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## CHOPPER NEWS

*Please, frequent your local hobby shop!*

**AMA CHARTER NO.2099 April, 2001**

Next Club Meeting, Tuesday, April 10th

Meeting at John's Pizzeria at 7:30pm

### Editorial

Our March meeting was an excellent one. We had great demos by Terry on greasing bearings and Steve J. on battery charging and maintenance. We also had a visitor by the name of Jeremiah Emling with some neat looking upgrades for a Raptor 30. It looked to me like 80% of the club turned out. Very informative, and we enjoyed it very much. Thanks, guys. I know you will not want to miss April's meeting with many more things of interest planned.

A special thanks goes out to our VP for all the great stuff he wrote this month for the newsletter. Also, much thanks goes to Terry, Jorge, Ron, and Neil for their interesting contributions. We have not heard a peep out of our secretive and mysterious club reporter in quite some time. Let's hope that this mysterious author of ours will put a few words together for us soon.

This month we have a bunch of energetic new members to welcome aboard: Rod Laureano from Northbrook, Bruce Leibold from Northbrook, Eric Leifheit from Glendale Heights, Jeffery Torsud from Aurora, Thomas Stari from Lake in the Hills, and Philip White from Willowbrook. Did I miss anyone? I believe all of these new members are going to be a credit to the organization. Let's hope one or two of our new members will volunteer to write an article or advertise something For Sale etc. in the newsletter!!!

The Krispy Kreme saga continues! Early one recent Sunday morning about 7:30am Neil brought two boxes of Krispy Kreme donuts and fresh coffee to the field. Unfortunately most of the regular winter weekend fliers did not show up, and Neil and I were forced to eat most of the donuts ourselves. We then both waddled back to our cars and left around 11 am.

Check out the For Sale items this month. Lots of good stuff!!! Also check out the BREAKING NEWS, a developing story in the Event Calendar section.

I am now the proud owner of a shared three people Crash and Smash story of the month award. Three people sharing one award is a club first, I believe. Our names were on the award in the order of culpability in decimating Neil's brand new Raptor on its maiden flight. First in my mind I figure Neil will say 90% responsibility, myself with 9% and Ross was 1%. Ross's 1% was for more or less just being in the area at the time of the incident. From now on I will refer to this horrendous crash as the "incident". I still swear to this day that Neil did all the tuning on his chopper and that there is no real proof that I was really involved, only hearsay. I helped when asked a question by saying, "I can't remember, it's all magic to me, what was the question again?, what do you mean by "is"?, I'm not sure, and I think my Raptor works that way but don't hold me to it." Ross asked if the chopper had been checked out before he took it up and Neil said "yes" and I said "huh"! I believe all of the above to be true to the best of my knowledge. Neil, please feel

free to tell your side of the incident in May's newsletter. All I ask is that you stick to the facts and nothing but the facts. I promise I will only edit when needed to protect the innocent. *Note: I am available most weekend mornings to help any other members that need a hand in breaking in their new choppers.*

Our club just received stamps for two month's worth of newsletters from an anonymous member who just wanted to have the fun of getting involved. It is great when you get lots of members involved in making the whole system work. This reminds me about how nice it would be if more members sent in articles, Neat Web Sites, Better Ways and Shortcuts etc. to put in the newsletter. It can be fun to get involved. It is up to you.

Last I heard from Terry he has some good news about the club fuel buy he orchestrated for us. Check out what he has to say in his President's Message.

Next month I will be putting our membership list in the newsletter. This year thanks to our energetic secretary (our club's #1 grill man) the list will also include channel frequencies used by every member. Neil's idea: If you are in the market for a new radio you could look at the list and shy away from a channel of a member who flies a lot at the same time of day as you do. If you would like to update anything else in the club roster please let me know before May's newsletter. Cut-off is April 26th. More Email addresses would be great.

We could sure use more Product Reviews. Would anyone want to write about new products or old ones for that matter? How about throwing caution to the wind and jotting down a few words and send them to me right away?

