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CHOPPER NEWS

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“United We Stand”

“Let’s Roll”

Northern Illinois Radio Control Helicopter Assoc.

One of The World’s Largest R/C Helicopter Clubs

AMA CHARTER NO.2099

January, 2002

**Next Club Meeting, 7:30 pm Tuesday,
January 8th**

At John’s Pizzeria, 100 E. Lake St., Addison, IL

Editorial

I just barely survived installing a surround sound system in our den. At least now I know what I can dedicate the rest of my life to, the mastering of six remote controls. I counted about 1000 buttons. Does anyone ever know how to use all 1000 buttons??? Is it just me, or has anyone else picked up a remote and tried to make a phone call??? In fairness to me, I think one of the remotes might be a phone. I am just barely holding on to the tail end of technology as it tries to pass me by.

Well, Buckaroos, it is getting to be that time of the year again when we renew our club membership. Just think! For a mere 20 bucks you get the use of a great flying field for 365 days, 12 informative meetings with access to beer and pizza, lots of highly experienced field help, the latest technology at your fingertips, be able to take a chance on 12 club raffles, share crash stories with 58 great flying buddies, be part of our grand annual club fun fly, feast on Krispy Kreme donuts on the morning of January first, and, last but not least, you get 12 issues of the much touted CHOPPER NEWS. All this and still only 20 smackeros! What more could you ask for? You are the club, and the club needs your support! Please ask your wife to renew

your membership NOW!!!! Let's get it mailed today and save me a ton of that much-dreaded paper work!!! Anyone who has lived through an MS mail merge knows what I'm talking about. 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.

Our Forest Preserve permit fees are due, and it is very important to our club that we keep our permits current. The park district does check for permits from time to time, and last year one non-member received a 75 dollar fine from the park district. Anyone who has tried to fly a helicopter at an airplane field knows how much it means to have a field dedicated to helicopters and all for the cost of only 25 to 30 dollars. Many clubs around the country are envious of us with our well-maintained and manicured field, thanks to the DuPage County Forest Preserve. As a group we all have to pull together so that we pay our fair share to keep this great field of ours open and resist the urge to be penny wise and pound-foolish. Remember, technically if you do not have a paid up permit and, God forbid, you are involved in an accident, you may not be covered by any insurance, yours or the AMA. Get your permit today. You will sleep better!! Call 630-933-7200 for permit info.

Please, send me any changes to your Email or phone number, and I will post it so members can update their member list. Patrick Dennis has an Email address change, HaloJumper@Ameritech.net. Mark Clausen's Email address has also changed, markclaus@hotmail.com.

We want to welcome our new VP, Mark Clausen. If Mark is just half as intense as Steve, he will do a great job for us. It was very nice of Mark to volunteer his time to our club.

I don't fly a Raptor 30 helicopter any more. I fly what I call a Marty Special. My Raptor has metamorphosed into this one-of-a-kind chopper. There are no longer any original parts on it. It is now made up of 100% upgraded parts to improve performance. Now my Marty Special can do anything a standard Raptor can and only costs twice as much, with lots and lots of shiny and colorful parts. Let the rest of the club hear about any upgrades you have put on your chopper and also any new Christmas toys for that matter.

Remember, just like last year, we here at the Chopper News are available 24 hrs. a day, 7 days a week, 365 days a year for your convenience.

On a sad note, I just received word from Terry that our friend and member Jim Sensor passed away. He was always so upbeat and fun to be around at our meetings. He helped on more than one occasion with our newsletter and was a great individual to know. Jim will be missed by all of us. Marty

President's Message

I hope your Holiday Season was one of Joy and Happiness. I hope you all got the things you wanted for Christmas. Now it's time to work on keeping the New Year's resolutions that you made: fly more, eat less, fly more, drink less, fly more, crash less, fly more, spend less.... Well, you get the idea! I am planning on going to the New Year's Fun Fly/ Krispy Kreme donut fest; I hope I will see you there. I was able to track down my glitches that were showing up on my Raptor (4 or 5 each flight). I had it in my head that it had to be a bearing, because I would get more glitches showing up on the BC6 in Idle UP with the higher head speed. After I changed all my bearings that rotate, I still had the glitch. I changed Receive crystal and still had it. I changed the receiver, and it was gone!!! So I need to send that receiver in to be repaired. This has been going on since I crashed and took out the Futaba 501 gyro. I need to add the receiver to my list of crash parts. Soft Landings! Terry

The Passing of our Friend Jim Sensor

Jim was a member of our club. He had a love for flying, and anything that flew was enjoyable to him. Jim died December 21st after a battle with cancer. He was a captain in the Air Force, served in WWII, and received the Distinguished Flying Cross and a Purple Heart. He was also a POW for 14 months. He came to me for help with his Helicopter and his flying skills. He became a good friend and was becoming a RC heli pilot. I will miss him.

