

## MEETING OF THE FLYIN' WOLVERINES 5/7/2007

Meeting minutes, recorded by D. Bacon, Secretary

**Jerry Lelacheur, President**, called the meeting to order just after 7 p.m. There were 20 present, and included members from the Eagles, Prop Busters, RCCD, Romeo Sky Hawks and the Wolverines. Some of these RC'ers were instrumental in founding the Wolverines many years ago, such as Willie McMath, and his friend Ken Sulkowski.



**Glenn Meller, Treasurer**, gave the financial report, not much change from last month, as there have been few expenses. The financial report was accepted into the minutes as per a motion made by Bob Branch, and seconded by Bill Welsler.

### Old Business:

No old business was brought up for discussion.

### New Business:

**1. Grass seed needed** for the field. Pete Carchio made a motion to approve this \$50 purchase, it was seconded, and the vote carried, so Glen will arrange the purchase.

### 2. Brush and tree removal:

Jerry requested volunteers for this, as it has been too wet last month to get it done. Last report I put Jerry's phone number down wrong, so here it is again: 810.748.3654 Hopefully this is correct.

### 3. Road improvement:

The wet grounds prevented any progress here also. Jerry reported that we have the asphalt and limestone, but it will be a while before we can spread it. He said there is standing water that could be pumped out if anyone has the equipment for that. Another suggestion was to dig a trench to divert the water, or to install a "French drain" to allow the water to drain off. (Wouldn't this be a "Water drain"?)

### 4. Field improvements:

Glen said that we would have a sign that gets flipped by the first person at the field, to show someone is there. It is difficult to tell if someone is at the field when you drive by.

Glen had a poster laminated with the AMA rules that will be posted at our field. He also saved us a large portion of the price through his financial know-how at the store. Great Treasurer.

Bob Branch brought up the idea to have a "News Letter Exchange" between all of our clubs, so that events are more well known to us all. This could lead to better utilization of our resources also.

The Prop Busters do a great job of announcing events, they even announced our meeting for May 7<sup>th</sup>! See the Prop Busters site at: <http://www.sccpropbusters.com/> Great site, great webmaster.

The Eagles are at: <http://www.flyingeaglesinc.org/> another beautiful site.

RCCD's web site is another great one at: <http://www.rccd.org/>

Romeo RC is great too, at: <http://www.romeoskyhawks.org/>

Wolverines is at <http://flyinwolverines.home.comcast.net>

We could arrange a web page like this one in Omaha: <http://metrorreflying.com/>

### 5. Gossip:

A discussion started about the status of our old field, with some very interesting ~~dit~~ statements. The owner, an investment banker from Chicago was said to have other properties he used as businesses, and got in trouble using some of these businesses to channel money through that was skimmed from pension funds.

We probably would not stand much of a chance getting back to the old field, as there apparently wasn't a permit pulled to allow our presence. This came to light when a resident on Shea Rd accused us of flying

jets over his house at 7:00 AM. It didn't matter that this was total fiction, as the Sheriff arrived with the fact that there was no permit and ordered us out immediately.

This permit requirement is now something that we pay close attention to, and has cost us a lot of money searching for new fields. A nearby township took \$1000 of ours as an application fee and turned right around and refused the permit. Other clubs should become aware of this questionable practice.

**6. Meetings:**

The next meeting is the first Monday of June (5-6-2007), which will be the first meeting at the field.

DO NOT COME TO THE LIBRARY until this fall.

We customarily hold summer meetings at the flying field.

**7. 50/50:**

<removed>.

**8. Show and tell:**

Ward Miller of the Romeo Skyhawks brought his beautiful Carden CUDA model and did a great job of explaining the new digital servos available from HiTec. See <http://www.hitecrcd.com/>



This is a Ward's Carden CUDA WS 84", 16-lbs. 8 oz.

Ward has been involved with CL for some time and with RC for only four years. From the demonstration he put on, he has been very busy during those four short years...

Ward started out by handing me a Desert Aircraft 50 cc engine, which seemed so light at the 3.5 lbs. Ward said it was. Ward said that Dave Johnson at Desert aircraft in Tucson AZ handles his orders. This engine is \$595, and a Pitts muffler is another \$65. Ward related a story about how Desert Aircraft completely rebuilt one of his engines, just when it was sent in for a checkup after an unscheduled landing. It was beyond warrantee, but still they did this for free!

The DA-50cc was so beautiful I had trouble passing it along, but Ward had more goodies to hand me, so off it went. You could follow it by the Ohhs and Ahhs wherever it was in the crowd. Ward said that with the canister muffler (about \$150) it was quieter than a 40 size glow engine. He said the Pitts style muffler is on the loud side, and his club has adopted a practice that all gassers will have canister mufflers.

