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CHOPPER NEWS

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One of

The World's Largest R/C Helicopter Clubs

AMA CHARTER NO.2099 August, 2001

Next Club Meeting, 7 pm Tuesday, August 14th

At our Forest Preserve Flying Field

Editorial

Our club Fun Fly is coming up sooner than we think. It is just around the corner, on the horizon, September 22nd and 23rd. While you are reading this, our dynamic duo, Terry and Steve, are hard at work on the details for this happening. Volunteers to help Terry and Steve bring all of this together are needed and will be very much welcome. Our get together should be a real blast and a great weekend outing. Let's all try to set this time aside, get involved, and have some fun. More details are available in the [Calendar Section](#).

I would like to welcome a new group of enthusiastic members to our club, Mark Collins, Bryan Murphy, and Jim Stark. They hangar their choppers in Naperville, West Chicago, and Oakbrook respectively.
Welcome to our club!!!

My on-going contest with Neil to see who can improve the most is starting to heat up. I like to practice anything 3 D about 4 or 5 mistakes high while Neil thought I should practice 1 mistake high or less. So I thought, well, maybe if I practice loops, which I seem to have some degree of consistent success with at a much lower altitude, I might be OK. Well, to make a long story short, Al's Hobby Shop had all the parts I needed and 11 pm that night I had it put back together. Neil seems to have a much more competitive must win attitude than I first thought.

Now that I had made the repairs on my Raptor I was ready for some fun flying at our field meeting. I arrived at the field at 4:30pm, started flying at 4:50pm, crashed at 5pm, and got repair parts at Al's before 5:30pm store closing (I now buy parts by the bushel basket). At 5:30pm I watched Terry, Jim Sensor, and Neil leave Al's. Next at 5:35pm my wife's Explorer wouldn't start, and then at 5:40pm I started negotiations with various towing companies on 25 mile tow to St. Charles. The selected towing company settled for my left arm and a future option on our first-born. After receiving 4 or 5 lies from the towing company and roasting in the sun for 3 hours, they were kind enough to let me know that it might be best for me to leave my keys by the gas cap and go home. I got to the field meeting at 8:30 just in time to wave goodbye to everyone. Dave Mosquera saved my bacon and had already taken the remainder of my flight gear to my house. My wife's sports car would never have held it all. Looked like lots of members showed up, and everyone one else seemed to have a great time. I made it home right on schedule. A \$650 fuel pump job and the Explorer was as good as new.

I had not crashed in over a year, but now that I have crashed three times in the last six weeks, I must admit it has taken the wind out of my sails. Coupling that with programming my new transmitter has put me out of commission for awhile. (95 degrees in the shade with matching humidity doesn't help either.) I have come to the conclusion that I will never fully master these tricky computer radios. When I first started flying way, way, back in the mid 60's the on/off switch was the most complicated part of the transmitter. But don't get me wrong, I can master about 95% of the programming, but it's that last 5% that has me breaking out in a cold sweat. I think you know the feeling. My brain seems to be full. For me to assimilate any new information I will have to delete some of my existing thoughts, and I hate to give any of that stuff up. I wish I could just shoe horn that last 5% of information into my head. So to make a long story short I am recovering from a bad case of burn out after my three crashes. Right this moment I am trying to get all of my ducks back in order and all of the pieces of my chopper back together. (It's two weeks later now, and I am "back in the saddle" again).

News Flash: Just found out today that there is a new canopy clamp for Raptors that clips on and locks the pod to the landing gear. No more vibrating canopy. Should be at Al's as you read this for under 3 bucks!!! I always worried that my blades were going to eat my Raptor canopy someday.

In the Good Eats section I go into great detail on how to microwave sweet corn. You will want to write these instructions down and adjust the times for your microwave!!! These secrets will make you a big hit with the family. See you at the next meeting. Marty

President's Message

We need to start thinking about our Fun Fly. I received a much-appreciated email from a couple of fellas willing to take on the duties of chef(s) for the 2 days. This is no easy task, and I really appreciate that they both volunteered to help us in this area by supplying all the cooking equipment needed and doing the cooking. Thanks to Marty and Neil for stepping up and taking the brunt of the food prep concerns off our hands. I know they will do a fine job. Maybe they can dig into the cooking archives and prepare a meal fit for a King.