Happy Flying and Soft Landings Jim! Terry King

Raptor Start Shaft Alignment

Lately I've been getting all kinds of glitching at high head speed/rpm. After some fairly nonscientific testing, I think it's originating from the start shaft. After disassembling the start shaft, I noticed some wear near the Pinion location. The pinion, which should always clear the start shaft, is rubbing on it instead. Many of us are familiar with the advice of aligning the motor mount/engine in the frame to minimize the drag of the start shaft. I had everything aligned in this way, but upon checking the drag again and again, my results would vary from no drag to enough drag to nearly turn the engine over. It all depended on the crankshaft position. After watching everything while I turned the engine over, I noticed the clutch bell was moving around. I took the engine out and found the fan hub to have quite a bit of run out. I also removed the fan and checked the crankshaft for run out, but it is fine. That meant the fan hub is not true. I also checked the clutch bell and start shaft for run out. They are fine. The clutch is mounted to the fan and the one way bearing is pressed in the clutch. The start shaft rides in the one way bearing, so run out in the fan/clutch assembly will tend to walk the bottom of the start shaft around. Because the start shaft is moving around, the clutch bell/pinion assembly will also move around and can cause the inside of the pinion to rub on the start shaft. I ordered an

aftermarket fan (Quick) that will hopefully correct this whole alignment mess. Should run smoother, too. I won't argue if the glitch goes away, either! Mark Clausen

Third Bearing Mod

My start shaft problems in RAPTOR START SHAFT ALIGNMENT reminded me of a website I came across a while ago. It describes the addition of a 3rd bearing to the start shaft, between the 2 bearings that are already there. Folks, I'm not generally one to criticize something I haven't witnessed, but this 3rd bearing idea just doesn't hold water for me. It attempts to remove the clutch bell play you get after you remove the engine. This it would probably help with, but is unnecessary. They seem to have completely forgotten about the one way bearing in the clutch, which when engaged with the start shaft, will support the start shaft and also the clutch bell bearing. In my opinion, adding more bearings to the start shaft would only add more drag. The bearing holder as shown on

the website is not attached to the frame, but only trapped between frame halves, so any support from it would be minimal, anyway. What do you all think? The website is <http://www.rcheliweb.co.uk/> Mark Clausen

NIRCHA Jackets

I have had several people ask me if we are going to place an order for club jackets this year. You all know the ones; they are very nice jackets with a 15-color heli on the back along with Northern Ill. RC Helicopter Assn. on them. These are good quality jackets with the heli and wording embroidered, not silk screened onto the jacket. Ask any one of the members who got them last year and see what they think of the jackets. I wear mine in the cold weather. It is plenty warm enough for me. I have talked to the people who did them last year, and they will do them again this year. The cost is \$80.00, the same as last year, and is due when you place the order. In the past I have placed the order the day after our meeting and was able to pick up the jackets for delivery the next meeting. I have to have a minimum order of 7 jackets. We will offer a black jacket with Beige trim this year along with the beige jacket with black trim color of last year. I will be taking orders for the jackets at the January and February meetings and will try for delivery at the March meeting. If you are not going to be able to make either of these meetings, call or email me so we can make payment arrangements and get your jacket ordered. Terry

RealFlight Add-on Volume Three

Have you tried the new RealFlight Raptor add-on? Got it for Christmas. It's got both the Raptor .30 and .60. It's got other stuff, too. About the .30-size Raptor.... it comes with the upgrade muffler and a header tank. In the aircraft choice screen, it says “* Raptor 30

reproduced with the authorization of Thunder Tiger Model Corporation. Registration pending, all rights reserved.” Even so, if you look really really close, you’ll see that it even has an OS Max SX .32. It’s a sim right after my heart! As it’s set up, it has characteristics similar to stock. The tumble and roll rate are about like the std. black fly bar paddles. If you set up an edited Raptor and reduce the mass of the fly bar paddles to half the value they come as, those rates come right up to K&S paddle rates. Doing a fast backwards pass is a pitchy experience caused by the standard horizontal fin. Edit that fin to half its length (just as I do with the real one), and the backwards action smooths right out. It’ll fly like a trimmed tail but will look standard. Got a driven tail mod? You can click that on. Want heading hold while in Norm mode rather than the default Rate mode? Click HH to “always” in the menu. Just like the real .30-size, it bogs if you try to get too violent. It auto’s about right. I can’t tell you about the .60, but if it’s as good as the .30 simulations, it’s good. Steve Jensen

