

President
Jim Armstrong
207-725-5758

Secretary
Larry Smith
207-748-1069



AMA Club Charter #2988

<http://www.downeastsoaring.org>

Vice President
Mike Farnsworth
207-729-7290

Treasurer
Ken McDonald
207-443-3585

DSC Club Business Meeting	Saturday, 12/14/2002	9am coffee/ pastry, 9:30 Business meeting, 10:30 Show & Tell (Slope afterwards?).	Bookland Coffee Shop, Cooks Corner, Brunswick
Christmas Party	Saturday, 12/14/2002	3:00 PM Pot Luck Party Bring something for the Pot Luck; Family invited	Jeff Carr's house, Durham, ME FMI 207-650-0354

Minutes of the November 9th, 2002 DSC Meeting

(As recorded by Jim Armstrong)

President's Note: This meeting was held at Bookland in the Cook's Corner Brunswick Mall. The Coffee Shop added some different pastry that was out of this world. We had good member participation. Wind forecast was for light wind but most members still brought slope planes in hopes for stronger wind. Well they got their wish. After the meeting they went to Clark's Cove and did some nice sloping.

What's inside?

- Christmas party announcement
- Minutes of November meetings
- Picture of the next Fund Raiser "Member only - winner pay raffle" Item.
- Ball of Tape Re-build
- NIMH freezing charge/ discharge test results
- Newest member
- Pumkin fly results

Coming in upcoming Newsletters:

- Glare reduction tips
- Article on great customer RC service. "Your call is very important to us."
- DSC member in the "Spotlight" Who wants to be next?
- What Jeremy Riecks' ICOM TC-R@ compact, ultra wideband scanner-receiver showed us?



MEMBERS PRESENT AT THE SATURDAY 11/9/02 MEETING:

Jim Armstrong, Rick Hallett, Jeff Carr, Bret Carr, Ken Mac Donald, Eric Farnsworth, Brian Farnsworth, Michael Moore, Rex Olmstead, Mike Farnsworth, Steve Savoie, Larry Smith, Mac McLaughlin, , Mark Higgins, Dick Rosenberg, and guests Dennis Hansen and Phil Vampatella.

TREASURES REPORT:

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

SECRETARY'S REPORT:

Larry Smith reported that he had no Club correspondence.

OLD BUSINESS

DYNAMIC SOARING SITE:

Tabled.

NEW THERMAL FLYING:

Background: Jeff got permission to use the field on the corner of RT. 9 and the Rabbit Rd. when it is cut. Jeff thinks that this field will be good for F3J.

Discussed the possibility of using the field on the on the corner of Rt. 9 and Babbit Road in Durham. After some discussion, and Rick Hallett showing great enthusiasm on having a thermal duration contest closer to southern Maine. Jeff said that he would check the availability for a thermal duration contest.

DSC WEB SITE:

Mike Farnsworth reported that he has put the Club newsletters in the public section of the Club WEB site.

THE RICK HALLETT F3F SLOPE RACE:

Background: Mark Higgins reported that Helmets are not required. Races are usually begun with a flying start. We can fly without signaling if the spotters write down the cuts for each heat. Most races are 5 laps or more. Members discussed the formats and possible classes for racers such as a one design or foamy war bird or zagi. It was decided that the classes should be formed based on what was brought by the competitors for the day. This would allow the greatest flexibility for the competition to accommodate the attendees and flying conditions. We could end up slope racing anything from HLG's to Unlimited racers.

Discussed holding the event once Club members had tried out the event to get all the supporting tasks identified and documented (e.g., course, times, guidelines, laps, out of bounds, entry fees, awards)

WHORFF TOPSHAM SANDPIT:

Jim will send the AMA insurance form to Mr. WHORFF. The correct information needs to be listed on the form in order to insure the sandpit in Topsham.

CLUB RETRIEVER:

Steve said the he hadn't bought the 3 position Turbo/low speed/ off switch for the Club retriever but would soon.

SOARING VIDEOS AND CDS:

- The following Club videos were returned or checked out:

DSC 44	RCA Secrets of Thermal Soaring (VHS)	Mike Lattorre	10/02
DSC 45	RCA Secrets of Thermal Soaring (DVD)	Bob Buxton	10/02
DSC 46	RCA Pro AeroTow (VHS)	Returned	
DSC 47	RCA Pro AeroTow (DVD)	Returned	
DSC TBD (Donated by Michael)	Endless Lift 3	Larry Smith	11/9/02

- Michael Moore donated a DVD “Endless Lift 3” to the Club. Thank you very much Michael.

