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AMA Club Charter #2988

<http://www.downeastsoaring.org>

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**Minutes of the Sunday
19 May and 2 June Meeting**
(As recorded by Jim Armstrong)

Pres. Note: The May and June meeting minutes are being combined. Both meetings were well attended and productive. Because of member co-operation we were able to quickly go over Club business, so we could get to the flying afterwards. I really enjoyed both meetings. We had a lot of laughs, some at Rick Hallett's expense. I told Rick after the June meeting what we were laughing about. Example: We named the "Slope Race" event after Rick, because of his outstanding deeds for the Club, but he has to be the CD for the event and build all the planes to be flown at the event (grin). We flew at Clark's Cove after the May meeting and at the Topsham Sandpit after the June meeting.

What's inside?

- Notice of upcoming meeting and flying at Maine composites
- Minutes of May and June meeting
- Slope Race Results
- Flying in the dark, with lights
- Great deal on colored tape

Coming in upcoming Newsletters:

- New member
- Winch in a box progress
- Peter Elliot's' built RES MAXX
- DSC member in the "Spotlight" Who wants to be next?
- Upcoming raffle item pictures.
- What Jeremy Riecks' ICOM TC-R@ compact, ultra wideband scanner-receiver showed us.

MEMBERS PRESENT AT THE SUNDAY

5/19/02 MEETING:

Dennis and Joanne Phelan, Mike Robinson and family, Glenn Collins, Ernie Lachance, Michael LaTorre, Michael Moore and Wife, Rex Olmstead, Mac McLaughlin, Larry Smith, Mike Farnsworth, and Jim Armstrong,

MEMBERS PRESENT AT THE SUNDAY

6/2/02 MEETING:

Ken Mac Donald Glenn Collins Dick Rosenberg, Zack LeClair, John, LeClair, , Rex Olmstead, Mac McLaughlin, Larry Smith, Mike Farnsworth, and Jim Armstrong. (Other members met us at the sandpit for some sloping (e.g., Rick Hallett).

TREASURES REPORT:

Treasurer Ken Mac Donald reported on the financial status of the Club.

SECRETARY'S REPORT:

Larry Smith reported that he had no correspondence.

OLD BUSINESS

DYNAMIC SOARING SITE:

Tabled.

NEW THERMAL FLYING:

Tabled. Jeff working on it.

CLUB HI-START:

Background: Jim's Hi-star, the Club had been using at the BAM field, was pulled through a winch during its retrieval. It was cut up pretty bad and has kept breaking. Not a big loss as it wasn't a new one, Jim. Discussions held on purchasing a standard size hi-start and leaving it in the BAM shed for members to use on Wednesday Glider nights. Motion passed. Bruce Molzen said that he had a large Hi-start that he would donate to the Club. Thanks Bruce! Now we can even launch the big ones.

Jim reported that he had purchased a real nice HI-Start, with the Club's debit card. It came with a real nice reel, parachute, and fluorescent orange line. Club's hi-start is being left in the BAM shed for members to use on Wednesday Glider nights and any other time.

MINOT FIELD:

Dates we can't fly at the Minot field are:

Hemond Motor Cross Race Dates are: 7/21/02; 8/4/02; 8/18/02; 9/15/02; 10/6/02; and 10/13/02.

DSC WEB SITE:

- DSC Web site will have a link to the Thumb nail pictures that Michael Moore has posted on his Web Site. Michael and Mike F. to work out the details.
- Notices that come in from other Clubs on auctions/contests etc will be sent to Mike to post on the Club Web site.
- Mike fixed the flying sites on the Club Web page. Thanks Mike.
- Mike asked for people to put stuff on the slope forum. As the moderator he will condense.

RES MAX THERMAL CONTEST:

Ken Mac Donald reported that he had made aluminum templates for cutting the wing tips. Ken even made a special little bow to use to do the cutting. Thanks Ken.

CLUB TRAINER:

Jeff is making good progress and the Club trainer should be ready soon.

