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CHOPPER NEWS

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AMA CHARTER NO.2099 May, 2001

Next Club Meeting, Tuesday, May 8th

At John's Pizzeria 7:30pm

Editorial

I think our Dynamic Duo has done it once again with another exciting and interesting meeting!!! Our gatherings are getting better and better each month if that is possible. Terry and Steve put 110% of themselves into each meeting, and you can sure see it with the results. But equally important are the great members we have in our club, with consistently well over a 50% turnout at each get-together. I believe that this has to be some sort of a record when most clubs are lucky to get 20% of their members to show up for meetings.

This month I would like to introduce a new segment to our newsletter, a cooking section, yes, cooking, called Good Eats!!! I know, I know what you're thinking, men, but we have to try and keep our Chopper News on the cutting edge. I believe our tabloid needed a little something to balance it out. Something to buffer page after page of very interesting and informative but nevertheless slightly dry chopper nut and bolt stories. Believe me, men, when I say we are still going to be the same macho newsletter, but, from time to time, I will be calling on various members to tell us about their latest recipes, grilling techniques, or maybe how they slave over a hot stove preparing dinner. So, who else should I turn to for our first article in our new Good Eats section but none other than our very own Chef Neil. I haven't talked to our Chef yet, but I am sure he will volunteer to delight us with one of his new creations. I am also counting on the rest of you guys to get involved from time to time by sending in one of your favorite recipes. How about your top-secret rib recipe or maybe something beer battered? I may even break down and treat the club to my never before published pizza recipe. Let's hit it, men, and send in those recipes right now!!! After all, most of the greatest chefs in the world are male. So don't hold anything back, take on this challenge, be bold, flamboyant, and innovative!!! This tabloid does have its limits, though, and you can rest assured, men, that I will never ever allow any quiche recipes in our newsletter, period!!!

I want to thank Mark Potts for all the time, effort, and great work he has been doing to keep our club web page up and running. Mark has been having problems with his server, ATT Worldnet, and can no longer continue maintaining our web page because of problems with many disconnects and slow connections. I also have been going through similar problems with ATT Worldnet, so I know what he has been going through. Mark, thanks again for volunteering your time to help our club!!! Member Rich Erikson has agreed to take over this tough job as our new club web slave. He can be reached at, Midwestpilot@yahoo.com

We have another new member to welcome to the club, Tim Schrier from Eden Prairie, MN. I believe Tim is an airline pilot who has to spend layover time in the Chicago area, and I think he wanted to make his down time productive. We can all agree that chopper flying is a very productive way to spend one's free time!!!

All members are entitled to a mailed printed copy of our newsletter, but Ross has asked to have his newsletter Emailed to him in lieu of a mailed hard copy. This has an advantage of having one less thing to trip over, you don't have to throw it away, you get it two days early, and at the same time you save a limb of a tree. If interested you may have your newsletter emailed just by notifying me, but you can always change your mind and go back to snail mail any time you want.

In case I have a brain fade in next month's newsletter, I thought I would remind everyone that our summer meetings, June, July, and August, will be held at our forest preserve flying field and pizza later for those who might be interested. If we are rained out that night, it will be held at John's Pizzeria.

Once again, thanks goes out to my sidekick for his extraordinary effort for taking on a special assignment for the newsletter and also for getting the club minutes to me in record time. I hope it didn't take up too much of his simulator time, because Neil and I have been having an ongoing contest at the field to see who can improve the most. I, on one hand, have been blessed with all of my flying skill coming to me naturally with a very gifted, highly talented, incredible hand eye coordination with no simulator work required at all, while Neil, on the other hand, has to practice, practice, practice, and more practice on his simulator, which is good. There is a nasty rumor going around at our field that I am not as good at flying as I think I am. I would like to state for the record that this is absolutely not true and that I am actually better than I think I am!!! All kidding aside, Neil is winning our contest and is progressing so rapidly I may never ever catch up!!!

Read President's message about where our meeting will be held this month. Location is the same but at other end of building. Terry will explain.