CLUB TRAINERS/FLIGHT INSTRUCTION:

Background: Jim said the following in the last Presidents Corner *“I have been instructing several people recently. It is much easier when you have a buddy box. The Club transmitter for the DAW 1-26 doesn’t have trainer cord capability. The Club needs to purchase several setups that have this capability. I think we should buy some used gear so that we can keep it locked up for our use.”*

- Prior to the meeting Jim informed Mike that he had purchased a new Club trainer radio as authorized by the Club at the last meeting. He purchased Lazer 4 Hitec Radio for Club trainer on Channel 60
- Laser 4 Features: Elevon Mixing, V-tail Mixing, ATVs (Adjustable Travel Volume), Servo Reversing and buddy box capability.
- Quick discussion held. Rick wanted to know about the purchase of a second for the buddy-box.

Motion made to purchase a second R/C outfit and a second Club trainer plane. Discussed what plane to purchase. Also talked about having different people build parts of the plane. Discussed purchasing an ARF. Motion not acted on as it was decided to wait till the WRAM show to decide.

2003 DSC OFFICER ELECTIONS:

The current slate of officers was nominated for election. No one else at the meeting was interested in running for any of the Officer positions. Therefore one ballot for current Officers was cast and approved by members present. Club officers appreciate the support of Club members.

PLANE RECOVERY:

Background from past meetings: *The topic of recovering slope planes from out of the top of large oak trees was brought up brought up at the last meeting. It was recommended that the Club look into purchasing “Lineman’s telescoping poles.”*

- Ken Mac Donald Ken talked to Frank Rendee and he knows of a guy who is selling a 80 foot telescoping pole for \$~300.
- Mike talked to a CMP line crew manager about obtaining a used pole. No luck. They use them until they are no longer usable for anything except generating splinters. New ones are about \$300.
- Members passed a motion to buy a new pole.

Mike Farnsworth said that he would purchase the telescoping pole. He will go through the CMP line crew manger that lives near him.

2003 SLOPE COMBAT EVENT AND RULES FOR PERPETUAL TROPHY:

Background:

- In the last newsletter Rex Olmstead provided us with the first draft of the rules for 2003 Slope Combat contest event. People liked what he provided. We will continue to review them and post agreed to guidelines. Combat will be held after the Club meeting in January, February, March and April.
- Committee established to handle the individual areas of the contest. Committee is Mac McGlaughlin, Rex Olmstead, Mike Farnsworth, Jim Armstrong and Michael Moore.
 - Everyone that enters the event will get a prize for each entry fee. Committee will select and purchase prizes. Funds from the entry fee will be used for the prizes. If they go over budget funds from the Club kitty will be used.
 - Committee will establish final rules before conduct of the first event in January 2003.
 - Committee will establish judges, Contest director for each of the four Monthly events, and any other area that needs to be addressed.

Committee had nothing to report.

REX MAX CLUB BUILDING PROJECT:

Ken MacDonald provided the status of the parts/cores cut for the projects. Peter Elliot’s just needs covering. Ken and Charlie’s is getting close too. Rick Hallett said he built 2 out of foam. Someone said Rick was in a class by himself.

NEW BUSINESS

WELCOME NEWEST CLUB MEMBER:

Jim asked members to welcome Frank Bennett into the Club. Frank is an avid builder and flyer. He is looking forward to flying his Lite Stick with us and is getting his Gentle Lady ready to do some thermal/slope flying. He lives on Durham Road south of Michael and Jeff.

R/C SWAP/SELL EVENT:

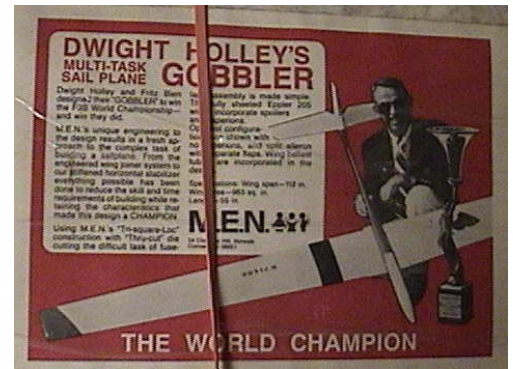
A member recommended that the club put an R/C swap/sell event together for this winter. He wanted to purchase some planes that are already together. Members seemed interested in pursuing it. Jim said he would check with the American Legion in Topsham. All Club members are asked to look for an inexpensive place to have it. We would need a place to display all the stuff people would bring for swap/sale. Ken MacDonald graciously offered his house.