PRIMARY RC CHANNELS:

- People that attended the May thermal duration contest were asked about the frequency policy at the last contest. They said they liked not having to worry about someone else being on their frequency.
- It was suggested that a link to the "Crystal Exchange Program" be put on the Club web page.
- Someone suggested one way to get on a different channel was to sell your radio to a powered flyer.



NEW BUSINESS

SOMETHING NICE:

Motion made by Jim to do something nice for Rick Hallett. Rick has done a lot for the Club. He has put on many contests for the Club. Some will be mentioned here. He donated items to get the Club camera raffle going. Because he did, it was the most successful fund raiser to date. At the May contest Rick gave away a bunch of wonderful things. He even recently made some flying wings (Pres. calls them Hallett's Devil) he was experimenting with and then gave them free to Club members. Rick has done a lot for this Club over the years so it was easy to get something going for

him. Members had a lot of discussions about what to do, and had fun doing it. We also wanted to express our appreciation to Mrs. Hallett because of all she has endured, no I mean for her support over the years. Joanne Phelan recommended a \$50.00 gift to be used by Rick to take his wife out to a restaurant that SHE likes. It was also recommended that he get a 1 year free DSC membership. Then the discussion centered on non monetary things, like naming a RC event after him. Club members approved the 3 recommendations.

We had a good time making up all kinds of guidelines for the Rick Hallett Slope Race. Asked Michael Moor to captures some of what he said at the meeting. Here is what he said:

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

From: Michael D. Moore [mailto:mdmoore@altavista.net]Sent: Sunday, May 05, 2002 8:46 PM

To: James Armstrong

Subject: Rick Hallett Slope Extravaganza

ok, something like this.

If you fly a Rick Hallett plane you can deduct (or add) time equal to the weight of the plane (oz = sec) divided by something or other then multiplied by your lowest ascending third time (minute past the hour) that you land (or crash).

If you are not flying a Rick Hallett plane then if you put a strip of pink tape on your plane while you compete you can pretend you are (flying a RH special) and then can receive the same time bonus.

Michael

THE RICK HALLETT F3F SLOPE RACE:

We discussed having a man on man slope race. We would need safety equipment for the callers etc if it was man on man.

Dennis Phelan recommended that we have a F3f slope race. Fyers fly the course individually and the best time wins.

- Discussed having classes:
 - war bird
 - Flying wing
 - Rick Hallett's Devil

NEW MEMBER:

Larry Smith introduced his old flying buddy Ernie Lachance. Larry used the Web site as bait and when his friend saw combat on the site he was hooked. In fact Ernie had already bought a plane. Ernie Lachance tried slope after the May meeting at Clark's Cove and loved it. Ernie joined DSC. Club members welcomed Ernie into the Club.

WHORF TOPSHAM SANDPIT:

Discussions held on giving a gift certificate to Mr. Whorff for letting us fly slope at his sandpit. Also discussed getting permission from the club to insure the site if Mr. Whorff agreed to it.

CLUB RETRIEVER:

Members discussed the benefits of the Club having a good working retriever. Members agreed that the Club should have one. After some discussion, it was agreed that we should have a committee look into what one to

buy and report back to the Club. Jeff and Steve were nominated for the committee, but were not present to accept. What do you say guys. Will you do it? Anyone else interested in being on this committee?

HLG CONTEST JULY 20, 2002:

Jeff Carr is now an AMA contest director. His first contest will be a Hand Launch contest. He provided 4 dates for the Club members to choose from. Club members ruled 2 out. Jim provided Jeff with the 2 dates that the members chose. Jeff sent the AMA paperwork in for July 20th.

GUIDELINES FOR SLOPE FLYING:

Background: Previously discussed flying safe at the Eastern Promenade. New flyers were instructed to put their plane in the ground rather than hit someone or a car. Discussed litigation and that everyone was responsible for flying safe and for taking action if they see anyone in the group flying unsafe or if conditions warrant temporary flying rules based on conditions at the time.

