

the L.A.S.S. Edition

April 2009

Secretary's Notes

by Wilson Hardy

In the absence of President Tom Wild, Treasurer Jack Barry brought the March 3rd, 2009 meeting of the Lincoln Area Soaring Society to order at 7:32pm in the Willard Community Center. The minutes for the last meeting were approved as written in the newsletter.

Treasurer Barry then gave the Treasurer's Report and let the membership know what was going on in the bank account. Allan Worrest turned in a bill for the expenses of printing and sending out the newsletter for last year.

OLD BUSINESS:

The sign came up in the discussion. Jack will get the post for the new sign for the North entrance of the Lancaster Event Center. Jim Baker will put up the new sign. Jim is also going to take the Sample membership cards to the Event Center so that they have the cards on file. Jim also worked with the Event Center to renew our agreement with them. From what Jim said it is apparent that the Event Center likes our club.

Loren Blinde gave a short report on the way things stand with the Omaha club and events for the year. As of yet there are no events set up other than may be an impromptu-call-it-on-Thursday event.

NEW BUSINESS:

Entries for MWSC are adding up, check the website and make sure you are on the list. Allan Worrest brought up that the AMA wants to make term limits on the Leader Memberships.

MODEL-OF-THE-MONTH:

Thane Kirchhoff brought a couple of planes in the speed 400 class of rocket ship. (Speed being the word.) Both planes are pylon racers; 30,000 rpm puts them in the insane speed class. 2100mAh LiPo batteries and micro gear, these planes are meant to move. One is a plane called the Boomerang and the other is Voodoo. Jim Baker brought his new wing and tail section. Both are fully bagged and carbon fibered and beautiful. The wing is a 60" span Extreme clone and the fuse for the plane will be a left over Northeast Sailplanes Sparrow (sort of). The elevator servo is in the vertical stabilizer. Really nice planes Gentlemen, thank you for bringing them to show off.

Bad Case of Slope Nose?

by Tom Wild

A couple of years ago while in Alden's shop down in Lucas I noticed the nose of one of his EPP slope planes and a rubber coating to ward off landing rash. He said they coat the nose with a layer of "GOOP™" thinned out with Toluene. I gave it a try the other day on one of my already mashed up EPP planes and it appears to be a pretty tough finish. I will give it the acid test next time I'm in Kansas. One of the secondary benefits, this treatment will fill your whole house with a nice chemical smell. If you would like to try it on your slope EPP planes, I have plenty of Toluene so don't feel the need to buy any.

LSK Mall Show

On Saturday, April 25, the Lincoln Sky Knights will hold their annual Mall Show at Westfield Gateway Shopping Center in Lincoln. The exposition will be located at the Dillard/Younger end of the mall. Setup time is 7:30 to 9:00 A.M.. Dave Reiber is directing the event. He has sanctioned it with the AMA. All AMA members are eligible to enter. If you are not a member of LSK, bring your AMA card to enter.

CLUB MEETING Tuesday

April 7, 2009

7:30 p.m.

Willard Community Center

Folsom & West B Street

Lincoln, NE

Newsletter of the Lincoln Area Soaring Society

Battery Shorts, How They Occur

by Red Scholefield

A short develops in a NiCD when conductive particulates bridge the separator or the separator itself deteriorates to the point where it allows the negative and positive plates to touch. Rarely does the short occur all at once but rather building up a very small conductance path termed "soft shorts."

In a charged cell the energy in the cell will blow away any short as it tries to develop. You've heard about "zapping" cells. The cell actually zaps itself before the short can develop. Only in cases of severe overcharge at high rates when the cells heat up significantly, can the separator melt down to the point where the plates contact each other (hard short). In this case the energy in the cell then dumps and we have what is referred to as a hot steamer, the electrolyte boils, nylon in the separator melts down and is forced by the steam through the vent.

On some occasions the vent is clogged by the molten nylon separator and becomes inoperative causing the cell to rapidly disassemble. So under normal circumstances a cell maintained at some state of charge is much less likely to short than a cell that is completely discharged.

It should be noted however, that the self-discharge increases rapidly in cells where there is a short building (high resistance -soft short) because of separator deterioration and/or cadmium migration. One other shorting mechanism is a manufacturing defect where the positive or negative collector tab bridges the opposite plate. These usually fall out before the cells are shipped or assembled into batteries.

From the Anoka County Radio Control Club, Coon Rapids, Minnesota

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Regional Events

- 4/5/09 LSK Indoor flying at Calvert Recreation Center, 4500 Stockwell Street, Lincoln
- 4/25/09 Lincoln Sky Knights Mall Show
- 5/23-24/09 Lincoln Sky Knights Pattern Contest, LSK field, Waverly, NE

LINCOLN SKY KNIGHTS

INDOOR FLYING

Calvert Recreation Center at 4500 Stockwell Street

5:00 PM to 7:00 PM

MUST HAVE CURRENT AMA CARD TO FLY

(AMA Open Membership or AMA Park Flyer Membership Required)

\$5.00 entry fee

Obey established flight lines

No 400 size helicopters or larger from 5:00 to 7:00 PM

400 to 450 size helicopters from 7:00 to 7:30 PM

400-450 pilots & spotters after 7:00 PM (No Spectators)

16 oz weight limit on aircraft

Coordinator has the right to ground any aircraft deemed unsafe

DATES:

March 8th

April 5th

May 3rd

June 7th

July 5th

August 2nd

September 6th

October 4th & 25th

November 8th & 22nd

December 6th & 20th



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www.lincolnskyknights.org



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President: Tom Wild
Secretary: Wilson Hardy

Treasurer: Jack Barry
Editor: Allan Worrest

Planes Brought to the March Meeting



Thane Kirchhoff holding his Boomerang. His Voodoo is above



Left is Jim Baker holding the wing he constructed. Below is the tail. Jim embedded the elevator servo in the base of the vertical stabilizer.