President's Message

If Spring wasn't here before, it is now! Pretty soon even the warm weather flyers will be out. I missed about 10 days around here, went to Florida on vacation. From what I've been told if you did try to fly here you needed to have 30 MPH airspeed just to hover, upwind runs were real slow, but boy would them downwind runs be quick! I'm not sorry I missed it. I did enjoy Spring Break though.

I would like to thank Mark Potts for the work he has done on the website in the past. He has run into some Internet provider problems and has retired from the Webmaster duties. Rich Erikson has volunteered to take over the Webmaster duties. Keep your eye on the website because Rich has some ideas to try out and see how they go over. Jeff Torsud brought in some books last meeting written by Stephan Lloyd on heli set up. I took one home and read it cover to cover. There are some very good tips in this book. Jeff said he would bring some more in at a later meeting.

I would like to thank everyone who donated their \$1.00 refund on fuel back to the club. We will be meeting at the other end of John's this month, at the raised part of the dining room, so keep that in mind. We plan on the proper fuel settings discussion and a new antenna trick, and maybe some show and tell.

Soft Landings! Terry

Vice President's Message

As I write this, it's a rainy Sunday and I'd rather be flying. It's been a month of change; if you weren't blown away by the wind, snowed out or rained out, you might have caught one of a few good days for flying. I hope you did. One of those days taught a few good lessons that I can pass along. If the weather's good, I'm sure you'll find flyers at the field before the next meeting.

Several nice heli's were brought in to the last meeting, and I apologize if we missed an opportunity to let their owners show them off in presentations during the meeting. They certainly got a lot of attention afterwards. Thanks for bringing them in. I think we all appreciate the monthly examples that are brought in by the members and look forward to the next meeting's examples. We're still planning on Terry leading a discussion on how to know when your needle's set right; three heli's went down last month due to needles set wrong. Would anyone like a future demo on how to disassemble (and reassemble) an engine, such as when a crankshaft breaks and/or you want to change piston, liner or bearings? If so, please volunteer at the next meeting or bring in a motor that you would allow to be demo'd at a future meeting. At this meeting, I'll bring in materials to show how to install a nearly trouble-free, low noise, CHEAP, can't get into the blades, can't vibrate and break off, no-connector antenna mount. Those who've tried it like it, and it's got less risk than any alternative I've seen.

Club Meeting Minutes from 4/10/01

The meeting was called to order by Terry at 7:30 PM. There were 24 members and 1 guest present.

The treasurer reported the club balance to be \$425.35.

Old Business:

Terry informed everyone that our frequency board had been delivered to the forest preserve district and was scheduled to be installed sometime this week.

He also stated that everybody had picked up the first 3 person Crash and Smash award except Ross, and asked Ross to step up to accept his award. He also told us that he had left his Award at home because he was still carrying Tony Sheffield's in his briefcase.

Our Crash and Smash award for the month of April went to Vice President Steve Jensen.

Terry informed us that Mark Potts had lost his Internet connection and that he wouldn't be able to update our website. He asked if anyone had any experience with web pages and would like to help out. Rich Erikson said he would help with it.

He also told us we had completed our club fuel order from Al's Hobby Shop and that everything went well, our final order was 31 cases.

Terry mentioned that he attended the Toledo show and that he saw some pretty neat stuff, some of which included: some scale ships and a 10-foot aircraft carrier with airplanes on deck with their props turning. He said he stopped by the associated booth and took a look at the new 50 + 60 sized fury helicopter which would cost approx. \$700.00

New Business:

Terry mentioned that somebody had brought up the question of lifetime membership dues. A discussion of this followed with these points brought up.

We talked about possibly a 10-year membership would be a good idea for cash in advance for our club, and that we wouldn't be able to give refunds once a member paid the lifetime membership. Terry said he would put something together for our next meeting.

Terry told us he has 4 different fun-fly fliers, but that he had forgotten them at home and would bring them to our next meeting.