As a follow-up discussion to flying safely, Club members discussed setting up guidelines for sloping. Concern was that non-combat planes couldn't be flown safely, some people want to fly slope but not combat, and so forth. Some suggestions were:

- Before and during flight operations designate who is flying full contact combat and who isn't.
- Establish a flight pattern. Going left to right, stay inboard. Going right to left, stay outboard.
- Fly higher than the combating planes if possible.
- Designate set periods of time for combat. Call no combat times.
- Fly non combating planes in an area (off to one side?) designated as a non combat area.

Consensus was that the group flying at the time should designate guidelines for the days flying.

THERMAL FLYING AT CLUB FIELD "HEMONDS AIRPORT":

Rex wanted everyone to know that he and Mac were flying on Tuesday and Thursday night at the Club field in Minot. They talked to Mr. Hemond and received his assurance that it was OK to fly anytime but on the Motor Cross Dates.

Hemond Motor Cross Race Dates are: 7/21/02; 8/4/02; 8/18/02; 9/15/02; 10/6/02; and 10/13/02.

QUOTE OF THE MONTH: "THE LINES ARE LONG AT AGWAY." MIKE FARNSWORTH

Seems Mike had to do yard work on a day that some Club members were flying slope at the sandpit. Mike made a run to Agway and since it was ½ mile from the Sandpit he went over to say HI! People let him fly their planes and 2 hours latter he finally got to the store. So you can see what he had to say to his wife Patty "The lines are long at Agway." Rumor has it that Mike snuck into the back yard and continued his yard work. Now when you see Patty, you wouldn't tell her this story would you? (Hope so! (grin)).

SHOW & TELL:

➤ PINKIE'S REVENGE IS A NAVY F9F PANTHER:

In the last newsletter we saw a picture of Mac McLaughlin's scratch built F9F Panther. At the meeting we were able to see it in person and paw over it. After the



meeting we even got to fly it. And fly great if did. Just like a jet. Mac explained the building techniques and process he used to build the jet. Mac even had pictures of the planes parts and how it was assembled.

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- **COLLORED PACKING TAPE:** Mac McLaughlin sold colored packing tape. Tape came in many great colors. He sold a roll at a great price of \$2.50. For every 4 rolls sold Mac donated a \$1.00 to DSC. He sold enough tape to give DSC treasurer Ken Mac Donald \$3.00 towards the Club Kitty. Thanks MAC!
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- **COMPUTER CONTROLLED FOAM CUTTER:** Glenn Collins showed his foam cutter design he was building. More to come latter.



- **LITE STICK FLYING AT NIGHT:** Mike Latorre had a couple of comments, sent in by e-mail, on the lights put on his Lite Stick so he could fly at night.

First, I'd go with much brighter lights than mine. They're ok around dusk but much after that they are hard to see, unless you're flying up close and personal.

Use different color lights for each side, so you know which side of your plane you're looking in the night-time sky.

The power comes right off an unused channel of the receiver. You run your positive lead to a 150 Ohm resistor. I affix that that to a little chip of circuit board about 1/2 inch square. Coming out of the resistor, you go right through your leds (I believe the longer led lead takes the positive. It's marked on the led package, in any event). You bring the led negative lead back into the circuit board at the negative battery lead.

For the wing wires, I used the thinnest wire Radio Shack sells. I think they use it for windings in electronic devices.

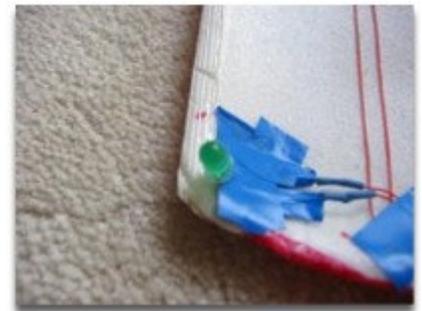
I temporarily stuck two wires parallel to each other on a strip of masking tape. Then I masked off an equivalent strip on the underside of the wing. Didn't want to go spraying crap all over the wing willy-nilly.

To the now masked area of the wing I applied a light mist of that 3m contact spray stuff. After that got sticky, I stuck the masking tape with imbedded wires right into the tacky contact cement on the wing, waited a couple minutes, and peeled away the masking tape. That left just the wires in rock solid position under the wing, and out of harm's way.

