind it, there is enough unused wire to wind it from scratch. It comes with instructions. The Club set a \$4.00 firm bid price for the motor. Glenn Collins made a bid at the meeting so other Club members have until the day before the next meeting to send Jim an e-mail telling him to put their name in the hat for the brushless motor or make the bid at the next meeting. Only the name of the person's interested will be put in a hat and the winner drawn from it.

Let us see what happens with the wing.

Happy safe Flying,

Jim

May Update:

- After some discussion about the wing cores John Cheetham said he would be interested in throwing his name into the hat for the flying wing cores. Jim was glad that John was interested in sloping so he withdrew his name. So John went home with a real nice set of cores for \$3.00.
- Next action was the Brushless motor kit. Glenn Collins was intersed in it for firm bid or \$4.00 so he went home with a nice brushless kit.
- Special Thank you to Bob Constable for donating these items to the Club's fund raiser.



NEW BUSINESS:

PASSING OF A FRIEND: JIM CARROLL:

- Prior to the meeting Jim sent out the following e-mail to Club members:

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

Sent: Wednesday, May 09, 2007 10:19 AM

Subject: Jim Carroll

Hi Guys,

I just received an e-mail from Jeff Carr and he said long time DSC member Jim Carroll passed away. Jim lived within a block of the Promenade. I always enjoyed Jim stopping by to talk during our slope outings. He will be missed.

Sincerely,

Jim

- Subsequent to the meeting Jim found the following online:



James Joseph Carroll
1931 - 2007

Portland

James J. Carroll, 76 years of age of Montreal Street in Portland and formerly of

Westborough, Mass: died on Tuesday, May 8, 2007 at the Maine Veterans Home on Route 1 in Scarborough.

Jim was born on December 19, 1931 in Westborough, Mass: the son of Leo A. and Rose Meegan Carroll. He had lived most of his life in Westborough prior to moving to Maine in 1981.

He served with the U.S. Navy and following his return from the service had worked as a sales representative for Raytheon and the Fenwell Corporation for many years.

He had a passion for flying model airplanes and was a pilot and flight instructor in many surrounding area airports including Westborough, Firtchburg, Sterling, Skowhegan/Farmington/Norridgewok, Maine. Also, his latest passion was dancing, including, ballroom, square and round dancing.

His first wife, Theresa, predeceased him in 1992 and also he was predeceased by a sister, Eleanor (Carroll) Anderson and his parents.

He is survived by three sons: James J. Jr. and his wife Cindy of Charlotte, N.C. Bernard J. and his wife Juanita of PA and VA, and Michael J. Oakdale, Ct; There are two daughters, Christine Lowe and her husband Stephan of Westborough, MA and Sherri Briggs of Leicester, MA. Also surviving is one sister, Patricia Smith of North Grafton, MA. eleven grandchildren and eight great-grandchildren, many nieces and nephews and his dear companion and soul mate of many years, Vanessa McGrath of Portland plus Joann McDonald and her husband Scott who Jim thought of as a daughter.

Relatives and friends are invited to call at the chapel of Independent Death Care, 471 Deering Avenue, in Portland on Friday, May 11, 2007 from 12noon up until 1pm at which time prayers will be recited, in celebration of his life.

The family requests that donations be made to the charity ones choice.

An online obituary and guest book is available at www.independentdeathcare.com .

- **TRAVIS FLISRAND SENT THIS E-MAIL TO JIM WHICH WAS ADDRESSED TO DSC MEMBERS:**

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

From: T&W Flisrand [mailto:Tw3kaa@charter.net]

Sent: Friday, May 11, 2007 9:14 AM

To: jamesiii

Subject: RE: Jim Carroll

DSC members,

I have been away from Maine for over 4 years now and still enjoy reading what is going on there from the e-mails. Although hearing of a member passing on isn't always what we want to read about.

You guys do have a great club, seen several since I left there and you guys have some great comradely. Other clubs are so competitive that it don't pay to be a member. I did enjoy my time there, thank you.

The main reason I am writing is I wanted to give my condolences to you guys who have known Jim Carroll much better than I had a chance to in my short time there.

If you haven't already sent a letter to Jim Carroll's family please add my name to the card.

Sincerely,

Travise Flisrand

- Members at the meeting signed two sympathy cards that Jim brought to the meeting. Travis's name will be added to these cards. Subsequent to the meeting, Jim received the addresses to send the cards to from Jeff Carr.