MOLD MAKING:

Jim suggested that the Club make a mold of a Me163 fuselage as a Club project. The fuselage was promised to Glenn Collins. Others were interested in it in the past and others not at the meeting might be interested in making a slope or powered plane from it. Discussed cost and how the first one out of the mold could be raffled and charging for future use of the mold, could help fund the project. There wasn't enough interest. Jim and Glenn are looking for others that might be interested in getting involved on their own. See Jim or Glenn if interested.

FUND RAISER "MEMBER ONLY- WINNER PAY" RAFFLE:

Jim Tyrie donated a Dwight Holley's "Gobbler" multi-task Sailplane. It has split ailerons with separate flaps. Wing ballast tubes are incorporated into the design. Specifications: Wing span -112; Wing area – 983 sq. in.; length -55 in. At this meeting members will decide to put a \$40 price on it. Several members said they would be willing to pay that much and still think they got a good deal. That is what we want when we have a fund raiser "member only- winner pay" raffle. So if you want your name put in the hat, come to the next meeting for the drawing or let someone know that is going to the meeting so they can put your name in.



WRAM SHOW: Members asked who was interested in going to the WRAM show this year. Mike Farnsworth, Michael Moore, Jeff Carr, Rex Olmstead, Larry Smith and Brett Carr expressed and interest in going.

DSC CHRISTMAS PARTY: Jeff Carr asked if the Club wanted to have a party again this year at his house after next Club meeting/flying session. Everyone was for it. Meal will be a pot luck so bring something for everyone to enjoy. And yes, families and guests are invited. Time is 3 PM. Jeff Carr's house, 762 Hallowell Road Durham, ME; FMI 297-353-9096 or 207-650-0354.

SHOW & TELL:

- Jeff Carr displayed a new HLG he built for Brett. It has a 59 inch wingspan. Rudder elevator Poly wing DLG capable



- Mac McGlaughlin held the Me163 fuselage that may be used to make a mold so that several copies could be made from it.



RECONSTRUCTING A CLASSIC –

by Michael J. LaTorre

The “Ball of Tape”. The very name has a very special place in the hearts of every DownEast Soaring Member. How many members learned to fly, slope, crash and burn on this most hallowed of airframes? How many club members shed a tear when the famed bird was reported as finished? Oh, to gaze again upon the famed red, white and blue trim soaring majestically over Clark’s Cove.

Cry no more dear readers, for this most holy of relics flies once more!

When my nephew Anthony and I picked the plane up, it lay nearly forgotten on Jeff’s basement floor. It lay bent and broken in a black box, forgotten among a potpourri of receivers, servos and sundry parts.

When we got to the shop, Anthony and I surveyed the damage. The port side of the fuselage was not quite ‘gone’, but nearly so. The malady was hidden well, for the plane had been not-so-lovingly wrapped with several generations of red packing tape. Like archeologists on a dig, we slashed feverishly at the tape to see what the inside looked like. Only, there was no inside. The core consisted of a finely ground sprinkling of granulated EPP foam. Imagine those little remnants of popcorn at the bottom of a bowl. Add a ruthless strangling with red packing tape. Toss in some broken servos and related parts.

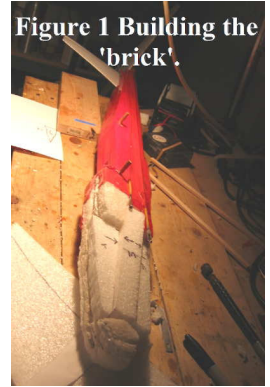


Figure 1 Building the 'brick'.



Figure 2 Completed brick.

So that was our challenge –to fix the front of the fuselage. To fix something that didn’t really exist.

Anthony and I decided to rebuild the fuselage with EPP foam. That way many future generations of DownEasters could whack the bird up even more. We gathered some scrap EPP foam of various sizes and widths. No one was big enough to do the job.

So we cut about six pieces and made a brickwork that was quite a bit bigger than the original fuselage. The photos show the progression of the brick puzzle. The whole business was glued together with that magical adhesive “Household Goop.” What a great world we live in. One glue - so many uses.