It would probably be better to put the leds on the back corner of the wing tips so that if you nose in you don't pinch the leds. I haven't had any problem with that yet. The main thing is to set the angles of the leds so they're visible from all viewing aspects. Otherwise, aircraft structure blocks the view of a light, leaving you in disorientation mode, at least momentarily.

The electrical information printed above came from a model plane magazine I had. Have fun!

Michael J. LaTorre



Fishing Pole Launch

From: Richard Hallett [mailto:happl@midmaine.com]
Sent: Thursday, May 30, 2002 9:55 PM

Subject: pictures

You won't believe these.

I had no other planes to try with the method so we used one of my 3m Bubble Dancers.

The pictures are self-explanatory.

We managed about 35-45 feet.

Chop them to use them.

My Niece's husband is the launcher and his son is the photographer.

No flying was done till you flattened it out at the top of the launch.

Rick



AMA Open Thermal Duration – May 5th, 2002 – Rick Hallett CD

I thought I had written several articles in review of our thermal duration event on 5/4 but at this point am not able to locate them.

First thank you to those who assisted in many ways. Several brought winches and batteries. Mac went for lunch while we moved. Jim A got us clearance for flying in the large field on the top. Charlie stopped by and talked to both Hemond's in addition. Thank you to several for mending lines. Thank you to Jeff for launching. Thank you to Mike M and Tim A for being test pilots for me. Oh yes thank you to several people for your assistance in getting the plaques made with somewhat of our club logo on it. I thought they came out quite well.

Second but prime thank you goes to all the members that showed up and participated including the long walk up the hill We had enough because of the high participation to pay our bills for the event which has rarely occurred in the past.

Now then we all could have wished the wind away. Bob Buxton asked if we could have had it on a day closer to summer but good days have not occurred at the right time yet here in Pittsfield. Ron said it was the windiest contest day he had ever participated in. Perhaps we can be thankful it held off the blackflies for another day.

Of course in wisdom many did not participate as pilots but even those specifically came to me and said they were having a very good time. Some times it is fun to be just a kibitzer.

To me the design of the contest was a winner. Everyone had many opportunities to fly that wanted to fly. I had no tough math to do at the end. We all looked over my shoulder and picked out the scores and the winners and just in case you have any doubts the scores are posted as a photo on the internet thanks to Mike M.

Oh yes "you all" failed in one fashion I had sandwiches left over for a whole week. But I did not waste any of them. I ate them all; at least one a day

Thank you for participating, Rick, cd.

PRESIDENT'S CORNER (JIM ARMSTRONG):

RH SLOPE RACE: We had our first unofficial F3F Rick Hallett slope race at the sandpit after the June meeting. I set up poles with streamers for the contestants to see. Callers were manned and the racing began. Mike LaTorre and I manned the far turn. Both agreed that even with only one flyer at a time it would be prudent to have safety equipment on. You can see by the pictures how hard it was to see because of the sand (no pictures were in focus, just a sandstorm). Steve Savoie flew his Coyote and at the speed he was traveling it would have hurt if you got hit with that duralene fuselage. Based on this I think the Club should buy the gear necessary to have a true man on man race. It would be much more fun. We need to find out what AMA requires for racing and then discuss at a meeting.

JULY AND AUGUST MINUTES: Last weekend we had the July meeting. Two weeks latter we will have the August meeting. Because of the closeness of these meeting both minutes will be included in a newsletter to be issued after the August meeting. Please make a note as to upcoming meetings and events. This may be the only notification you receive before the event.

CLARK COVE MEETINGS: These meetings are scheduled when low tide at Clark's cove is around noon. People have asked why we have the Clark Cove meetings on Sunday. This allows me to keep my wife happy by still being able to go to camp on Saturday.

AMA Open Thermal Duration – May 5th, 2002 – CD Rick Hallett: Michael Moore posted pictures of this event at: <http://home.gwi.net/~movebisson/td050402/index.html>

As Rick said in his article above, he sent a write-up on the contest that was lost in my computer when it had a failure. The 12 gig hard drive got full and locked up. All the pictures on flying I guess. Have some additional pictures of the event in my desktop but could get them out to put in this newsletter.

