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CHOPPER NEWS

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Northern Illinois Radio Control Helicopter Assoc.

One of

The World’s Largest R/C Helicopter Clubs

AMA CHARTER NO.2099

April, 2003

Next Club Meeting, 7:30 pm Tuesday,

April 8th

At John’s Pizzeria in Addison

Editorial

I can’t believe it, but I missed my second meeting in a row. The first was that snowstorm and now a major head cold derailed me. If I went to the meeting, club may have asked me to leave and take my cold with me. When you miss meetings, you get out of the loop real fast.

We have yet another new member. I am pleased to welcome Alex YaKush to our

club. Alex resides in Melrose Park. Alex, please do not hesitate to put something in your favorite newsletter, and that goes for the rest of you, too.

Our club fuel buy is on, but the days are running short to get in on this big buck savings from Al's Hobby Shop. Rich said that this is the last meeting to order fuel. Ordered by the case the cost is \$17.49 per gallon for 30% nitro, and I believe that includes the sales tax.

President's Message

If you missed the last meeting...I had made the announcement that our club members now cover the full range of heli's, from indoor electrics to turbines...yup turbine. Club member Jeff Anderson has taken the plunge and has a Jet Copter on the way. My job is to build it and take turns flying it, all the fun, without the expense. I am hoping to have it at our club fun fly in Sept., which will require myself getting turbine certified... it is these tough duties as president that I just think is too much... If anyone has an interest in turbine aircraft, jets or helis...contact Jeff Anderson or visit his website (which I created) www.rcturbine.com.

Our Club fuel buy is in full swing. We will be taking the last of the orders and money at the April meeting, and fuel will be delivered at the May meeting. If you purchased fuel, please plan on attending the May meeting so we can distribute all of the fuel. My wife may not be so kind to me if I have a garage full of fuel...she will think I bought it...

With the weather getting warmer I would hope you all are out there flying...can't have another month go by without a crash and smash award...how about it, Marty? You had been on a "winning?" streak. Really, folks...fly safe and keep 'em in one piece.

Keep the stuff that spins out of the dirt.

Rich Erikson

VP MESSAGE

RAPTOR 30/50 ELEVATOR ARM LINK PINS:

I don't know if anyone else will have this problem or not, but I doubt I'm the only one, so here goes:

There are 2 pins that form the hinge points between the elevator links and the grey elevator rocking piece. The pins are just pressed in place with only a friction fit. My R30 v.1 never had a problem with the pins moving out of place, but my R 50 v.2 pins moved during every flight. Both pins always moved the same direction, so I guess the pins or the holes in the plastic are tapered a bit, causing them to want to work out. They moved to the point where one side on each pin was almost totally disengaged with its elevator link.

Fixing the problem:

One obvious solution to keep the pins in place would be to peen over the end of the pin that wants to go through the link. So off I went to do this with a hammer. But my big fat fingers got in the way while trying to hold the tiny pin. To make the story short, holding the pin could have become a pain. Then I noticed that the link normally rotated on the pin, with the pin held stationary in the grey piece. This was the condition of least friction. Not wanting to upset the natural order of things, I thought it would be better to fasten the pin in the grey piece and avoid any chance of undue friction. To do that, I chose to make an opening in the grey piece for some CA. This was done by making a perpendicular slit in the center of the pin boss with a cutoff wheel and dremel tool. Then I just reassembled the unit and applied some CA in the slits to anchor the pins. I don't believe there is an issue with losing any strength because of the way the loads are evenly

applied and because the metal pin keeps everything stiffened up.

So far, so good. The pins have not moved a bit.

FLYING THE RAPTOR 50 v.2 with TT50 ENGINE

First I should say this is a very early report in my personal evaluation of the R50 v.2, having only flown about 1.5 gallons through it. These are my own opinions only and as such will probably go against the norm, and I may change them as time goes on, but what the heck, I've got a bone to pick!

Positives:

So far, I love the longer, stronger 600mm carbon Maverick blades I chose for this heli over any 30 size blades I've ever tried. They have much more authority in the air and are more stable in hover as well. I also find the new v.2 head to be problem free in the most demanding flying I know. I chose to use the red 80 duro dampers from the start and have had no negative issues with them yet. I purposely banged the sticks everywhere imaginable and let the heli flail and flip about just to see if it was going to be trustworthy or not. I am happy to report it passed my multiple stress tests with apparent ease. The TT50 starts easily and idles well, unlike the OS 32's I've had. I find I can run more gyro gain with the 50 than I ever could with my 30.

Negatives:

What I initially thought was a lack of cyclic response turned out to be just low headspeed. Low headspeed? What the heck is going on, here? This is supposed to be a 3D ready to rock heli! Well, I think I'm ready, but apparently the TT50 is not. At least not yet. After checking everything out, I'm convinced the setup is OK. At this point, collective is set at 7.5 degrees just to maintain a (stately) 1800 rpm vertical climb. So much for ready to rock! Oh sure, it would probably get better with more fuel through it,

but at this point it seems it could never live up to a high performance standard. The TT50 runs smooth as butter, starts and idles great, and seems like the perfect TRAINER engine.