Then we saw a sample of the batteries he runs in the plane, 2 cell Li-ons 7.4V 2400 MAH for the Ignition and two of them for the servos and radio gear. He has no trouble flying 10 flights without charging. The requirement for a separate balancing charger plug was brought up, and Ward pointed out that it adds a lot to the price. Your secretary has found the connector is easily added for just a few dollars.

Ward says you should use 6 volts to get the most out of the digital servos, and a regulator is required to deliver this. Most regulators can handle all the needs of a 25% scale model without overloading, but pay attention to the ratings.

Ward said that the HiTec servos are the only ones that are programmable, the Futaba and JR are not. He uses the HS5955TG Digital Titanium Multipurpose servos. It has these specs:

<b>Motor Type:</b>	Coreless	
<b>Bearing Type:</b>	Dual Ball Bearing	
<b>Speed:</b>	0.19 / 0.15 sec @ 60 deg.	
	<b>English</b>	<b>Metric</b>
<b>Torque:</b>	250 / 333 oz.in (4.8v/6v)	18.0 / 24.0 kg.cm
<b>Size:</b>	1.57" x 0.78" x 1.45"	40.00 x 20.00 x 37.00mm
<b>Weight:</b>	2.18oz	62.00g

The gears are metal, the only way to go with these powerful units, and in this case, made of titanium.

Ward uses the HS5625 On the throttle, as it is very fast.

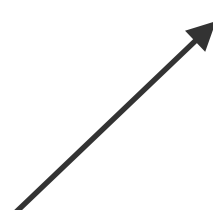
When he demonstrated this on those huge control surfaces, we were all impressed. The surfaces moved with a lot of speed and authority. Ward jokingly said that he could flap the plane in the air with them. I quizzed him closer on this, because I have an MVVS twin that flames out all the time, this could allow me to "scull" back to the landing strip...

Ward uses the Futaba 14 MZ radio with "Microsoft Technology" allowing downloading of pictures, and music! It uses LiPo cells too, 2400 MAH, and they can be changed without losing the programming in the radio. The impressive features can be seen at <http://www.14mz.com/>



Ward explained how the 14mz is faster, and I see the resolution is much higher than our standard radios, which is what cuts down on the "jumps" or digital increments in the control movements. When the "Gold Sticker" requirement came out in 1991, the resolution was 512, meaning 512 jumps from one end to the other. This radio is 2048, or four times the precision!

The speed is enhanced in more ways too, the servos normally get their signal one after the other in our radios, but in this one, channels 1, 2, and 3 get their signal all at the same time. This means that any ganged or mixed servos all get the same command during movement, not one lagging the other because it is



on a different channel. Channels 4, 5 and 6 all operate in unison also, so Ward allocates them to one wing, channels 1, 2, and 3 to the other.

Ward showed his HiTec programmer, with a display device he setup to show actual degrees of movement.



He showed how you would run the servo through its travel, and notes the



travel in degrees at each limit. Then you can go into the programmer and change those limits.

He also showed how you could change the center point, and the dead-band width. The tighter the dead-band the more current it draws, and the more singing you get from the servo. All this is perfectly normal, even though it sounds like a hyper case of the dreaded “nervous servo” problem we get when the servos internal potentiometer goes bad. Ward sets this on “2”, although you can go “tighter” than that.

You have the ability to change the center point, end travel, direction, dead-band width, speed, and failsafe position, in the event of a lost signal.

Once the programming is done, and you move the plug to the Futaba receiver you will notice the centering is off. This is because HiTec and Futaba use a different width signal for “zero”. Futaba uses 1500 microseconds, and HiTec uses 1520 microseconds.

What ward does, is add a bit of offset, and try again, he says it may take 5 times to hit it exactly, but I’ll bet he will work on this and come up with a correction factor.

For the Carden plane Ward brought in, he sets the ailerons at 30 degrees, the elevator at 45 and the rudder to as much as he can get, hopefully 60 degrees. Your secretary would find this to be a “handful”, but then again, he still flies a Kadet Senior...

Ward used a Hangar 9 Digital deflection meter on the aileron to double-check the deflection travel. The Hangar 9 Digital “Angle Pro” meter and incidence meter can be purchased for \$59.95 thru Horizon Hobby.

Ward went into details about the plane, such as the titanium tail wheel, titanium push rods, and the custom graphics from Kirby’s Kustom Graphics, a company in Lebanon Ohio that he sends all his artwork to. See them at <http://www.angelfire.com/oh2/kirbysgraphics/>

Ward gets his batteries and regulators from Fromeco.com, you can check out their web site at <http://www.fromeco.org/>.

We want to thank Ward for the great demonstration, and the generous sharing of information, we all learned a lot from this.

- Dave Bacon
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