SEPTEMBER DSC MEETING AT MAINE COMPOSITES:

Please make sure you make a note of the upcoming events, like the one in September at Maine Composites. The monthly meeting will be held there on Saturday, 14 September at 9 am. After the meeting/tour we will fly next-door in the Richmond School yard. Steve will set up the club winch and Club retriever. Steve has volunteered to chair a committee to evaluate the Club retriever and provide recommendations to the Club. He needs someone to help him. Please contact him at 666-8378. if you can help out on the committee.



Winch retriever experiments: Rick Hallett has been experimenting with making a plane winch out of chain saw engines. He used two sizes so far. Pictures and write up below. Take a good look. You saw it here first.

**Happy Flying,
Jim**

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

From: "Richard Hallett" <happl@midmaine.com>

To: <mdmoore@altavista.net>; "James Armstrong" <jamesIII@blazenetme.net>;

"Richard Hallett" <happl@midmaine.com>

Sent: Sunday, July 07, 2002 3:57 PM

Subject: thought I was asleep at the switch, huh??

Son, Scott, said not to use the old chain saw I was planning to use so I went to the dealer and bought this one new. Then spent the next 4 weeks puzzling as to how to accomplish the goal. Pulleys are from a Maytag washer,. Belt from Napa. Steel from Napa and Aubuchon. Bearings from Truevalue though they came from the drawers that are common to all hardware stores nowadays. line came off the internet. Thought and welding came from me. Aluminum for pressing trigger my son brought home from the metal bin at work years ago.

Jim said he could get more flying in if we had a retriever. Well before returning the chop saw to my son next door I thought I should chop up the remaining metal. And of course there it is. It needs a base of plywood a clamp to hold it on and shaft shortening. In addition I will need to purchase a Ford relay and put in the pulley for the returning line. Getting close.



Unfortunately the return will be very very fast but the size is supposed to work . I got the documentation for it from RCD from Ken some time ago. The winch will need a pulley brake to work with this retriever.

Now on to the next project. My fuselage male plug is presently drying from being coated with epoxy.

Rick

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

From: "Richard Hallett" <happl@midmaine.com> To:

"James Armstrong" <jamesiii@blazenetme.net>

Sent: Sunday, June 09, 2002 8:31 PM

Subject: Winch Experiment update

Went out to fly again today. It was a mild breeze. Got in two launches with my little gas winch but the off switch was not working so I pulled it off with the claw of the hammer (wire to the plug). When I went to start it the next time it would not go., So I wound up all the line by hand on the five gallon pail on my truck. I then headed home as the rain started down.



This evening I got out my F3B winch the one I used at the 5/4 contest and carried it and the battery one by one to the truck. I launched several times.

Conclusion it may not be powerful but the light weight is the way to go for summer nights.

Was I ever surprised when I had to lift those heavy things again. My box with winch and acc must be over 25 as is the battery too. What a difference. No wonder your eyes lighted up when you saw it. Mine just got "enlightened" some more. My conclusion when I get the bugs worked out it would be very worthwhile for the service you had envisioned.

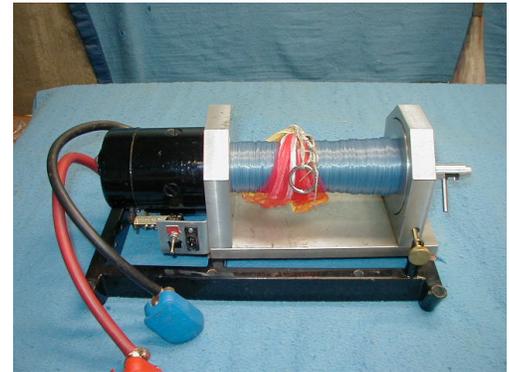
Meanwhile I am in the process of getting a chain saw rigged up to drive a geared down unit to give me more power at about the same weight. I don't know your condition but I have worn numerous places in my back and appreciate the much lighter weight. I also found that the throttle that you carry with you is neat too. That makes one less thing to carry.