This month's meeting will again be held at the Grace Street Flying Field. We will start the meeting around 7:00pm instead of 7:30pm. I hope to see you all there.

Soft Landings! Terry

Report from the VP

I thought that this would be a quiet month on the Heli-front, but there's always something unexpected to learn or do.

Terry's been working on some fun-fly issues and it's time for us all to come to his assistance. We only have one more newsletter and two more meetings between now and the event. Last month's meeting was such a fly-night that we had action everywhere. A Raptor head-reversal was among the impromptu demos that you could have witnessed as well as that scale 3-bladed chopper without flybars. Cool. Although I haven't been to the Watervliet Fun-Fly, I hear it's a good one and it's a reasonable distance away. It's scheduled for Aug 25 and 26. I hope that a number of us get to go.

Have you done your summer maintenance? Realfight replaced my entire controller box this month for free because it had worn-out pots (Great policy!). The video accelerator card was also causing the computer to hang up and/or not boot up or turn off. Sending that in to Creative got me a new card (also under warranty) and we're now ready for the winter sim season.

Having run into some frequency conflicts with other fliers at fun flies and at the local airplane field, I have found that having an extra frequency module can come in handy. It only takes a few minutes to change the Rx crystal when it's mounted in the open, swap Tx modules and change flags. Could even avoid Rx crystal swapping by keeping one heli on each frequency; but I'd usually rather fly old Snoopy.

Picked up another set of A-arms for my second Raptor from Jeremiah Emling. I really recommend them. The linkage is solid and the links last and last, and they're available for both Raptor 30's and 60's. The purchase info is in the April, 2001 newsletter, which is in your newsletter file or now visible to all on our website.

Speaking of the website, Rich Erikson's done a fine job with it. Thanks, Rich!

Marty continues to do a bang-up job with the newsletter; Thanks a lot, Marty! And speaking of a bang-up job, I hope to see some real competition for the Crash-and-smash award this month. Last month, Terry's tent lost to my \$10.00 inverted landing. Steve

July Club Meeting Minutes, 7/10/01 by Neil

The meeting was called to order by Terry at 7:50 PM. There were 19 members and 3 guests present.

The treasurer reported the club balance to be \$234.72 to date.

Terry asked if there were any guests or new members that would like to introduce themselves.

Terry also brought up having the newsletter emailed instead of being sent by regular mail, benefits being much cheaper for our club and being able to receive it sooner.

Terry asked how many people were interested in going for pizza at John's, there were only 2, so we decided not to go. I think the main reason nobody was hungry was the concern over the disappearance of Marty after his 2nd crash in 3 outings. Seems he crashed shortly after arriving at the field, looked at his watch and decided he had enough time to make a parts run to Al's. Last time sighted was 5:15 P.M. in AL's sweating profusely!

Terry presented Bruce Liebold with his crash and smash award for June, with Stephen Hubbard taking his picture for our website.

This month's Crash and Smash was given to VP Steve Jensen for his inverted landing that cost him a total of \$10.00 to fix.

There were a lot of helis being flown, even during our meeting.

The club raffle was held.

The meeting adjourned at 8:00 PM.

Fix it Now or Fix it Later and Pay More

Okay, I thought my heli was in pretty good shape, I check it over with a fine tooth comb once a week, and it seems like everything was pretty good until I started replacing a couple of parts. As I get into this project I am finding more parts in less than perfect shape. This time of year is for flying, not working on these things every night. If you have not looked your heli over (real good) lately, I suggest you do it soon. I have found bearings that were in questionable

shape; I have parts that have vibrated loose from my exhaust system. Now none of these problems caused any crashes, but they could have and most likely would have if I had not been trying to track down a glitch. This glitch, mind you, did not show up as a control problem, it showed up on the BC6 monitor. There is a lesson here and it involves knowing you heli, and PREVENTIVE maintenance. It is much cheaper to fix a bearing before it causes a crash than to fix a bearing and install a crash kit at the same time. Terry

