

the L.A.S.S. Edition

June 2009

An Article from Paul Wright

It has been some time since I submitted to the newsletter. I have refrained from banging on about how nice the slopes are here or how close by they are. I have worked on the assumption that you would not want valuable space in the newsletter taken up with such rot. I considered writing up a few reports on various projects, but again they would not have a lot of appeal since they have all needed big coastal sites to fly. As to thermal stuff, I have done so little that you are probably more up to date on the status quo than I am.

However, this has all changed. I am in the planning stages of doing something completely stupid. I want an accurate historical record of my slide down the slippery slope of mental instability. By sharing this in the pages of the Lass Edition, I can achieve my goals without having to withstand first person ridicule or be witness to conversations stopping when I enter the room.

The way I figure it, once you have been active in this hobby for a period exceeding 30 years the right is conferred upon you to do something completely nuts. The right to do something that every other rational modeller would immediately dismiss as crazy. Well today I stand proud and proclaim my right. After 36 years it is now my turn. The bit is firmly between my teeth and the arms of my white jacket are tied firmly behind my back. Queue the dancing girls; my time is now.

For a few years now I have become more and more interested in Power Slope Scale (PSS). To this end I have built about a half dozen PSS models. I have been keeping true to scale in A/R and planform. The result has been nice looking models that have insane wing loadings, small tail surfaces and short coupling. They don't do much, but they look good not doing much. In the course of this, I have learned to airbrush, mix paint, draw panel lines and source realistic look-

Paul Wright (Continued on page 3)

Secretary's Notes

by Wilson Hardy

The May 5, 2009 meeting of the Lincoln Area Soaring Society came to order at 7:35pm with President Tom Wild

May Minutes (Continued on page 4)

Model Aviation - June 2009 Edition

There are two articles in the June 2009 **Model Aviation** that deserves your attention. LASS President Tom Wild, and his Sig Riser have their pictures in Dave Garwood's R/C Slope Soaring column on page 124.

Of graver note is AMA President Dave Mathewson's column on page 5. He speaks of the AMA's participation in the FAA's Aviation Rulemaking Committee (ARC) recommendations for regulatory policy. The government is in the initial phase of reexamining the regulations for airspace use. Model aircraft is squarely in their sights. In government lingo, model airplanes are small unmanned aircraft systems. As such, they need to be considered.

Presently it appears that the FAA is willing to let us be self regulating if we conform to safety guidelines such as the AMA has established. It could change. The ARC recommendation also lists rules for **Model Aircraft Not Operated in Accordance with Accepted Set of Standards.**

Model Aviation (Continued on page 2)

Willard Demo

I talked with Janelle yesterday about LASS putting on a flight Demo for the Willard kids. Starting this June, Willard will be having an evening program (6:30 to 8:30pm, Monday through Thursday) for kids in the fourth through the eighth grade and older. We should discuss putting on a demo at the next meeting. Getting access to the Roper playground will be the next hurdle if we decide to go ahead. - A.W.

**CLUB MEETING Tuesday
June 2, 2009**

7:30 p.m.

**Willard Community Center
Folsom & West B Street
Lincoln, NE**

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Model Aviation (Continued from page 1)

If these become FAA's rules (not recommendations) model aviation and particularly thermal soaring will be significantly curtailed. I urge you to read Mathewson's column and go to the AMA's web site

<http://www.modelaircraft.org/news/ama-faa.aspx> and read the ARC recommendation documents. - A.W.

LINOMA Past and Present

Bob Turner of SWIFT sent the following e-mail to Loren Blinde on May 12

We will host the next LINOMA on June 14th if it is ok with the Western Flyers and LASS. The dates are ok and this looks clear to me. Let me know.

We voted to make Mead our regular flying site. This means for events we can use it and that if we want to fly there on our own we will have to join the Western Flyers (\$35). I will have the link for this on our web site in a day or so.

On May 27 Bob was asked if the June 14 date was firm. He wrote back:

The Western Flyers have to vote on it at their June 2nd meeting. It should be a formality. I will let you know when it is final.

Loren Blinde sent out the following results of the first LINOMA contest that was held at the Lancaster Event Center on May 3.