SIGNS FOR GLIDER NIGHT AT BAM FIELD:

Jim brought up posting a sign at the BAM field telling everyone what evening was reserved for gliders (and electrics on a not to interfere basis). People have shown up with gas powered planes expecting to fly on Wednesday evening or to continue to fly past 5 PM the official start time of glider night. Besides not wanting to turn people away another reason for having a sign would be to advertise to get more flyers to come out on Wednesday night.

DSC member and Presidnet of BAM Paul Johnson said a sign would be a good idea and should have all the hours so as to not be misinterpreted a only allowing glider on Wednesday night s. Everyone agreed and Jim's motion to purchase a sign from AMA was approved. Paul and Jim will work out what the sign should say and Jim will order it from AMA.

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.

SWAP MEET. Someone asked if DSC would be hosting a SWAP meet again. Discussed. BAM president Paul Johnson said that BAM was thinking on having it on a weekday evening as the last one wasn't well attended. Maybe more people would come if it were on a different day. Let Paul Johnson know if you are interested. If he does not see a lot of interest now, he will wait till fall and see if there is any interest then.

SHOW AND TELL:

Frank Bennett showed us the DSC library Daddy-O Racer plan that he had enlarged from Fly RC magazine plans. Fly RC plans say right on them that you are allowed to photocopy.



Plane is base on an Embryo Free flight model by Jason McGuire. John Emery said he saw Thayer Syme fly it at the NEAT fair and it flew great and won awards.

- Frank showed us how he made a group of wing ribs at one time.



- Frank Bennett showed us the parts he made for the Daddy O racer:



- Frank showed how he made the curved parts.



- Frank explained how he makes patterns from old posters.



PRESIDENT'S CORNER (JIM ARMSTRONG):

Wednesday night glider/electric night:

- More nights cancelled due to inclement weather. Not much of a spring. Hopefully the summer will be fantastic.
- A week after I wrote above we had another glider night that looked the weather would prevent us from flying. We had an east wind that was blowing moisture from the ocean toward the field. It caused clouds, and the temperature to drop. More inland, it was sunny and warm. The edge of the cloud cover could be seen just inland of Topsham. The wind finally subsided a little around 6 PM and then the flying started. It was a well-attended evening. There were 11 cars in the parking lot. More than most weekends.

1. Paul Johnson with his new Cox P-40 Warbird:



2. John Cheetham with his newly scratch built Catamount. Originally, it was a 1939 Rubber powered plane that John blew up the plans to 15%.



3. Dick Rosenberg with his never flown scratch built Miss Hanger One.



4. John Emery getting his Super Zoom ready for another flight. John also flew his Auto-Gyro.



5. Paul Johnson getting his powered glider launcher ready to take up a 2 meter Spirit. Paul took the Glider way up and then hit the launch switch. The glider came off beautifully. Dick Rosenberg flew the glider down and had a nice flight. What a nice easy way for the glider pilot to get to a good height. If you want Paul to piggyback your glider up someday, all you have to do is let him know.



6. Bud Rowland readying his Schweizer 1-30, while Ken MacDonald looks on. Wing span is 78 in, wing area 648 sq in., length 39 in, 4 ch radio r,e,a,m, motor E-flight power 25 outrunner, ESC Castle phoenix 60. Bud Scratch built it from planes by D.B. Mathews who writes for Model Aviation. The plans were published in Nov. 1981 Model Airplane News.



7. Charlie Kerr gets around the field fast with this Club Car. He only charges 50 cents per winch line retrieval (grin).



8. Dick Rosenberg's Pipe Cub ready for take off. It flew great and floated without power like a glider.



Gamblers:

- DSC treasurer Ken Mac Donald gave me a Check for the purchase of two Gambler Kits, as authorized by the Club. Allen Wright delivered them to me in NH. Thanks Allen.
- Two Gambler AG kits are available for purchase. With the Club \$10 discount and no shipping of 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. Call me at 207 725 5758 to reserve yours now.

Member projects:

-- At the meeting Glenn Collins mentioned about using Future floor polish on top of tissue at the last meeting. He provided the details of the process:

The covering method is to use the clear doculam to cover the model. Then lay on pieces of domestic tissue paper. I use a glue stick to make the edges tacky then apply the tissue. Stretch to remove the wrinkles. Then brush on the Future polish. One coat seems to work fine. Looks like doped tissue. The Future actually smells good unlike dope. Translucent when held up to the light, very pretty. Tried to get a picture but the flash overwhelmed the backlight. The doculam provides picture resistance and the tissue adds some strength. The technique is used by free flight guys. Cheap way to cover models with lots of color choices.



The model shown is a Comet Firefly I built from plans I found on the internet and electrified with an EDF-50. I had it out in the rain on sunday. Rain didn't impact the covering at all.



Happy Safe Flying,
Jim