The next problem was how to restore the original shape of the Ball of Tape. We brought in a professional consultant. Tim Accord. For us, it was like interviewing Michaelangelo about the construction of his marble “David.” How had Tim constructed the unmistakable profile of this classic plane?



Figure 3 Michaelangelo - eat your heart out!



Figure 4 Top Stringers.

“With a turkey knife,” Tim advised. “Just hacked it out with an electric turkey knife on the dining room table.”

But we didn’t have a turkey knife. And my wife said we couldn’t use the table. So Anthony and I we used a “Stanley” wood rasp – in the garage. We gradually shaped the port side to mimic the original visage that was fairly intact on the starboard side of the fuselage.

When we finished shaping, we still had a problem. We had

grafted a good-looking rubbery foam nose on a relatively rigid rear fuselage. But the new snout flapped around like an elephant's trunk. So we routed out some slots on the top and bottom and glued in two stringers on top and one on the bottom. For glue we used – well, you know, Household Goop. The adhesive of the gods!

We tied the stringers into the rear portion of the fuselage about four inches back. The elephant's trunk flaps no more. You can see the stringers being fitted in a couple of the photos.

Then we marked the locations for the battery, receiver, switch and servo. The photos show where we put everything.



We taped her up and did some test glides in a local field. Then we headed for the cove.

Yes, it flies very nicely, thank you.

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COLD BATTERY TEST

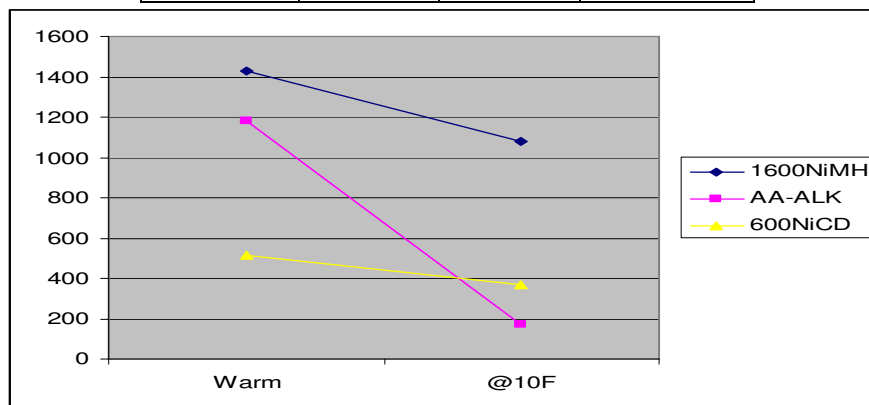
By Michael Moore

TEST SETUP:

- I peaked each 4 cell pack discharged at room temp, peaked again then put in my freezer (10d F) for approx 1/2 hour then discharged again.
- I used a Sirius discharger (http://www.siriuselectronics.com/supr_tst.htm) which discharges to 1.1v per cell and I set to a load of 250mAh.
- The packs were in the freezer the entire time. The discharger was left out of the freezer.
- Also, the alkaline measured 5.6v right out of the freezer, as soon as I applied load (discharge again) the voltage dropped immediately to 4.4+ and I got less than 60mAh before the discharger shut off.

RESULTS: The following chart shows the results. It indicates that the NiMH packs had the least loss (i.e., 24%). The important thing to note is the NiMH packs are 1600 NiMH. A 25% loss would still give you 1200 mah. This is two times a 600 NiCD pack before any loss. Wow! That is fantastic. - JA

Pack	Warm	@10F	Loss
1600NiMH	1430	1080	24%
AA-ALK	1183	169.5	86%
600NiCD	515	368	29%
@ load 250mAh			



Warm Alkaline discharge test
<ul style="list-style-type: none"> Fresh pack of four Energizer Alkalines, voltage out of the pack 6.44v (Remember Alkalines are 1.5v per cell and the rechargeable packs are 1.2v)
<ul style="list-style-type: none"> 1st discharge 1183mAh
One day later the batteries recovered to 5.42v
<ul style="list-style-type: none"> 2nd discharge 125 mah
Some hours later, they had recovered to 5.34v
<ul style="list-style-type: none"> 3rd discharge 88.3 mah

BOTTOM LINE: I'm sticking to my 1600 mah NiMH rechargeable...