I verified the results and they did not change from what we had at the field.

Omaha
Wayne Henning 1792
Mike Meyers 1769
Bryan Quick 1624
Terry Lamm 1588
Total 6773

Lincoln
Loren Blinde 1627
Jim Baker 1397
Jack Barry 1233
Tom Wild 1127
Allan Worrest 758
Total (4) 5384



Some LINOMA #1 Pictures

Above, Bryan Quick holding his plane with Jim Baker.

Left, Loren Blinde about to launch with Jack Barry and Connie assisting

Regional Events

- 6/5-7 2009 Missouri Valley Jet Scramble, Tecumseh, NE municipal airport
- 6/7 LSK Indoor flying at Calvert Recreation Center, 4500 Stockwell Street, Lincoln. See the April newsletter for details.
- 6/14 2nd LINOMA at Mead, NE
- 6/20-21 LSK Annual Fun Fly at LSK field, Waverly, NE

So Omaha wins round one. I'm glad you all could be there, it was a nice day all around.

Loren

ps.... since Connie is from Omaha and flew a SWIFT plane under the direction of a SWIFT member, I thought about throwing in a zero for her in the SWIFT score, but alas, it still would have not changed the outcome :-)



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President: Tom Wild
Secretary: Wilson Hardy

Treasurer: Jack Barry
Editor: Allan Worrest

ing markings. It has been fun learning some scale techniques, but the end results have lacked a certain “wow” factor both on the ground and in the air. I have a plan to correct this....but that would be jumping ahead in my chronicle of demise. To show what I have been doing, I included a few photos of my recent PSS stuff so you can see for yourself what I mean by lacking a “wow” factor.

About four years ago I was paging through the monthly BMFA (British Model Flying Association) publication. At the bottom of one page was a small personal ad that said “For sale – highly detailed ¼ scale Spitfire fuse – make offer – buyer collects”. The phone number had an exchange I recognized as not too far away. Three hours later and £30 poorer I was the proud owner of an 8-foot long chunk of fibreglass shaped like a Mk 1 Merlin powered Spitfire. After tripping over it in my shop for about two weeks, I chucked it in the loft (attic) and forgot about it.

The more astute among us will already be guessing where this is headed. A couple of weeks ago the Spit came out of exile (I refer to this period in the loft as post cure stress annealing). I took a garden hose to it and dropped it on my bench. I then apologized in advance to my credit card and went on an internet shopping spree.

Until next month..... or the one after that.....

Paul

Paul is our LASS member residing in the UK. - A.W.



May Minutes (Continued from page 1)

presiding. There were no objections to the April minutes other than to say that it is only the Sanyo company that is discontinuing their NiCad line of batteries.

Loren Blinde gave the money from the Bill Kimball auction to Treasurer Jack Barry. Tom and Leonard Akert worked with Loren to sell off the items. Tom suggested the money be split between the family and the club. He left it up to Loren to work it out, though he suggested the family be called and told what the club did with the proceeds of the Bill Kimball auction and if they had any other wishes for the money.

Jim Baker talked with Paul Wright's wife Jackie and asked if Paul still wants to be a member of LASS and to stay on the e-mail list. Allan Worrest asked about some of the members that have dropped their memberships and wanted to know if he should stop sending them the newsletters.

OLD BUSINESS:

The signs are up at the Event Center and they look great. Thanks to Jack and Jim for getting them put up. Jim moved the signs to have one at each entrance of the parking lots. Jim also gave a sample membership card to the staff at the Event Center.

ON TO EVENTS:

The first LINOMA went to the Swift club as they were flying very well, congratulations gentlemen. We'll get you next time. The Swift club will host the next LINOMA event. Allan gave a talk on the LSK mall show and the turn out being less

than last year. The planes that were shown looked very nice though.

NEW BUSINESS:

Midwest Slope Challenge is coming up. Allan asked if the club should do a demonstration for the kids of the Willard Community Center. If the club wishes, Allan will set it up with the WCC staff.

MODEL OF THE MONTH:

Tom brought his starting count down timer for the racing at the MWSC and showed the club all the upgrades he had done to it. Pretty fancy work Tom.

The meeting got over at 8:15pm.



Tom's Starter Box