the L.A.S.S. Edition

July 2009

Secretary's Notes

by Wilson Hardy

The June 2nd, 2009 meeting of the Lincoln Area Soaring Society came to order kind of slowly. Before the meeting really started Jim Baker gave an account of Thane Kirchhoff's accident at the Midwest Slope Challenge. Thane was working out his new ODR racer when one of the other ODR planes hit him in the back. The force of the blow was strong enough to knock him to the ground and make him loose control of his plane and his breathing. Thane went to the hospital to be treated for deep muscle damage and was on pain medicine for the race the next day even with that he did well with the newly repaired ODR plane.

President Tom Wild started the meeting off. The first order of business was Treasure Jack Barry's report on how the club is standing now financially. Jim Baker paid for Paul Wright so he is paid up and good for one more year. Welcome again Paul. Jack then gave a breakdown of how the bank account is separated into various parts. The Tom Neill fund, Bill Kimball's auction proceeds and the remainder of the account from dues and donations were discussed. Jim Baker suggested a card for the Bill Kimball family.

NEW BUSINESS:

Allan Worrest talked to the Willard Community Center about doing a flying demonstration for the kids. Jim suggested that the July meeting start at 7pm at Roper School for the event. Allan will set it all up.

Brian Quick at the SWIFT club wants to use the Western Flyers field at Mead for the next LINOMA on Sunday the 14th of June.

Jim talked about Bob Feeken showing up at the MWSC this last year and the treat it was to see him again. Bob was trying to sell his fancy winch and retriever on a trailer. The fancy set up was $500.

Congratulations to Jim Baker for his 3rd place finish in Unlimited Racing and to Jack Barry for his 4th place finish in ODR. It wasn't a bad showing for this little club to have members place so high in the events. Congratulations again!

MODEL OF THE MONTH:

Jack brought his Bad Voodoo by Eric Eaton

June Minutes (Continued on page 2)

Spitfire Power Slope Scale – Part II

by Paul Wright

Oh yeah, Wrights' doing a big Spitfire. Yawn….. scratch……maybe the LINOMA results would be more a more interesting read…….. Now that they are gone, I will carry on. Over the last month, I have drawn up some parts that need machining and sent them of to a local friendly machine shop (he works for beer). I also dug out a plastic model kit of the Mk 1a Spitfire that I bought at an air show swap meet last year. I have found these to be fairly accurate in detail. They are also good for locating air scoops, shell ejectors, ammo doors, etc. I am getting ready to go down to the Isle of Wight for some sloping and have spent some time rebuilding my new Samurai after the (also new and cycled) battery crapped out on its 5th flight.

I am still doing all the background stuff on the Spitfire, so there is no big news to report this month. Instead, I thought I would rewind the clock and tell you about the thought process (or lack of) that started this mission. If I were selling the movie rights to this story, this month would be the prequel. You will have to let me know how it compares to the latest Star Trek movie.

Spitfire (Continued on page 3)

Willard Demo

If you missed the e-mail sent last week, the demo is on at Roper Elementary School next Tuesday night - weather permitting. Bring a plane.

Allan Worrest

CLUB MEETING Tuesday
July 7, 2009
7:00 p.m.
Roper Elementary School
2323 S. Coddington Ave.
Lincoln, NE

June Minutes (Continued from page 1)

(magnumrcmodels.com) and his Gulp, a Steve Drake model flying wing (stevedrake.com). Both planes are for mild to wild air on the slope. Good luck with all your plunder Jack it looks like a lot of fun. The meeting broke up at 8:35pm

Jim Baker holding Jack Barry's aircrafts. The top picture is the Voodoo Jack won in 2008. Right, is the Gulp he won in 2009. Wilson Hardy is taking notes in the background.

Regional Events

7/5	LSK Indoor flying at Calvert Recreation Center, 4500 Stockwell Street, Lincoln. See the April newsletter for details.
7/12	SWIFT Midsummer Event. Mead, NE, 9:00am
7/19	LSK Warbirds Over Waverly, LSK Field, Waverly, NE
7/26	LSK Senior Pattern Event, LSK Field, Waverly, NE

June LINOMA

Bryan Quick, SWIFT's President and CD for the June 2009 LINOMA sent this e-mail:

The weather was a lot nicer than I was expecting and we got in three rounds of flying. Overall winner was Jim Baker with a 1417. LASS prevailed:

LASS - 4036
SWIFT - 3057

Well done.

Quick 952
Meyers 1157
Wild 1342
Blinde 1277
Turner 948
Lorimer 134
Baker 1417

Thanks to Bob and his brother Jim for helping set up. Dave - Thank you for totaling the scores.

Our next contest is the Midsummer on July 14. Hope to see you all there.

Bryan

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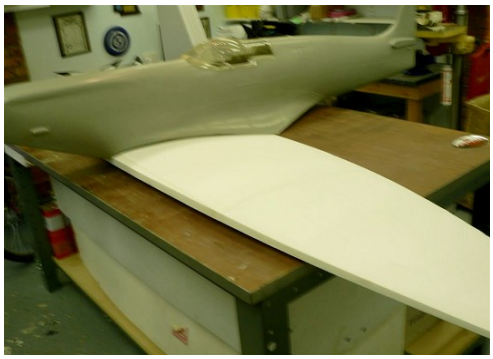
President:	Tom Wild	**Treasurer:**	Jack Barry
Secretary:	Wilson Hardy	**Editor:**	Allan Worrest

Spitfire (Continued from page 1)



Having watched and flown all manners of PSS models over the last 10 years, I have always found them wanting. The stretched wings and enlarged tails just do not look right to me. Unfortunately, building <5' models with scale planform resulted in models that would fly, but that was all they did. Even in the air, they did not look "right" enough.