Hey, Gary, info on that new tuned pipe your Raptor 30 is sporting would be great to read about or maybe you could bring it to a meeting for show and tell. It sure looks to me like you're getting lots of extra horses out of your Raptor 30. Our inquiring minds want to know!!!

I have a correction from March's newsletter. The statement: "It's sunny, and we are going to have six more weeks of winter!" was made by a non-member with a first name of Tim. I assumed that member Tim Gleason made the statement, which was not correct. If I ever make another mistake, look for the corrections and/or retractions to be buried on the last page of the newsletter in very, very small print.

### President's Message

Spring is here based on the calendar, but based on the weather we only have had 1 week of spring so far. This is going to change very soon and we will have warm flying weather. If you haven't got your heli out, dusted it off and looked it over, it's time!! The fuel sale is over and we placed a 124 gallon order. It has been picked up and will be at the next meeting for pick up. I will be at the field around 5:30pm the day of the meeting if anyone would like to pick up their fuel then. There is a refund of \$1.00 per case due to the fact we did order over 30 cases. Remind me to pay you when you pick up your fuel.

Fall Fun Fly is set for September 22<sup>nd</sup> & 23<sup>rd</sup>. We have even better demos planned for the next meeting so be sure to check it out!  
Soft Landings! Terry

## Notes from the VP

From Last Month's Meeting; Upgrade Elevator Arms

We had a visitor last month, Jeremiah Emling, who gave a nice presentation of his power-upgraded Raptor. Thanks a lot, Jerry. He offers a very nice aluminum upgrade elevator arm set which should be of particular interest to you Raptor 60 flyers with the splitting A-arm problem. I took the opportunity to give him an order for a set for my Raptor 30, since my original arms were getting sloppy. They arrived a couple of days later and fit right on, no modification being necessary to any of the adjustments and no Heli disassembly necessary except for removing the old A-arms by unsnapping them and pushing out the pins. The original pins go right back into the new arms and there's no more slop! The Rocket City links (#3 thread) he includes are a perfect fit to the TT swashplate. They fly fine. Definitely a quality item from what appears to be a very conscientious person.

He's asking \$20 for the 30-size set and \$35 for the 60-size set. Shipping is included. To contact him;

Jeremiah Emling, 125 N Randolph Ave, Bradley, Il 60915

E-mail [j\\_emling@yahoo.com](mailto:j_emling@yahoo.com)

Phone# 815-933-5541

### **Club Meeting Minutes from 3/13/01**

The meeting was called to order by Terry at 7:30 PM. There were 26 members and 5 guests present.

The treasurer reported the club balance to be \$175.35.

#### **Old Business:**

Terry informed everyone that our fun-fly is set for September 22 & 23 and that we had received our sanction number from the AMA.

He also informed us that Mark Potts would delay the posting of our newsletter on our website for 1 month.

New Business:

Steve explained the fuel sale and how it was going to be handled.

Terry informed us that the price of 30% Heli fuel would be \$18.00 per gallon and to bring up our filled out fuel forms and checks made out to him.

The crash and smash awards for February were presented to Neil, Marty, and Ross. Ross was not present to accept his award.

Crash and Smash Stories were told and the March award went to our Club President Terry King.

Terry informed us that the Toledo show was coming up April 6<sup>th</sup>, 7<sup>th</sup>, and 8<sup>th</sup>. They have a swap meet for Heli's and Airplanes, lots of vendors would be present, and that it was approx. a 6-hour drive from Chicago area.

Terry informed us Al's Fun-fly is set for June 23<sup>rd</sup> & 24<sup>th</sup>. Curtis Youngblood, Jeff Rankin, Dwight Shilling, Dave Stori, and Scott Caffey are scheduled to attend.

Terry discussed some planning that is needed for our upcoming fun-fly. Some items that need our attention are volunteers, fliers, food, need for more grills, letters for prizes, etc.

A question regarding the possibility of there being a larger field at which to hold our fun fly was brought up.

