



Wolverines meeting 12/6/2010

The meeting was held at the library.
There were 12 members present.

Bill Welser, Vice President, formally called the meeting to order

Secretary's Report:

The Secretary read the minutes from our last meeting, which are posted on our site.
Steve motioned that we accept the minutes, seconded by Glen, all approved.

Treasurer's Report:

Glen reported that the balance is the same as it was last month, \$270.33, however a new member Bob Kleba joined and paid his dues at the meeting, so the new balance should be \$370.33

Steve made a motion to accept this report, and Marv seconded it, all approved.

New Business:

New Member:

We welcome Bob Kleba, who found out about us through Marv Muehl. Bob was lured into this hobby by his grandson, and it would be nice if we met him also. We look to enjoying his company through next year, but he cannot be sure if his employer may move him to a new location next March...

Events:

The secretary brought up the discussion we had last month about staying "low key" to preserve our status and enjoy our "complaint-free" status we have. There was no further discussion at this time.

There was much discussion about indoor flying, and Keith Harrison, Bob Branch, Dave Waldecker, and Bill Welser were active participants, and full of information, that was expanded on during the "Show-And-Tell" part of our meeting.

Field Availability:

Bill Welser and others have negotiated with the Algoniac School to gain permission to fly in their high school sized gym, on Monday & Wednesday at 8 PM to 9:30 PM. This gym has a 20' ceiling, and a large basketball court. There are basketball hoops in the way, so flying with a super-slow, very light plane, is highly recommended.

Of course, as with any gym floor, we must not wear "street shoes" on the floor, so bring your new, clean tennis shoes or similar foot gear. .

Plane Stands:

Glen had more information on this, and brought the plans, but we didn't have further discussion...

Clothing:

Keith Harrison and Bill Welser showed up with some very nice new hats from L & L Uniforms & Embroidery in Grand Haven. Keith has done quite a bit of research, finding that all the places he visited wanted \$50 to set up our logo and a \$50 minimum order in most cases. But he found that L & L would embroider your hat or supply the hat from an extensive stock for just \$15, no minimum order.

This is the company that our Ed Taube found a while ago, and we have been displaying their logo on our links page. I see that they have moved from Main Street in Richmond to Gratiot in New Haven, so I must adjust their artwork on our Link page.

Keith reports that the logo could be put on anything, T-shirts or even a jacket. In fact they have an enhanced logo, that has our "mitten" and banner, but more planes, and a circle around it. It is larger, so the charge is \$35, and they have a nice jacket to put it on for \$90.

They are right in town, if you take M29, turn at the Dairy Queen, and go 2 streets behind the Dairy Queen.

50/50:

The 50/50 was won by Keith, who got \$16.

Show-andTell:

Bob Branch showed two planes, an "EPP" 3D model that weighs (I think he said) 5-6 ounces! The EPP is indestructable, but flexible, so carbon fiber ("CF") tubes must be added to the fuselage. The other plane was a Depron model, which is stiffer, so can be lighter yet.

Bob stressed that the hardware must be light too, with typical weights of a motor at 20 grams, a 600 MAH battery at 1 ounce, and a radio at 1/4 ounce. He points out that an extra ounce is about 1/6th of the total weight, so pay attention to every weight involved.

He said the landing gear is usually CF which is very stiff, and sometimes wrecks the plane. He seemed to prefer music wire, as it has extra "give" to it. He mentioned that no gear at all is good, not only relieving a little weight, but when you hand launch in a small area, you are ready to take your first turn right away. Taking a long ROG takeoff, might give you only seconds before you run out of space once you are flying.

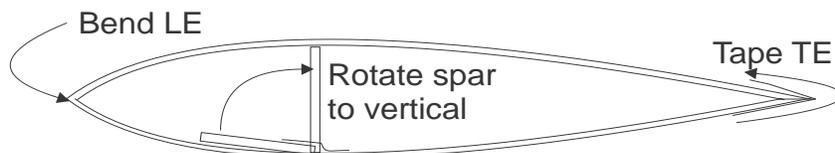
Also he says the wooden motor stick is a weak point, often snapping on an unscheduled landing. Bob uses a 1/8" CF rod the length of the fuse, and drills the 10mm square motor stick to accept this up the middle.

Speed controls are less than 10 Amps, the plane he showed uses only an 8 Amp "ESC".

He suggests kits like the "Axi" (sp?) for \$68 or the "Spirit", there is even a "Vapor" that weighs 1 ounce AUW! Many of the kits are only \$35 to 50, but you save even more if you scratch-build your foamy. You can also get more performance on your own model, and they are simple to build with foam-safe CA, or even hot glue, which has the added advantage of flexibility.

Bob will get the plans to me, the secretary, and I will post them on our "PLANS" page of our website.

He detailed the wing construction, which was very clever. Start with a piece of Depron the same size as the wing span, and twice the width of the finished wing. Crease the LE, over a table edge, and tape the spar to the lower half of the Depron piece, let it lay flat. Then fold the wing over to form the leading edge, and tape the two halves at the trailing edge. Then, he prys the two halves open enough to reach in and rotate the spar to an upright, "on edge" position, and a few dots of glue keeps it there.



Keith added that Hobby Lobby has a Micro Stick, 15" span with a LiPo battery, it is 1 oz AUW, comes with transmitter. It flies even better than the vapor, is \$75 with charger in the transmitter. LiPo is 120-150 MAH, and it is ROG. GWS has a Gipsy Moth goes 6-7 MPH also a J3 (Cub) stick either kit is \$30-35, good stuff.

Keith pointed out that the Oakland Soccer arena is open to flying Dec 27th.