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November 2016 issue of the DSC's "Quiet Happenings" Newsletter

Downeast Soaring Club Upcoming Events

Event	Date	Time	Location
DSC Business Meeting, Social and Show & Tell	Saturday 12 November 2016	Door open at 9 AM, 9:30 AM Business meeting; 11 AM Show & Tell	Topsham Public Library; 25 Foreside Road, Topsham
DSC Club Meeting, and Christmas/Holiday Party W/Pot Luck and Yankee Swap.	Saturday 10 December 2016	Door open at 9 AM	Grand room at the Topsham Public Library; 25 Foreside Road, Topsham

Note: #1 Changes to a scheduled event will be announced by e-mail to Club members. Check your e-mail on the morning of the event to see if it has been cancelled for an unforeseen circumstance.

Minutes of 17 September 2016 Downeast Soaring Meeting:

MEMBERS PRESENT

Members present: JimA (Pronounced Jimaaa) Armstrong (not shown), Mark Higgins, Mike Bergerson, John Curtis, Dick Rosenberg, Bob Berry, Bob Constable, Forrest Sumner, Jack Pignolo, James Rochette, and Jack Dexter. Guests: Woody



TREASURES REPORT:

None.

SECRETARY'S REPORT:

None

OLD BUSINESS:

UPCOMING EVENTS:

We plan on continuing to cover Upcoming Events in the Old Business section of our newsletter. Members should keep their eyes open for any upcoming events and try to find out if any of the following are planned:

Several members mentioned that they went to the Sanford Jet Rally and Model Expo. As usual it was a fun event.

Editor's note: Jim sent club members and e-mail reminding them of the Jet Rally, days before the event.

- Any other events?
 - None. Members were asked if they knew of any events.

NEW BUSINESS:

DSC DRAWING LIBRARY:

A plan from a Club magazine was pulled out and shown to members for checkout.

Note: Plan has insignias shown, which can be copied to make decals.

DSC FREE MAGAZINE RAFFLE:



Each member was given an opportunity to take home a free RC magazine.



FALL CLUB MEETINGS:

Background: When the weather is good, Club meetings will not be held at the Topsham Library. Members will be notified by e-mail when and where they will be. Since these meetings are outside, they are weather dependent. You probably won't get much notice because it depends on the weather forecast and other factors. So check your e-mail before you leave, because the event may have been cancelled due to weather or other reasons.

Meetings will be held outside as long as the weather holds up.

ALES EVENT DISCUSSION:

Mike Bergerson and Mark Higgins asked members what they thought of ALES. They liked it so much that when asked if we should do it again they said yes. So we will try to have another Spring motor glider Fun Fly ALES (altitude limited electric soaring (ALES)) FUN Fly next month.

The following is the Contest report sent out to members by e-mail:

The first Downeast Soaring Club Motor Glider Social is in the books with tons of fun had by all who attended. Many thanks to the folks who allowed the use of the Bowdoin field for the sailplane fun-fly. It was an informal affair bringing together several club members to fly their motor gliders in thermal duration. 12 pilots showed up with 8 club members participating in the contest. Jack P. brought donuts and his awesome mini Radian on floats! A few new folks, to include Woody Woodman, showed up with great interest in getting started flying sailplanes. Also, a bit of flying fun took place between rounds with Bob bringing his electric bird and frog along, alas, the bird went flightless giving up the magic smoke but, with great aspirations of future flight!

Several rounds were flown in small groups of three pilots or less climbing to approximately 200 meters (600 ft) and shutting down to soar for a timed flight of 5 min ending in a scored spot landing. Sounds easy... well, the guys found out how much fun it is to try! Some folks had good flight scores and others had great landing scores but all were enthusiastic about the process and look forward to many more in the future. Mark Higgins was outstanding helping keep the event going and coaching the newer sailplane pilots with hands on flying techniques and demonstrations. Many ideas were discussed about organizing the event and types of gliders going forward. We would like to see it become a true Altitude Limited Electric Soaring (ALES) event utilizing motor cutoff devices. Mike

Bergerson has agreed to continue organizing the events going forward and assist folks in choosing, building and or converting their sailplanes to electric. Further discussion will follow in club emails and meetings.

Also, Mike would like to organize another informal ALES style event for the end of October. It will be another fly what you bring motor glider get together and we will provide coaching and help in all aspects. More info will follow. Please feel free to contact Mike with any questions.

Pilot list:

1. Jack Dexter
2. John Curtis
3. Forrest Sumner
4. Bob Constable
5. Dick Rosenberg
6. Mark Higgins
7. Jim Armstrong
8. Mike Bergerson



Mike Bergerson
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SHOW AND TELL

PRESIDENT'S CORNER

(Jim Armstrong):

ANOUNCEMENT:

By copy of this newsletter members are notified that nominations for 2017 Club Officers will be at the October meeting and Election will take place in December.



TIPS

Hope you read all the Fly RC Crossover Tips & Tricks How to article linked in last month's newsletter.