Terry brought up our fun-fly and told us that Rodney Laureano had volunteered to make up our fliers this year and that we needed more members to volunteer to make this fun-fly work.

Games were discussed and we decide that the bottle dropping game would be dropped because of the fatality rate from last year.

Returning games would be the bomb drop, and copter soccer. Additions for this year would possibly be a Heli pick-up game, and drag racing that would use boat horns at the start and finish lines for safety reasons.

Terry also showed us a first draft on a letter for donations.

Our agenda for tonight included:

Steve Jensen demonstrated Servo testing with an apparatus he put together. He showed us centering, holding, and lifting ability of different servos. Best being the digital servo Terry had on hand.

A group discussion on proper fuel settings lead by Terry. That we never had!

Our monthly pizza-eating contest was held, with Marty being the winner!

The club raffle was held.

The meeting adjourned at 9:15 PM. By Club Secretary Neil

Editor: Another club first. The above minutes were done in record time. I received them at 5:30am on 4/17/01. They don't make Sidekicks like Neil any more!!!

Notes from Steve Jensen

Adventures in Flying

Last month, I commented that I hadn't developed a good habit of hitting throttlehold in an emergency. I practiced hitting the switch one day recently before going up. During the third flight, the normal 19,000-RPM engine hum suddenly appeared to double in RPM. I quickly hit the throttlehold (It's a good thing I'd practiced) and also hit about two other switches in the same area on my transmitter (none of them critical in function). The following Auto was both too slow in descent and into some very rough ground; the flare was minimal due to blades too slow, and the tangled dead weeds ensured that it tipped. Standard boom and blades damage. Cause of problem: After close to 400 flights, the OS 32 crankshaft broke right at the base of the threads on the output shaft. Have flown it since, with a new crank, front bearing and gasket set. Lessons learned: 1) practice and develop the throttlehold habit. Maybe it prevented some engine damage at that ridiculous unloaded RPM. 2) In an auto, Get'er down fast. Knew it, didn't do it.

I still felt brave that day, and had a new (6 flights) backup Raptor ready. Pulled it out and put it up. On the second flight, while doing a stationary tumble, a long silvery item was thrown from the heli. Lessons having been learned, the throttlehold switch (and no others) was quickly hit and the heli was brought down much faster this time. Plenty of blade speed, smooth flare and no damage (at least not due to the landing) right in the middle of the runway. Cause of problem: the original equipment Raptor boom supports couldn't survive 3D and gave no warning (no black crack next to the screw head). One broke, got caught in the blades, gouged one blade and got slung free. Lesson learned: The original boom supports are good for upright flight, maybe for mild 3D, but you must go to something stronger for tight stuff. The original boom supports have one good advantage; while you're learning, they're much less likely to destroy the mainframe boom support area (by ripping it out) in the event of a crash. For this reason, when gluing on the ends of the Quick alloy boom supports, I use CA glue and don't do anything to strengthen the bond, such as by roughing up the joints first. It's OK if they twist or come apart in a crash; I'm sure that's saved my frame more than once.

More "I Am A Crashoholic" lessons

These lessons pertain to the Crash and Smash award won at last month's meeting:

- 1) Don't fly very far away. It's not always easy to tell a heli's orientation.
- 2) Don't fly toward the sun, even on a hazy, cloudy day. Try to stay down-sun, or be very careful. Better to fly a lit heli than to try to fly a shadow.
- 3) There will be times when you're at the mercy of available power versus downward velocity. In the "winning" crash, the downward velocity sucked up the engine power and blade RPM. It was all over, even with all controls in the right position, at 40 feet. Downward velocity won as the blades stalled and the engine bogged. On the flight simulator, the same conditions result in a descent that stops. No crash. A quarter loop would have been better than an attempted dead stop.
-

Raptor Body Work

After an accident, do you have dents or white stress marks in your heli body or windshield? Try a blunt instrument such as a Sharpie marker pen body. A Raptor body presses back into place and stays surprisingly well, almost as if it were made of lead sheeting. Pressing on a windshield crease to smooth it out also will reduce or eliminate the white stress coloration.

