

# the L.A.S.S. Edition

April 2010

## Secretary's Notes

by Wilson Hardy

Secretary's Notes for March 2010

The March 2, 2010 meeting for the Lincoln Area Soaring Society was called to order by President Tom Wild at 7:32pm in the Willard Community Center. In the pre-meeting Loren Blinde talked about his trip to Germany and his time at Wasserkuppe just roughly an hour from Frankfurt. This brought up the idea of a Euro-trip for the club at this point a new term was added to our lexicon by Allan Worrest... "independently poor". It was the start of a very good meeting.

Upon actually starting the business meeting President Wild asked for approval of the minutes from the last meeting. Passing that the meeting crashed on to the Treasurer's Report. Treasurer James Baker admitted that there had been no changes to the clubs' financial situation in the last month. He had paid the field rent with the Lancaster Event Center for the 2010 year and a few of the members had a change of heart and paid their dues for this year as well. The Treasurer's Report was accepted.

Old business was kind of uneventful in that it was a rehash of last month. Remember to check in at the office if you can

when you go flying at the Event Center, if possible call ahead to let them know you will be there (402) 441-6545. The Event Center was very appreciative of the signs we put up and said that they thought the signs were doing a good job.

New business started out with Secretary Wilson Hardy asking about the roster and charter information. Treasurer Baker wrote the check for the Charter to send on with the renewal. With the papers signed, sealed, and addressed there was only the sending to get the paperwork to the AMA to get our new Charter and the Insurance Certificate for the Event Center. From there Treasurer Baker brought up how much he enjoyed the article in Model Aviation by Darrell Perkins. His advice was to read the glider articles too.

From there the meeting broke into a bull session and fun was had by all. Allan Worrest broke out his E-flight 4 Site a depron biplane at 207grams and 350mAh LiPo battery with a Himax motor. It was brought in response to Paul Wright saying he had been flying one for a while. Nice plane Allan.

The meeting concluded around 8:20.

## E-flite 4-Site and Indoor Flying

Since the last newsletter the 4-Site F3P has been flown on two different occasions without being destroyed. It has suffered a few bruises. I'm beginning to think it may be too large for the Calvert Recreation Center. For those who haven't been to Calvert, the flying area is two regulation basketball courts side-by-side. If my memory is correct, I was told it was 1200 square feet in area. For the first outing, I used the smaller of the two sets of air brakes. This was pictured in the last newsletter. While I didn't run into walls, the floor at times rose up and smacked the plane. For the last outing I put on the large air brakes and it helped in some ways. It slowed the vertical dives and I was able to avoid the floor. But they added more

drag. The motor had to run more. It didn't seem to slow the horizontal speed as much as I had hoped.

My plane now weighs 7.4 ounces (210 grams), which is on the heavy side. According to the manual, the plane should weigh no more than 6.5 ounces (184 grams) with the battery. Paul Wright wrote that his 4-Site weighs only 150 grams. I

**CLUB MEETING Tuesday**  
**April 6, 2010**  
**7:30 p.m.**  
**Willard Community Center**  
**Folsom & West B Street**  
**Lincoln, NE**

Newsletter of the Lincoln Area Soaring Society

don't how Paul accomplished that but I'm aware that my motor, receiver, servos, and battery are not the lightest. I used what was available. Possibly I also used too much CA to assemble the plane. However, the one ounce CA bottle is still nearly half full. I really want to believe the Depron material in my kit is heavy.

The control throws were set up as specified in the manual. The high rates are a bit too sensitive for my taste. Yet the low rates are barely adequate to fly successfully within the space afforded by Calvert. Normally I would do one maneuver in the center of the area and then pull a hard Immelmann or bank to avoid a wall. Flying this plane at Calvert is challenging but not relaxing. It does beat flying around in endless circles as most of the planes are doing.

At the last indoor session, another person was flying the micro version of 4-Site. It is only about half the size of the F3P version. For Calvert, that plane looked like a better fit. Indoor flying is over until next fall. It certainly made the winter pass more pleasantly.

A.W.



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