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PRESIDENT'S CORNER (JIM ARMSTRONG):

CONDOLENCES: I'm very sorry to report that Brunswick Area Modeler William Davidson Geoghegan II, 46, died Tuesday, Nov. 19, 2002, after battling pancreatic cancer. My condolences to the Geoghegan family and especially to one of our members Chris Fush, who was Bill's life long friend. Bill flew with us every once in a while on Glider nights at the BAM field. He enjoyed powered but was into electrics and was going to do some sloping with us. You may remember seeing Bill fly a large electric plane that looked like a pattern plane. I will miss Bill a lot. When I think of Bill, I think of a gentleman. One that will be sorely missed.

SPECIAL THANK YOU:

- Special "Thank You" to Mike LaTorre for his "Reconstructing a Classic" article. Mike had to send me the pictures separately, so I could reduce the size of them. The original size of his article was 2.3 MB. With my new picture program I was able to reduce it to 165 KB.
- Special "Thank You" to Michael Moore for his "Cold Battery Test" article. I'm converting to NiMH batteries.
- Newsletter Pictures: I sent Mike Farnsworth the originals of Peter Elliot's RES Max so he could put them in the Club Project section.
- Also sent Mike some pictures he asked for. Mike said he would like to put them in the DSC Web site. They were in a newsletter a few months ago. They showed some slope combat planes going at it. I captured the pictures from the Club digital video camera. Mike thought the two planes were modified in a paint program to look like they were that close. They were untouched. I had to slow the video down to capture just the right moment. Capturing digital stills from the video is a fantastic feature of the Club's camera.

INDOOR FLYING: For those that like to fly indoor FF, I provided the flying schedule for the Small Gym in Bath and the Lewiston Multipurpose Center in the last newsletter. The following update to one of the events listed last month is provided:

- Lou Dineen said "We have to reschedule the 11/22 flying session at the Multipurpose Center. The new day will be Friday, 12/6. Same time. Could you pass this message on for me?"
 - The following is some info about the last event held at the Multipurpose Center.

From: "Lou Dineen" <louatwork@yahoo.com
To: "John & Jackie Curtis" <johnjack@Exploremaine.com;
Subject: Flying in November

Hey folks,

We had a pretty good outing at the Lewiston Multipurpose Center. John, Sandy, Frank Rende, Paul Flohn and myself came out. Frank and Paul got an amazing peanut (is that right) Wright Flyer to fly. It was quite a two-man operation...just like the real one.

Sandy impressed the socks off of one of my students who showed up. And, I actually got my Farman Mosquito to fly pretty well. Add to this a good site and hot coffee from the snack bar and I'd say we had a good time.

Our next outing will be on December 6th, 2002. 7pm to 10ish. If you need directions just email me or call me at 207-786-7550. Take care, Lou

GLIDER NIGHT (EVERY WEDNESDAY NIGHT):

We are meeting at Ken Mac Donald's house every Wednesday evening (4 till 8 pm). We have been flying in Ken's dooryard prior sunset. We fly, build and socialize a lot. Come join the fun. I am fixing the Club DAW 1-26 and putting the new Club radio in it. Tim and Dick have been putting battery packs together.

HOLIDAY WISH: I wish everyone a wonderful and safe Holiday season. Hope you have been a good boy or girl so Santa will bring you a special present. When my new GWS electric 370 Zero arrived, Mrs. Santa screamed "Not another plane." Boy am I going to have be an extra special little boy.

PUMKIN FLY: Several DSC members attended a glider contest in Brattleboro, Vermont. DSC member Jim Tyrie had 1st in Unlimited. Congratulations JIM. The "Pumpkin Fly" was co-sponsored by the Yankee Silent Fliers Association (YSFA) and the Brattleboro Area Flyers (BAF). See report and picture below, which was provided by the Contest Director Bob Rondeau.

**Happy Flying,
Jim**

----- Original Message -----
From: "Rob Rondeau" <bobrondo@sover.net>

October 27th 2002 Brattleboro, Vermont

We held our breath while the weather went all through all sorts of extremes leading up to contest day. Saturday (the day before) I woke to icy snow. The temp was stuck around 38° all day and the slush never seemed to melt. I had visions of a few hearty souls standing around in an empty frozen landscape the next morning. --Contest Day dawned with a warm fog that quickly burned off to a calm sunny morning. I could fly in this! Heck, this was one of the better days of the year (comfort-wize).