Twinking the Raptor's Tail by Steve Jensen

At last month's meeting, Terry handed me an "unsolicited" printout of the following website. <http://acehobby.com/ubb/Forum6/HTML/000802.html> It was about the "wah-wah" problem, and at first I didn't think it applied to my two OS-32-powered Raptors. As it turns out, Terry had handed me a good lead toward solving what I had thought was a gyro-gain tweaking issue. To summarize the article, Raptors have a 0.010" to 0.020" play where the main drive gear can travel up and down between the C-rings on the autorotation hub. If you make a spacer to minimize or eliminate this play, you'll eliminate a source of the tail-shakes that most commonly happens when under a very low load condition, such as a descent to landing. I made my spacer out of stainless stock; it worked the trick by completely eliminating the shakes during descent. Coincidentally, Jeremiah Emling (remember him as giving the power-upgrade demo this winter?) also informed me of the same website shortly after Terry did. Jeremiah writes: "Are there many raptor pilots in your club with the 46/50 conversion yet? I found a thread on the Ace Hobby Forum that all of your raptor pilots would do well to read, especially those with a 46/50. It involves excessive vertical clearance between the main gear and the auto hub. I believe that if I had done this mod before the 46 conversion, I would not have had a minute's trouble with it." Guys; is it possible that some of the blade flapping that resulted in our head-reversal mod could have been prevented by this simple shim? Think about it...it happens under the same conditions, low-load descent to landing. Maybe. But definitely Thanks, Terry and Jerry.

Locking the Heli's Tail by Steve Jensen

I found out this weekend what "Heading Hold" can really mean. With the wiggle on descent removed and a new Futaba 9253 servo installed with my "old" GY501 gyro, the refresh rate was taken from normal to High. Through five flights of steadily increasing gain, there was finally some evidence of gyro gain wiggle after the gain had been doubled from 30 to 60. Now, instead of weather-vaning at moderate speeds and needing to vary the rudder stick depending on the relative velocity of the wind, it'll now do traveling pirouettes with ease and backwards flight at high speeds without fear of sudden tail spin-around. This is the same model of servo that we demo'd this winter. I was beginning to say that the GY401 was better than the GY501, but I take it back now. It's amazing how much confidence you can gain when you know the heli won't invent its own variation during the middle of your maneuver.

Raptor Maintenance

Part Three

I know that all of you have been waiting for the conclusion to my Raptor problems, so I can safely say that I have found more problems and have had a complicated time trying to correct them. On to the rest of the story,

I flew several tanks without any glitches showing up, so I figured we would now install the metal belt guides and see what happens. I figured I would tear it down after this weekend so I could get several flights in during the weekend. Guess what, the glitches returned over the weekend. 1 or 2 on each flight, showing up on the BC-6, but I did not see any controls affected by the glitches. I start looking over the Raptor AGAIN! I found a loose pressure fitting; in fact it was stripped out and unable to be screwed back in. I cleaned it up and got out the JB Weld and "glued it" into place with the JB Weld. I let that set overnight and the first flight the next time produced no glitches, COOL! We were good to go now, except on the 2nd flight 1 glitch showed up again. Back to the bench. I checked every screw, nut, and bolt and could not find

anything loose. I went for another flight and did not have a glitch registered but the clutch was broken when I landed. Maybe the clutch was causing the glitches? So now we removed the main gear and while I had it out I added a .03 mm shim to the top side of the auto unit to remove any free play. I removed the 6mm top start unit and the top bearing is bad. Possible glitch problem. Now we are looking at splitting the frames and I try to locate the top bearing. Al's no got, Local Hobbytown no got. I found them online at Boca Bearing.

(bocabearings.com) I did find one that is used on the Nexus heli. It is the large bearing used on the secondary shaft. This bearing is a 5mm X 16mm X 5mm size. By this time I am getting kinda frustrated so I break out the back up Raptor and go fly it and it has a case of the Wah-Wahs. So I remove the main gear and end up putting a .04mm spacer in this one to remove the free play. Take it back out and cannot even make it WahWah. So we did fix something right.