Servo Arms

I think that you all know that each arm has a number (1 to 4 or 1 to 6, usually) and each arm has a different orientation so that the arm that has the best (perpendicular?) orientation can be chosen. I was surprised to learn that each assembly is not necessarily the same as another. Example: If you used output arm 2 on one assembly and need to replace it, don't just put the new ball on another arm 2 of the same type. 'Taint necessarily the same!

Trimming the Heli

The following steps may be helpful. It's easy to forget something, such as when I was shocked to rediscover that the trims have to be set independently from each other in norm, idle1 and idle2. This applies, at least, to a Futaba 8-channel.

I use a lot of throw in order to allow tight tumbles and rolls. Make sure you test the linkages for binding under all combinations by spinning the head with sticks in the corners with max and min pitches. I grind the excess screw length off of the screw on the long end of the mixing lever so it won't catch on the flybar control arm. I also put a bend in the long mixing lever linkage rod so it won't hit the washout assembly (using Ross' reversed head setup). So it's not so twitchy in hover with all that throw, I use -80% expo on elev and ail; that gives you most of the throw only when you are near the end of the stick movement. For radio setup, I use exactly what Thunder Tiger recommends on their sheet JK0019, "configuring the Raptor for 3D". All of those throttle curve, pitch curve and pitch angle numbers are good enough for me.

- 1) Set the swashplate to be level in "norm". If you try for a froghair of right tilt (as viewed from the rear), you'll probably overdo it. When you move the stick, the swash should move as if you are grabbing the top of the main shaft instead of the stick (right tilts right, forward tilts forward)
- 2) Pull the tail blades as close together as you can get them, similar to the way you fold the main blades. Point them up. Put Gyro in rate mode, not HH.
- 3) Adjust the rear blade so its tip is about 11/16" to the right of the other blade's tip. Move the rudder stick to the left. The rear blade should line up with the other blade then continue to the left. (Marty first wrote this trick up).
- 4) Move throttle stick forward. The main blade leading edges should rise and trailing edges fall.
- 5) Make sure throttle is correct; on a Raptor, forward stick sends the throttle CCW (to the rear).
- 6) When you're happy with the centering in the "norm" mode, flip to idle-up 1 and reset the trims for all except pitch and throttle. Flip back and forth and adjust until the 3 servo arms don't move between the 2 positions.
- 7) Repeat for idle-up 2. The throttle-hold mode uses the "norm" trim values, so no action is necessary to set the trims for that.
- 8) Fly the heli in "norm" with rate gyro mode.
- 9) Trim the servos.
- 10) Track the blades.
- 11) Shut down the heli and repeat steps 6 and 7. Because you're doing it now, you didn't really have to do it back at steps 6 and 7, but it was good practice; you'll be at the field for step 11 and want to be more comfortable with it by then.
- 12) Fly the heli and tweak the trims in idle-up 1 and idle-up 2. They shouldn't need much.
- 13) Tweak your pitch for equal rate of climb both upright and inverted in idle-up 1.
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Good Eats by Chef Neil

Pepper and Cheese Quesadilla

2- Poblano peppers

2-1/2 cups Chihuahua cheese, shredded

6- Flour tortillas

1- small tomato, chopped

1- small onion, chopped

Cut pepper in half, remove seeds, and cut into slices.

Fold tortilla in half, open the tortilla on one side and put a few slices of pepper, add some onion and tomato, sprinkle cheese over equally. Fold tortilla pressing gently. On a skillet or grill cook Quesadilla over medium heat for 2 to 3 minutes or until lightly brown, turning once.

Editor: Looks like a winner. A tasty treat from Chef Neil! Stay tuned! Next month I will contribute one of our old family secret recipes. This mouth watering cherry dessert can be whipped up in minutes from only three ingredients.