Terry informed us that it was a pretty good idea but that we were locked in to our field for this year. We would see how this year's turnout was and possibly find a larger field for next year's event.

**Our agenda for tonight included:**

Show and tell from Al's Hobby Shop included Carbon fiber parts for the Raptor 30 & 60, that included tail

rotors, fins, and tensioners.

Jeremia from Bradley, IL. brought his Raptor 30 to show and explain some of his problems and their fixes. He also informed us that he makes upgraded A-Arms for the Raptor 30 & 60.

Steve Jensen explained battery cycling, Radio Shack timers, and quick field charging.

Terry King explained and showed us the best way to grease bearings. The Greaser is available at Rick's for approx. \$30.00.

Pizza was had, and the club raffle was held.

The meeting adjourned at 9:15 PM.

## I AM A CRASHOHOLIC

or

No matter how hard I try to stay straight, I sometimes lose control and go out on a bender.

Here's hoping that by learning from the mistakes of others, you may stay straighter. Speaking from the voice of personal experience:

- 1) If you're burning plugs every half-dozen flights or so, you're too lean. It doesn't matter how much smoke you think you see, or that your needle valve is open further than it's ever been before. Plugs that are too hot can fail (thermally short) in flight and instantly cause a sick run. It's a real experience to land with an engine that's still alive but sick.
- 2) When on the ground, pulling the throttle stick all the way back is not necessarily the wisest thing to do. Not if you're still in idle-up, regardless of whether the engine's healthy, sick or dead.
- 3) Your engine start shaft should be aligned (by moving the engine around) for the freest spinning in the reverse direction. This will help assure that the shaft will not rub against the pinion gear. The start shaft must also have no endplay. The start shaft can be a major source of electrical noise.
- 4) It's a good idea to bring your heli down close to the ground when something seems wrong (it obviously lessens the impact when you don't fall as far). Like when you just had a mid-air with an airplane and the sky is full of balsa, but you can't figure out why you're still in the air. But it might not be a good idea to land it when far away. You might not be able to see it well enough to prevent it from tipping over on landing.

- 5) No matter how confident you feel, don't try a brand new maneuver at low altitude.
- 6) Don't land on gravel, especially when it's cold. Tail rotors create pebble projectiles.
- 7) Fill your tank and time your flight. You never want to practice unplanned autos.
- 8) A good habit to get into (one I don't have yet) would be to hit throttlehold when the engine sags or especially if the tail goes crazy and you don't have a driven tail. Doing an auto can be safer if the tail stays essentially dead. Steve J.

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#### Testing Servos; A Demo for the next meeting.

Some servos can have weak motors, bad gears, poor resolution or dead spots. You can test for these with weights, a test servo arm, and a pushrod. You need to look up the torque spec for the servo; as long as you know your inch-ounce capability, you can sort for best servo performance. I'll bring a test rig for Futaba (and, I suppose by interchangeability, for JR) servos to the next meeting and show a crude but effective way that anyone can do this. We won't test for transit time. It's better than loading the servo with finger pressure and listening to it work, but that has its place, too.

If you want a servo tested, bring it along. If it's JR, bring a long servo arm, too. Steve J.

#### What's a good needle setting?

I know of three heli's that have come down this month due to "too lean". Only one survived. All were flown by different pilots and all pilots were experienced. I've asked Terry to lead a group discussion at the next meeting to discuss cures for this "curse". Apparently, it's not as easy as it sounds. Steve J.

#### Stuff that Doesn't work

Can't get your rev's up? Think maybe your engine just can't scream? Mark Clausen and I have discovered that the Kyosho muffler for the Nexxus that has the rotatable exhaust outlet and rotatable main chamber is a good way to kill your performance. He put one on his Raptor and it was a sick combination. Tried changing fuel, needle settings and pitch but nothing helped. Changing to a standard Raptor muffler transformed his engine from kitten to Tiger. Muffler gaskets: Throw them away. They're nothing but trouble.