Back to the main Raptor. I replaced the top bearing and while I have it torn down I pulled the main shaft bearings and took them all over to the greaser for a fresh shot of Amsol synthetic lube, same for the swash plate, and the fancy new metal belt guides. Took me about 1 hour to clean all the grease out of the little holes in the metal belt guides. I have made so many changes that it would be unrealistic to blame glitches on the pulleys. It would also be unrealistic to blame lack of glitches on not using the pulleys. I plan to put everything back together with the new pulleys and see what happens. In my quest to make the clearance as small as possible for the clutch liner/clutch, I got it too tight. The blades are turning at idle. The next course of action is to try to fly a couple of tanks and see if it will wear in a little.

Stay tuned next month for the conclusion of this summer project!

Terry

Questions looking for Answers

Members, I have a question regarding engines. Which 30 size (OS FS-52 Surpass or YS 51 53) four-stroke engine would function better in a scale helicopter? Also for whatever it is worth- Since I have to work on helicopters in the basement (my wife calls it the dungeon) and my eyes ain't that good at night, I've put a white mark on both ends (same side) of the receiver battery charging connectors. That way since the female portion of the plug has become cracked (no longer keyed) I don't need to look closely at the wiring colors. I've done this to all of my chargers and battery packs and it makes it easier getting them ready for the next day's flying. Now if I could just get out and fly when I think I'm going to!!!!

Steve Hubbard, Hubs@mc.net

I am searching far and wide for a Thunder Tiger GT-8000 gyro manual. Mine was lost and I have not been able to obtain a copy from the distributor, nor from the distributors forum. Also they have not responded to my e-mails. (I would prefer not to cause a DOS (denial of service) on the distributor's e-mail server by continuously re-sending my question). Any help would be appreciated. Maybe I could borrow or make a copy of it?

Thanks,

Steve Hubbard, Hubs@mc.net

Email from Neil on His Raptor 46

My 46 is running great with the longer blades and boom. Had a few drag races with our second Tim Gleason last weekend, blew his canopy off every time!

Good Eats by Chef Marty

How about a fun and easy summer meal of brats and sweet corn? Great tasting brats boiled in beer and cooked to perfection on your grill with a side of microwave sweet corn. To start with, you have to sacrifice a bottle of your favorite beer with enough water to cover the brats. Boil for 30 minutes and then brown on your grill. The brats are to die for when topped with canned sauerkraut, onions, and mustard!!!

Here is a neat trick for cooking ears of sweet corn. Remove all but two layers of husks, leave silks on and microwave on high, (approximately) 2 ears for 4 minutes, 4 ears for 6 minutes, 6 ears for 8 minutes, and rotate quarter turn halfway through cooking. Be careful not to overcook. Important: let rest for five minutes with husks on. You will never boil sweet corn again. Trust me on this, men, and give it a go. You will impress your Sweetie with this one. Bon Appetite! Marty

Event Calendar

Bulletin: Well, the moment is almost here for our annual NIRCHA Fun Fly, September 22nd and 23rd. I believe the activities start around 9am or so. Located at our Fullerton Forest Preserve flying field on Grace St., Addison, IL, one mile north of RT. 64 (North Ave.). Rumor has it that people will be coming from far and wide for this event. Lots of fun activities are planned plus great tasting hot food right off the grill. I give it 3 beer steins with the usual great tasting cookout flavors. You will not want to miss this shindig so mark it on your calendar right now. Contact Terry King for details, ph. 815-547-7016 or E-mail, TVKing@rockford.com

Pylon races, OS FP 40 engines, August 12th, in St Charles, for more information call Ph. 815-578-0743.
Fox Valley Aero Club, field just off Campton Hills Rd., St. Charles.

Biplanes only, August 26th, might be fun to watch, for more info, call 630-357-7350, Fox Valley Aero Club, field just off Campton Hills Rd., St. Charles. Same location as the two above. 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.