Event Calendar

Bulletin: 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. Beginner, Intermediate and Advanced pilots are all welcome! Entry fee of \$25.00 includes a Saturday night succulent pig roast dinner, which I have been told rates 4 Beer Steins*. All proceeds will be donated to Driscoll Hockey Scholarship fund in memory of our friend, Al Fuchsen. Site: Fermi Lab club field, Batavia. Sponsors: Fermi Lab Barnstormers/Al's Hobby Shop. Also hot food right off the grill is available at the field; I give it 3 Beer Steins* for taste and presentation, a relaxed back yard fare, with a wide choice of condiments, grilled under a small shade tree. What more could you ask for? Great fun!!! For more info contact Jim Zagel CD at PH: 630-208-9131

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 impressive, annual St. Charles Festival of the Giants is going to be held July 13th through the 15th. 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. Grilled food is also available, and I give it 2 1/2 Beer Steins* with the usual great back yard flavors we have all come to enjoy and expect from these gatherings, with hot dogs done to a turn! 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.

May 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

Editor: I will be sending out unannounced one of our cub reporters from the staff of our newsletter's Good Eats section to report on the cuisine at the Palos R/C Club field.

Wausau R/C Sportsmen Club has two gatherings to report. The first is their Model Aircraft show, Sat., August 18, 10am to 4pm and 2nd their seventh annual R/C Swap Meet and Auction, Sunday, Oct., 28, 9am to noon. For more info call Russ Putman at 715-536-9214. Sounds like a well planned get together. I am not sure what percentage will be helicopters. Information obtained by Jaimie

IRCHA Confirmed 2001 Contest Calendar

<u>Date</u>	<u>Event</u>	<u>Location</u>
May 5-6	Orlando Classic Contest	Orlando, FL
May 18-20	West Coast 2001 Hirobo, Cup Fun Fly	Encino, CA
May 26-28	Team Trials	Muncie, IN
June 2-3	Michigan Whirlybirds Contest	Grosse Isle, MI
June 9-10	Roanoke Contest	Roanoke, VA
June 14-17	NW IRCHA Jamboree	Boise, ID
July 6-10	AMA NATS	Muncie, IN
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**

Our Web Page Update

Hi everyone...My name is Rich Erikson and I am taking over the duties of the web page. I am going to add a page to the site that will be a pilot log of sorts...My Idea is that a list of pilots, what they fly, and what town they live in and an email address or phone number could benefit many people... for instance, you may be building...oh...let's say...maybe....a Raptor(who isn't)and you are having a problem, well, you could go to the web site and see who else has one and contact them. Or maybe you are looking for a flying buddy close to your town...I live in Crystal Lake so going to the Addison field every time I want to burn some fuel is not always do-able. There is a national pilot log (which I will put a link to) that gave me the idea and that I have put my info on and it has already put me in contact with a Rappy pilot out my way. All in all I think it is a good idea; if you have any comments or suggestions let me know. To get started you can email me, if you want to be included, the following info (part or in whole)

Name:
Town you live in:
Email address or phone # or both:
What Heli's you are flying:
Web address..if you have one:
Any short comments:

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: 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

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, 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.

Club Officers

President Terry King 815-547-7016

Vice President Steve Jensen 630-553-6590

Secretary Neil Nesheim 630-351-4002

Treasurer Robb Rinn 630-906-1731

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Editor/publisher Marty Davis 630-377-1865

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MLD999@worldnet.att.net

Club Web Site

Web Slave Rich Erikson 815-356-8518

Membership Application/Renewal, Annual Dues \$20

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email _____

- o AMA No. _____ Frequencies Used _____
- o
- o Field Permit No. _____ For permit information call 630-933-7200

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!!!**

[Note from Neil:](#) We need AMA numbers for the following members so we can add them to our AMA club roster. Jeff Anderson, Rick Dittman, David Hurst, Rod Laureano, Bruce Leibold, Rodney Miller, Robert Rinn, Jim Sensor, Troy Daniels, and Phillip White. Please forward this information to our club secretary, Neil

Thought for the Month

Words of wisdom from our new Web Slave, Rich Erikson: "As always keep the things that spin out of the dirt!"

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