I came to the conclusion that what was missing was the prop. Not having that big meaty fan up front subtracted something from the looks of the model that compromised the whole effect. The only problem (already recognized by you laterally thinking readers) is that you cannot land without breaking the prop. I did not want to go the whole undercarriage route so I started thinking of ways to eject the prop on landing approach just before touch down. I made up some prototypes of a mechanism that would do it and be controlled by a servo. The whole thing got more complicated (and less reliable) than I wanted it to be.

Before the purists start screaming that having a prop is not slope, let me back up and explain. I first considered having the prop free wheel on a set of bearings. A quick Google turned up a number of articles by people who had done this and found it was like flying with a deployed parachute towed behind the model. One stall and the model was toast because you could not regain your energy and return to level flight. The drag was that great. That research put an end to that line of inquiry pretty fast. I didn't want thrust from the prop, but I didn't want drag either. What I wanted was a prop turning at scale speeds that was thrust neutral. This had an easy solution that threw up a whole raft of other problems. The prop could be driven with a Sullivan starter motor. The current draw would be reasonable, the rpm would be adjustable by battery voltage, and a 3300mAh 3S lipo would run the motor for about 30 minutes. So far, so good.

But nothing is as easy as it sounds. You still have a big expensive prop on the front that is going to break when you land. The Spitfire needs a 30" diameter three-blade prop. Do a quick Google and you will also draw the conclusion that breaking a prop every flight is not affordable. More frightening than the cost was the potential for disaster. As soon as I hefted the prop, dropping it (along with the ½ pound spinner) didn't seem too good an idea. It could easily decapitate a fellow flier, or far worse, break when it hit the ground.

Thankfully, fee-bay came to the rescue. I managed to score a complete giant scale Robart Spitfire retract set-up that was listed in the wrong place. I was the only bidder in the end and got the whole rig with custom machined Spitfire wheels, tires, air system and struts for less than $100 shipped. The stuff was still in its original blister packs!

So now you know the rest of the story (sorry Mr. Harvey). This Spit will be a bit different than your average run-of-the-mill PSS'er. It will have a prop that turns, wheels that dangle down when you want them to, a sliding canopy and 3,278 rivets. Thankfully, 1,421 of them are already moulded into the fuse. The split flaps will be operational and the AUW should be 30-35 pounds. Launching will be ROG via a bungee using a yoke (to clear the prop).

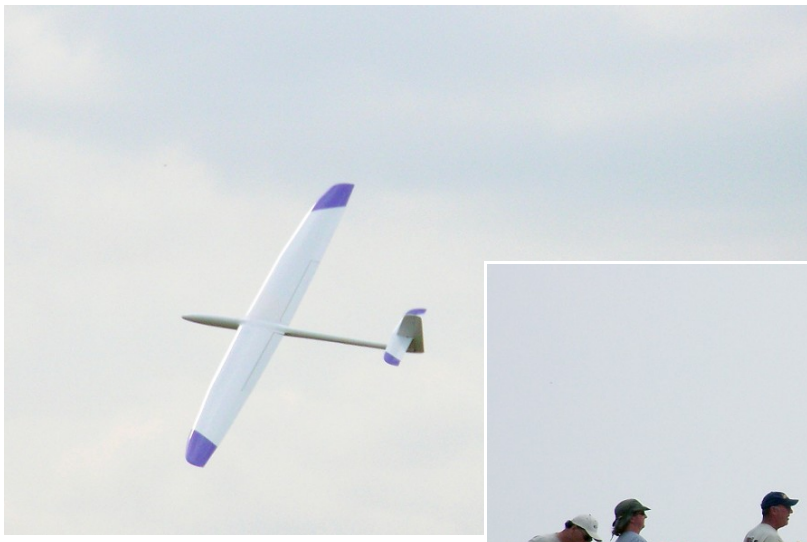
I included some pictures to give some idea of the size of this beast. I added in a transmitter to help to show the scale. The prop is for a big 3D gas-burner. I will round the tips and paint it black. I found some ¼ scale prop decals to finish the effect. The bench that the plane is sitting on (the shot with the wings and the fuse) is 4' X 8'. The other picture is of the plastic kit that I will use for locating details. At 1/24th, it builds into about an 18" model.

So from here the plan is to attack on two fronts. I want to get the tail group in the vacuum bag and start testing the motor set-up. I hope to complete the fuse, cockpit, motor fit and tail group over the summer. I will then probably take a break and build something else until the mood to attack the wing strikes. My hope is to fly the beast in 2010.

Please direct any complaints about this article or its content to Allan Worrest. I'm only the author. He is the editor and publisher and therefore bears the full responsibility.

Later,
Paul

Jack Barry's Pictures of the 2009 MWSC



Some pictures Jack Barry sent of the 2009 MWSC. Jack says the white plane with the purple wing tips is Jim Baker's Extreme.