I've been through a number of remote glow plug extenders; Maxx products, Head-lock by Sullivan, Thunder Tiger. So far, the cheap \$10.00 Thunder Tiger clip seems to hold the best promise. The other two are definite temporary experiences. Steve J.

#### How long do you charge a battery pack?

You need to know two things. Battery capacity (example: 1200 mah) and with a charge rate, usually written on the charger (example: 50 ma). You don't need to guess at how much charge is still in the battery unless your charge rate is over 10% of the battery capacity. 10% or less is a safe charge rate.

Divide battery capacity by charge rate then MULTIPLY BY 1.5 to account for inefficiencies in the charging process. In this example, charge for 36 hours or more. If you have a charger that's matched at 10% of the battery capacity, it needs 15 hours or more. "Or more" doesn't mean it may need more, but that it's safe to give it more.

You're on your own if you want to guess that you can get by with less time because the battery isn't

down very far. It's a risk. If you must, you might be confident that you're fully charged if the 4.8 volt battery, under a discharge load, is over 5.2 volts. Steve J.

### You have a battery cycler and your transmitter pack won't cycle?

There's a reverse polarity protection diode in many transmitters. You can short the diode with a wire, or cycle your pack separately by unplugging it from the transmitter, or discharge by leaving the transmitter on (don't discharge below 1.1 volts per cell, or 8.8 volts on a 9.6 volt pack) or simply don't cycle the pack. Steve J.

### Greaser Info

Several people asked if the Greaser was available and where to purchase it. Rick's [www.ronlund.com](http://www.ronlund.com) in Texas carries it. I did check, they do have them in stock and they are \$38.95. If you do purchase one you need to know just one thing about grease! The grease that you plan to use has to pass just one test. Put a dab of grease on your thumbnail, use your other thumbnail to spread the grease out. If you feel any grittiness do not use this grease for your heli. When you are dealing with very small bearings and the grease has a gritty feel it will not let the little bearings operate silky smooth. It will make the bearing choppy. It must be smooth feeling. For instance, Slick 50 grease will feel gritty Amsoil will feel smooth. It does not have to be synthetic grease either. I use synthetic in mine but that is just a personal preference. Terry

### Letter to the Club

My name is Jorge Gonzalez and I joined this very prestigious club late last year. I would like to praise you guys for the very nice newsletters that you produce every month. I would like to especially thank Mr. Steve Jensen for showing me how to cover the main rotor blades at the March 13 meeting. Well guys, I began to acquire interest in Helis about 2 years ago and immediately went to Al's Hobby Shop to purchase a Century Hawk 30. I also fly R/C airplanes but find Helis more challenging thus more enjoyable to master. On that note, I am trying to let some of my planes go for more Heli money. I was wondering if you would be kind enough to publish in your for sale section my ad for a powered glider that I would like to sell. I understand if you are only restricted to rotor ads.

*Editor: All members are welcome to advertise any R/C toys in our newsletter's For Sale area for free. Friends of members may also advertise for free and I will only lightly pressure you to join our club through repeated Emails and harassing phone calls at dinnertime.*

### Event Calendar

**BREAKING NEWS:** The Al Fuchsen Memorial Helicopter Fun Fly will be held June 23 and 24. Cindy promises Curtis Youngblood, Jeff Rankin, Dwight Schilling, Dave Storey, Scott Caffey and our very own Ross Van Dorpe. Site: Fermi Lab club field, Batavia. Sponsors: Fermi Lab

Barnstormers/Al's Hobby Shop. For more info contact Jim Zigel CD at PH: 630-208-9131,  
Reported by Steve Jensen

*Editor: Get your camera ready. You will not want to miss this extravaganza. The best of the best!!! I am going to make every effort to witness this spectacular Fermi Lab, once in a lifetime, big name get together. This story is still developing with more info to follow in May's newsletter. Stay tuned!!!*

Swap Til' You Drop is the large annual swap meet held at the DuPage County fairgrounds on April 14<sup>th</sup>. General admission starts on Saturday at 8AM and closes at 12 noon. The swap meet is put on by Suburban R/C Barnstormers and includes planes, boats, and helicopters. It is best to get there early before all the good stuff is gone. It gets bigger and better every year!! Call John Howe for table information at 630-372-4536

Giant Scale plane get together is on May 6<sup>th</sup>. I believe it starts at 9am and is run by the Suburban Barnstormers Club and will be held at the Pratt Wayne Forest Preserve field. Those 30 pound plus monsters are something to see.