Club Raffle Update

The Club raffle is entering its third month, and we have sold 50 tickets. Don't forget, the winning ticket won't be drawn until all 100 chances are sold. So help support Your Club. As before, I will have the tickets for sale at the meeting, or you can contact me at rtk5812@netzero.net or by phone at (708) 499-0155 after 7:00 P.M.

Ron Kwilinski

Our Web Site News

I have a bit of news for the members of Nircha.... Please check out the web page as Kevin Cashman and I (a joint effort...or disjointed if you prefer) have added a bulletin board for our fellow heli pilots to use. Post questions, hints and tips, general comments, or whatever (keep it clean, boys). This could be a really fun part of the web site if we can get people to start to use it.

Keep the stuff that spins out of the dirt (or snow)!!!! Rich Erikson Web guy

Editor, I believe this is a use it or lose type of situation. A lot of time and effort goes into this site. Let’s all try and make a special effort to use this bulletin board. Log on today!!!

Open Email to club

Dear Marty,

I would like to send a big thank you to Mr. Ron "the hovering king" Kwilinski and Jerry "the motor man" for helping me fine-tune my machine. These two gentlemen did an excellent job with my Hawk 30, especially with the O.S. 32. Hey Ron, no hard feelings on breaking the landing gear. Hey, you might win crash and smash award. Sincerely, Jorge Gonzalez

Questions and Answers

Q. I am starting to have quite a collection of burnt out OS 32's. I cannot seem to turn off the governor fast enough to keep the engine from going to full RPM with no load on it or, at other times, the engine ingests a whole clutch. Can anyone tell me if it is worthwhile to put new piston and sleeve or new bearings in to make the engine like new??? Also, how can I tell what parts are needed??? Do I have to worry about crankshaft damage??? Will it be cost effective??? Marty

A. The general consensus at the field is that, if I clean up all of my damaged OS 32's engines really, really well, they will make excellent paperweights. In other words, the parts cost way more than a new engine.

Good Eats by Chef Marty

I have recently acquired a taste for Crab Cakes, a food that not too many years ago I would not even want to be in the same room with, let alone eat. Now that I am 39 years old, I have transitioned from eating to live to living to eat, and my bathroom scale can prove it!!! I must admit this living to eat is a lot more fun, and besides, I am trying to bulk up a little. The recipe makes 5 crab cakes. Mix two 6 oz. cans Reese's lump crab meat with 1 egg, 2 tablespoons mayonnaise, 1 tablespoon minced onion, 2 teaspoons Worcestershire, 1½ teaspoons Old Bay Seasoning, ½ teaspoon minced parsley, ¼ teaspoon mustard, salt and pepper to taste, and ¾ cup bread crumbs. In a 12-inch skillet, cook crab cakes until golden brown on each side in ½ inch of peanut oil. Cook 3 or 4 minutes on each side. Bon Appetite!!!

Event Calendar

Swap Til' You Drop 2002, Radio control Swap meet, Sponsored by: Suburban RC Barnstormers Inc. on March 9th, 2002, 8am through 12pm, Planes, Boats, Cars, Helicopters, and more. Held at the DuPage County Fair Grounds. It is always great fun and with lots of neat stuff for sale. Talk to some of your friends and maybe get a table or two or just stop in and find some great buys. For more info contact John or Debbie Howe, (630)-372-4536 or Email 1flyRC2@Home.com

For Sale, Lots of Good Stuff

For Sale: Lite Machine, it has a Sport Piezo Gyro, Hitech radio. New parts include: motor, clutch, tail boom, main blades, main shaft gear, and 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: 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: Remember in most cases when you sell something you are making it available for another member to use. Let's help another member out. Price it right and help someone get back in the air!!! Let's all make an effort to put in more stuff for sale.

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: www.nircha.com and is maintained by Web Guys, Rich Erikson and Kevin Cashman.

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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