Aug. 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

IRCHA Confirmed 2001 Contest Calendar

<u>Date</u>	<u>Event</u>	<u>Location</u>
Aug. 31-	Southern California R/C Heli	Encino, CA
Sept. 2	Classic Fun Fly	
Sept. 7-15	World Championships	Muncie, IN
Sept. 16-19	IRCHA World Jamboree	Muncie, IN
Sept. 29-30	Mid-Atlantic Heli Expo	Greensboro, NC
Oct. 13-14	The "Traveling" Contest	Jacksonville, AL

The World Championships and IRCHA Jamboree will be the single biggest R/C Helicopter event in the world. Anyone who can get there this year should consider going. But, make your hotel reservations early, as it will be a crowded event! Reported by Jeff Torsrud

* 1 Beer Stein = palatable, 2 Beer Steins = interesting, 3 Beer Steins = mouth-watering, 4 Beer Steins = lip smacking

For Sale - Lots of Good Stuff

For Sale: Kyosho Nexus 30 S, (less motor, radio, receiver, and servos) Helimax Aluminum Cooling Fan, Aluminum Mixing Levers, 2 oz. Header Tank, Upgraded swash plate, Helimax Micro Piezo Gyro. Spare parts included: Boom, (2) “new” tail rotor case, (3) spare drive wire, “new” drive wire inserts, extra landing gears, feathering shaft, main shaft, fly bar, fly bar paddles, new and used fins, rotor blades, insert nuts, new and used swash plates, ball links, etc... Heli is in excellent condition. Has about 1/2 dozen flights. Had (1) boom strike, everything damaged replaced with "new" parts. Asking \$ 175.00 plus shipping. If interested, please email me at DaRaceNGuy@aol.com. Rod

For Sale: Lite Machine, it has a Sport Piezo Gyro, Hitech radio. new parts include: motor, clutch, tail boom, main blades, main shaft gear, canopy, pretty much all of it is new. Have extra engine and other parts too. Asking \$500.00 please page or e-mail Jorge

Pg.(708) 378-1351 e-mail jrealty@juno.com

For Sale: 21st Century Toys AH-6 Fuse for sale. It's ready to be bolted on. All you need is plywood, cap nuts, and bolts. It's brand new...never bolted on and never flown. It comes with original box and does have the machine guns and rocket launchers. I did fit it on a Nexus .30 but others have bolted it on Raptors. Asking \$ 50.00 plus shipping. If you're interested, please email me at DaRaceNGuy@aol.com... Rod

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 \$280.00. I also have a Piper Cub

that I want to sell in excellent condition O.S. 25, brand new Futaba 4 channel radio, ready to fly, asking \$325.00.

Contact Jorge, Pager (708) 378-1351 or cell (708) 220-6635

For Sale: Cannon 2 channel R/C systems, Transmitter, receiver, two servos, and batteries, under 2 oz., channel 39, \$100 or best offer. 630-377-1865 Marty

For Sale: Futaba transmitter, FP-T8UAP, PCM 1024, one before Super 8, \$125 (\$250 new), 630-377-1865 Marty

For Sale: Concept 30 SRX with OS 30sx engine, Futaba 153 gyro, 5 Jr. servos, like new \$225.00. brand new 5 Futaba 9202 servos. \$30.00ea., CSM 360 gyro with heading lock \$125.00. OS 60 sfn-h engine \$100.00. Hobbico hot shot glow starter \$10.00, electric fuel pump \$10.00, os#8 glow plugs \$3.00 ea. curved ball link pliers \$15.00, Hobbico torqmaster 180 starter \$20.00, high point balancer \$15.00, dial indicator with stand \$20.00,

pitch gauges miniature \$15.00. Kalt \$10.00 Don Wittmayer (630) 653-0391

Editor: As most of you know Don is a past member of our club. He is now getting out of hobby and asked if we would advertise and help him sell his equipment, which we will do to help him out.

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.nbc.com/nircha/> and is maintained by Web Guy, Rich Erikson.

Meetings are held the 2nd 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.

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[back](#)