This spectacular, annual St. Charles Festival of the Giants is going to be held July 13<sup>th</sup> through the 15<sup>th</sup>. This well designed club site, with a paved runway, is located right next door to our very own tourist attraction, the Chicagoland area training facility for wayward boys. Just take Route 64 south past Randall Rd. to Campton Hills Rd. and then look for signs on left. This is not too far from my neck of the woods. The St. Charles Festival of the Giants is a must see. Literally one hundred or more of the top scale airplanes in the country will be there. Friday and Saturday are the best days with activities starting to wind down by noon on Sunday. I try to see this festival every year, and it only costs a few bucks to get in. Whatever you do, don't forget your camera. Marty

The Palos R/C Flying Club 2001 Calendar. Flying site: Morrill Meadow @ Rt. 45 & 107th Street, 300 ft. paved runway, spectator restraining fence and large parking lot.

Apr. 29 - Combat	9:00 AM to 1:00 PM
May 06 - Fun Fly	9:00 AM to 1:00 PM
27 - Sailplanes	9:00 AM to 1:00 PM
June 10 - Scale Air Show	9:00 AM to 3:30 PM
17 - Giant Models	8:00 AM to 3:30 PM
July 7 - Annual Air Show	9:00 AM to 3:30 PM
8 - Annual Air Show	9:00 AM to 3:30 PM
22 - Fun Fly	9:00 AM to 1:00 PM
Aug. 4 - Jet / Military Show	9:00 AM to 3:30 PM
5 - Jet / Military Show	9:00 AM to 3:30 PM
19 - Pylon Racing	9:00 AM to 1:00 PM
Sept. 9 - Giant Scale Air Show	9:00 AM to 3:30 PM

All Events are Free to the Public. Bring your Helicopters and Airplanes; there is plenty of time and daylight

left to fly after their events are over. Reported by Ron Kwilinski

## Neat Web Pages

- [www.Ezonemag.com/](http://www.Ezonemag.com/) is a web page dedicated to R/C electric and is made up of mostly of planes but some helicopters. It covers everything you would ever want to know about electric and then some. It's a four-star web page if there ever was one. Very well done.
- [www.heliproz.com/jwraptor1.html](http://www.heliproz.com/jwraptor1.html) Special report by James Wang, introduction and hints for Raptors. Lots of good info including a large amount of start up information for beginners.

## Better Ways or Shortcuts

- I noticed that my Raptor clutch was grabbing and after I changed it I found it had stress cracks, so the end was near. Remember maintenance, maintenance, and more maintenance!!! If only I could remember that.
- Religiously doing a good pre-flight by, checking batteries, servo direction, loose parts, etc. is a very good habit to get into before each flight. A perfect example of this would be the "incident", which could have been averted if there had been a better pre-flight done. This was a lesson learned the hard way, although a freebee for me. Marty
- Is it going to be too windy today or not? My rule of thumb is; anything more than a very, very, light breeze at the top of your trees before seven will be a gale force wind by eleven.
- Just thought I'd let you know of this great show on TV. It's called R/C TV and it is about everything radio controlled. They pass on tips about Helis. The show airs every Monday at 6pm on channel 20 (PBS) their website is [www.rctv1.com](http://www.rctv1.com) Jorge

## For Sale - Lots of Good Stuff

**For Sale: all wood glider with 8 ft wingspan ready to fly. Glider has Cox .049 engine W/ muffler and a 7 channel Challenger 720 radio. I have an extra receiver for it too. Asking \$340.00 Contact Jorge, Pager (708) 378-1351 or cell (708) 220-6635**