The monofilament also lies down neatly in rows just like it does on the F3B type. It was not all that difficult to line up to get it to do this. Pulling the line back on the free spinning drum was a worthwhile change too.

I have one with such a small drum that it takes a number of pounds to pull it back just because of the resistance of the brushes.

You guessed it. Tickled with this new toy.

Rick



HLG CONTEST

When: 7 Sept. 2002 Where: Brown Road Durham Maine

Pilot Meeting at 9:30 first flight around 10:00 am.

Bring extra Batteries and chargers. We are planning on having a fun event.

The contest is on Brown Road in the town of Durham Maine. 6 miles from Freeport the home of LL Bean
Directions from I-95 Exit off exit 20(It's the 2nd Freeport Exit) Go north on route 136. Stay on 136 for 3 ½ miles.
Brown road is on the Left. If you drive onto new pavement you went 10 feet to far. Take brown road about 2 miles. You will see a sign for the field. It's on the left. Big open space with a very nice owner.

From route 9 At the intersection of route 9 and 136 In Durham go 4 miles toward Bradbury Mountain State Park.
You will see: a Gravel pit on the left. As you go past this about ¼ mile you will go up a slight hill. At the top is Brown Road on the left. Go ¼ mile on the right just past the big farmhouse.

Any other questions call Jeff @ 207-353-9096 Part of the Downeast Soaring Challenge

Clip and save because this may be your only notification:

DownEast Soaring Club Upcoming Events

Event	Date	Time	Location
Aug. Meeting & Slope Soaring Lobster Festival	Sunday, 8/4/2002	Business meeting Noon to 1PM, Flying before and after. Low tide 1:55 PM	Clark's Cove, Harpswell;
DSC HLG contest	Saturday, 9/7/2002	FMI contact CD, Jeff Carr; jscarr4@aol.com; Phone: 207-353-9096	It will be at a field in Durham Maine on Brown Road
Sept. DSC Meeting, Maine Composites Tour & Flying	Saturday, 9/14/2002	Meeting/ tour of Maine Composites, Richmond, 9am, For directions call Steve Savoie at 666-8378.	Thermal flying in Richmond schoolyard beside Maine Composites after meeting/tour.
AMA F3J Hand Tow Contest & DSC Club meeting	Saturday, 10/19/2002	9:00 AM registration, 10:00 AM pilots meeting CD Rick Hallett (800) 430-3058	Hemond Airport Minot, Maine * See Note 5

1. Breakfast starts at 9:00 in the Bookland Conference Room. The business meeting will start at 9:30 am sharp. Show and Tell at 10:30. Members are encouraged to eat breakfast during the business portion of the meeting.
2. For all events held at Clark's Cove: Morse Lobster is planning on having lobsters available from Memorial day to Labor Day.
3. For all events held at Clark's Cove: Pizza and Subs can be purchased at the Morse convenience store on RT 123, 1 mile past Allen Point Road (1 mile from Clark's Cove)
4. Floyd Watts is offering full scale glider rides for members of the club. The Cost is \$50.00 per ride. If interested, contact Floyd at (207) 589-4344 or RR Box 305, Liberty, ME 04949
5. This contest is an AMA sanctioned contest. All AMA requirements apply.
6. 'NO HOST' means no one is in charge of the get together. Everyone is on their own. A 'NO HOST' scheduled on a non meeting day may have no one show up. The biggest reasons for not attending are wind not predicted for S/SW or other plans.
7. The BAM sanctioned Fun Fly event for the summer will be August 17th and 18th come join in the fun. Good food and fun for all.
8. James Armstrong III CD, 292 Foreside Road Topsham, ME 04086, 207-725-5758. Landing Fee: \$15, includes continental breakfast, lunch and prizes.
9. Hemond Motor Cross Race Dates are: 7/21/02; 8/4/02; 8/18/02; 9/15/02; 10/6/02; 10/13/02;



c/ o President / Newsletter Editor

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