CLUB SPIRIT GLIDER BUILD:

The following was forwarded to all Club members by e-mail:

From: "Mike Bergerson" <mpbergerson@gmail.com>

Sent: Monday, September 26, 2016 6:58:12 PM

Subject: Club Spirit glider build

Hey Jim,

I had a great time with the guys at our first electric (and one glow) glider get together. I was so happy to see everyone so enthusiastic about flying sailplanes together. I would be happy to organize several more of these fun flies in the future. Thanks to everyone involved and a big thank you to Mark Higgins! What a great pilot, coach and friend he is!

I've had a few emails asking what we can or can't do regarding the GP Spirit kit. This is the Spirit, not the Spirit Elite which has flaps and ailerons. We want to keep this first effort simple and fun... We can get serious when we grow up... %^)

Basically we want to build and use the stock wing as is with the option of adding spoilers. The stock fuse is great but you can utilize any fuse you chose.

I've attached a picture of my Spirit wing mated with a fiberglass electric fuse. Essentially these are Rudder and Elevator motor gliders, easy to build yet fun and challenging to fly. I'm using a 28-32 motor from HK with a 10/6 folding prop. 3cell 2200 and a 50amp esc. My flying weight is 38oz. Power is OK but I would like a little more... Maybe a 32mm motor.

I would be happy to provide building tips thru a seminar or two at the club meetings(if you agree), some build articles with the guys. Also, there are build threads on RC Groups and Mark and I have a lot of experience converting these types over to electric soaring.

Personally, I like the idea of building simple elevator and rudder electric motor gliders, that way we can all fly together on an equal footing and decide how fancy we want to get as we go forward. Simple makes easy and more fun getting started. Also, Mark and I will help with flying tips and thermaling coaching at the field. One other very important part of this is the use of an auto shutdown device. The CAM from "Soaring Circuits" are best. It limits your motor run to 30 seconds or 200 meters (600ft). I like this review of the CAM unit because it explains the ALES concept so well. Soaring Circuits CAM (Competition Altimeter for Models) Review - RC Groups <http://www.rcgroups.com/forums/showthread.php?t=1371423>

Please forward this to the guys. I'd like to know what they think and how they would like to proceed with our club project. I'm all in to organize and assist everyone as we see fit and I would still like to do another anything goes electric glider fun fly the end of next month if the club is game.

Thanks again,

Mike B.

(602) 321-1834 freakflyin@hotmail.com P.S. Esprit models sells the "Soaring Circuits CAM" unit.

[ALES EVENT:](#)

Special Thank you to Jack Pignolo who brought donuts for Club Membes.



BUILDING PROJECTS

LOCKHEED C-130 HERCULES

Dick Rosenberg scratch built a C-130 is getting closer to getting into the air.

WHAT THE HECK IS A FUBAR?? (BY DICK ROSENBERG)

Well, after watching Mr. Cheetham fly his vintage and/or unusual planes all over the place, I thought i'd try my hand at a Vintage plane. I started looking and found that there are literally thousands of the darn things on the internet, on SAM's, in magazines.... everywhere. The only thing to do, I thought was to look for one that would be a little different.



Commented [JA1]:

After looking for a few days, I came upon this Fubar and decide right there that it was the one to build. It's different, no question about that, it should be a floater judging by it's looks, but most important, it was an easy build.

I sent for the plans and before you knew it I was trying to balance the fuselage on it's one and only nose wheel. Wait a second...I'm not a genius but I know a plane has to have more than one nose wheel; especially since no matter how many times I read the plans, there were no other wheels and no place to put them anywhere.

So, being the smart fellow that I like to think I am, I looked a little closer at the planes and what do you know; there was the answer. The lifting horizontal stabilizer was of an odd design. The tips of the stab bent down at a 20, or so, degrees. In effect, they were the main landing gear. I finished up the build quickly so I could see it would actually work and, by gosh, it did.

So, if you happen to see me at the field and I have the Fubar with me, don't feel sorry for me, that plane is supposed have only one wheel.



JAMES ROCHETTE SCRATCH BUILDING PROJECTS:

- Jim built a Spirit wing from a kit. He scratch built a fuselage of his own design. His design for the Horizontal and Verticle stabilizers is awsome. Something you have to see in person.



- Jim is scratch building a plane of his design. Notice how he strategically laminated carbon fiber into the fuselage structure making it super strong. Stay tuned for progress updates.



[MUD DUCK 22" WING SPAN AND MUD DUCK DOUBLE SIZE](#)

John Cheetham built a 22" Mud Duck. It flew so well he doubled the plans and designed the plane using balsa and blue foam core. I'm sure it will be a great flyer. Consider it as a winter building project.

Here is an update from John:

Hi Jim, It's a Mud Duck and it's put out by Stevens Aero Model. It's all balsa with a 22" wing span. Mine is powered with a Feigo brushed motor on a 3 cell Li Po and seems to fly forever.



Having trouble with the double size one due to not getting the wing to stay straight. I didn't put enough stringers in to hold the foam from twisting. So back to the drawing board. JJC

Commented [JA2]:



Happy safe Flying,
Jim