**For Sale: Raptor, 49 bearings OS .32 motor & Century Muffler, 2oz Hayes header tank. Un-run TT.36 motor and TT muffler included. X-Cell 60 landing gear, Telebee Gyro JR4721 tail servo mounted on tail boom, JR652 Radio JR4721 servos on elevator & aileron. Spare parts and manuals. Set up and ready to fly. Make offer!**

Contact Terry King (815)-547-7016

**For Sale: X-Cell 30 with carbon frame set, high performance clutch, fly bar stiffeners, O.S. max 32, frame supports, glass canopy with 5 servos and JR receiver, CSM heading hold gyro \$875 contact Joe Ragusa, (630)-655-8816.**

**For Sale: GWS Piezo Gyro, first 50 bucks takes it, will bring to next meeting. 630-377-1865**

## Marty

**For Sale: Kyosho Nexus 30, combo, piezo gyro with 9205 servo, Futaba Super 7 radio, with 2 receivers PCM and PPM, including all servos, battery packs and ready to fly with two sets of fiberglass blades, flown only 6 times, like new, only \$650. Also For Sale, LMH including engine, Piezo Gyro, and servos, all for only \$250, well over \$400 new. Frank Whitaker, (847)-468-7574.**

**For Sale: Two Xcell .60's w/ OS .61SX, Bergen upgrades: clutch, autobalancer, main shaft, clutch and tail drive bearing blocks, push-pull collective & elevator S9203 tail servos, 4721 control servos, piezo gyros, KSJ mufflers, Peget starters. Futaba 9ZHPS transmitter w/memory module & case. LOTS of parts, flight box, chargers, servos, accessories. Too much to list, everything must go. \$600 for each chopper, \$400 for Xmitter, \$1500 takes all, make offer! For info call Martin Van Leeuwen, 630-224-4231(W), 630-554-8527(H), [vanl@megsinet.net](mailto:vanl@megsinet.net)  
Thanks, Martin VanLeeuwen, Oswego, IL**

*Editor: I am sure you have helicopters, parts, etc. that are just taking up space in your basement. There are other people in the club that could put them to good use. Advertise now!*

### NORTHERN ILLINOIS RC HELICOPTER ASSOC.

AMA CHARTER NO. 2099

We are actively looking for new members to join our Radio Control Helicopter Club. All that is required is an interest in R/C helicopters, field permit, and a \$20 membership fee. Please feel free to join us at one of our meetings to become a member or just for a visit. We hope to see you at the next meeting. Our Club web page is: <http://members.xoom.com/nirha>. and is maintained by Web Slave, Mark Potts.

*Meetings are held the 2<sup>nd</sup> Tuesday of every month, at 7:30pm, at John's Pizzeria, 100 E. Lake St., Addison, IL (1/2 block East of the intersection of Addison Rd and Lake St.). During the summer, the monthly meetings are held at the flying field, June, July, and August.*

Our Forest Preserve Flying field is located on Grace St., Addison, and one mile north of North Ave. Field permits can be obtained by calling 630-933-7200.

#### Club Officers

President Terry King 815-547-7016

Vice President Steve Jensen 630-553-6590

Secretary Neil Nesheim 630-351-4002

Treasurer

Robb Rinn  
1731

630-906-

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*Membership Application/Renewal, Annual Dues \$20*

Name\_\_\_\_\_

Address\_\_\_\_\_

City\_\_\_\_\_State\_\_\_\_\_Zip\_\_\_\_\_

Phone\_\_\_\_\_Email\_\_\_\_\_

AMA No. \_\_\_\_\_ Frequencies  
Used \_\_\_\_\_

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Field Permit No. \_\_\_\_\_ For permit information call 630-933-  
7200

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- Membership can be renewed at any meeting or sent directly to our club treasurer, Robb Rinn, 433 Lake Lawn, Aurora, IL 60506. Check should be made out to Northern Illinois R/C Helicopter Assoc. You are the club and the club needs your support! Please renew your membership **NOW!**
- [Back](#)