We got off to a slow start as the distance travelers straggled in and I called the Pilot's meeting around 10:15. With a dozen flyers we had few frequency conflicts and we flew an open winch format for R.E.S. and Unlimited. The first task was a relaxed 6 minutes with the idea that we would raise the task time as the lift

improved. As it turned out we stayed with 6 minutes while the lift came and went with intermittent gusty winds. Picking your air seemed to be the most important part of the contest.

The first round started with great air and ended with a 20 MPH crosswind as the thermals passed. Jim Tyrie chose his air well and flew a 6:10 and 78 landing to lead the round. Ron Cichowski was looking better with a 6:04 but only managed a 36 on the landing. Steve Syrotiak came up with 5:54 and small change on the landing.

John Hayes and Dave Hague were both flying Majestics in RES and were within 1 point of each other at the end of round one. RES landings were 50 point in/out while Unlimited class had a 100 point graduated landing.

Jim Tyrie really found his groove on the second flight with a 5:59 and a 97 point landing. I redeemed myself after a dismal first round with a 5:52 - 97. John Hayes also got his time and landing again to hold on to the lead in RES.

The temps continued mild and the sun was in and out as the big cloud streets moved though. It was so mild that Ben Tucker, our scorekeeper, sat around in short sleeves all day! Ben, a high school senior, built the Excell spreadsheet the night before. Rod Peterson, the force behind the YSFA and a co-sponsor of the Pumpkin Fly-off brought his dependable winches and retrievers to the event and the performed flawlessly. Rod also managed to do a little contest flying when not running the winch.



After lunch the gusts eased up but the lift became less predictable. Those of us who went up early chased good air downwind but others were clobbered by the sudden chill of down air. I had a respectable 6:03 with some landing points and Dave Hague got 5:58 (his best contest time ever) to take the lead in RES.

When the dust settled, Tyrie's early rounds saved his lead from a disastrous 3rd round. It seems everybody had at least one "stinker round" in Unlimited but those two majestics were fighting it out tooth and nail in RES. After checking the totals Dave Hague squeaked out his first win in RES.

We called it a day promptly at 2:10 and handed out trophies (inscribed Mugs to 1st place, T-shirts for 2nd and third place). Jim Tyrie had 1st in Unlimited, I managed 2nd and Steve Syrotiak placed 3rd. Dave Hague finished 1st in RES and his score would have put him in 3rd place in unlimited. We could have gotten in another round but many had a long ride home and we had just turned the clocks back. Those who wanted got in some fun-flying between rounds. All in all it was determined to be a swell contest day with comfortable weather and challenging flying, a great way to end the thermal contest season.

Bob Rondeau

DownEast Soaring Club Upcoming Events

Event	Date	Time	Location
		Clip and save	
DSC Club Business Meeting	Saturday, 12/14/2002	9am coffee/pastry, 9:30 Business meeting, 10:30 Show & Tell (Slope afterwards?).	Bookland Coffee Shop, Cooks Corner, Brunswick * See Note 1
DSC Club Business Meeting	Saturday, 1/11/2003	9am coffee/pastry, 9:30 Business meeting, 10:30 Show & Tell (Slope afterwards?).	Bookland Coffee Shop, Cooks Corner, Brunswick * See Note 1
DSC Club Business Meeting	Saturday, 2/8/2003	9am coffee/pastry, 9:30 Business meeting, 10:30 Show & Tell (Slope afterwards?).	Bookland Coffee Shop, Cooks Corner, Brunswick, ME * See Note # 1
DSC Club Business Meeting	Saturday, 3/8/2003	9am coffee/pastry, 9:30 Business meeting, 10:30 Show & Tell (Slope afterwards?).	Bookland Coffee Shop, Cooks Corner, Brunswick, ME * See Note # 1
DSC Club Business Meeting	Saturday, 4/12/2003	9am coffee/pastry, 9:30 Business meeting, 10:30 Show & Tell (Slope afterwards?).	Bookland Coffee Shop, Cooks Corner, Brunswick, ME * See Note # 1
May MTG / No Host Slope Soaring Pizza Festival	Sunday, 5/4/2003	Business meeting 11 AM till Noon, Flying before/after meeting.	Clark's Cove, Harpswell, ME ; Low tide 10:59

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: 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)
3. '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.



c/ o President / Newsletter Editor
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