Keep 'em spinning!!!

Mark

Email From Jeff Anderson

Hi Guys,

Rich Erikson "Our New President" just finished up my "TURBINE" Web site, Check it out!!! www.rcturbine.com

We will have a Turbine Heli here and flying for all to see soon!! Remember the AMA requires a Waiver to Fly any Turbine aircraft. As an AMA Turbine CD, I can help in getting that waiver. You must fly a "NON TURBINE" Heli for the flight test.

Call (630-803-8940) or "E-Mail" jeff.anderson@rcturbine.com to set up a time if you want to be signed off so when you order one of these Helis from us after you see it.... you will be ready to go.... Check out the AMA Waivers section on my site ...all documents are there in

the Heli section...

Any questions or thoughts.... Let us know

jeff.anderson@rcturbine.com 630-803-8940 Anytime!!

Jeff Anderson

JETCAT USA REP

AMA TURBINE CD

Email From NIRCHA Webmaster

Hi,

I received an email from one of our forum users with an attachment that contained a virus. The email appears to be a response from a subscribed thread. This forum does not allow email attachments and is blocked from the forum setup.

If anyone receives an email from this forum that contains an attachment, please let me know. I will investigate the source.

Kevin, NIRCHA webmaster

Email From Our President

Hey Marty,

April is the last meeting we are accepting money for the fuel...30 % is 17.49 a gal and we are ordering in cases...i.e. four gal. The May meeting we will be giving out the fuel to the lucky buyers...cash or check up front...no money...no fuel. I will be a nice guy and take money after the meeting...you just have to figure out how to get it to me!! Rich

Basic Futaba GY-401 Setup Instructions

Basic Futaba GY-401 Setup Instructions:

1. Turn on your transmitter.
2. Verify in your transmitter you have NO TRIM or SUBTRIM on the “Rudder” Channel.
3. Verify the rudder channel ATV’s are both at 100 for left and right directions.
4. Plug your tail servo directly into your receiver.
5. With the rudder stick centered, install a servo horn on the tail servo, so that it aligns up at 90 degrees.
6. Install a Ball out about 14mm on the horn.
7. Unhook the tail rotor pushrod from either the servo, or tail box bell crank.
8. Turn on the flight pack battery power.
9. Input a right rudder command. Note the direction of the tail rotor servo.
10. With your fingers, grasp the pushrod and move it in the same direction as the servo just moved.
11. Note the direction of the tail blades. (The leading edge of the tail blades should point to the left, if you are looking at the helicopter from the rear. If this direction is backwards, go into your radio, and reverse the servo direction on the rudder servo. Repeat step #8 until the servo and pushrod make the tail blades go in the correct direction.)
12. Turn off your flight pack battery power.
13. Unplug the tail rotor servo from the receiver.
14. Plug the GY-401 into the receiver, (channel #4).
15. Plug the GY-401 gain adjustment into the receiver, (usually channel #5).
16. Plug the servo into the GY-401.
17. Turn on your flight pack battery power, and watch the LED on the 401; it should blink very fast for about 3 seconds. (Gyro is Initializing)
18. If you have your transmitter mode switch set (usually the gear channel) for AVCS (heading hold) the LED on the 401 will remain solid. If not proceed to next step.

19. If you have your transmitter mode switch (usually the gear channel) set for “Normal Mode” the LED will go dark, after the 401 finishes it’s “Initializing Routine”.
20. Either way, you want the GY-401 in “NORMAL MODE” so you might have to switch the transmitter SWITCH you have set for the mode change.
21. Input a right rudder command on the transmitter; note the direction of the servo.
22. Is this direction the same as you achieved in step #6?
23. GY-401 Limit Setting: Now move and hold a full right rudder input on the transmitter.
24. With your fingers physically move the tail pushrod to try to align the ball link and ball you disconnected in step #4. If this doesn’t “fit” don’t worry, just note if the ball link is short or long to the servo ball on the horn.
25. Input and hold a full left rudder input in the transmitter.
26. With your fingers physically move the pushrod, and try and match up the ball link and servo ball on the horn.
27. If both times you do this you find the ball link is “short” from meeting the servo ball on the horn, go to the 401, and turn UP the “LIMIT” setting just a smidge. Repeat steps 20 – 24.
28. If both times you do this and find the ball link too “far” from meeting the servo ball on the horn, go to the 401, and turn DOWN the “LIMIT” setting just a smidge. Repeat steps 20 – 24.
29. Play with the settings until you can line up the ball link and ball for both directions, maximum throw.
30. Once you have the “travels” matched in both directions with no binding, hook up the pushrod where you previously disconnected it in step #5.
31. Now we need to verify the “Gyro Sense Direction”.
32. Push the transmitter rudder stick to the right; verify the tail blade leading edge goes to the left, if viewed from the tail in position.
33. Note the direction of the pushrod for a right input.
34. Release the rudder stick, back to spring loaded center.
35. Put your transmitter aside, but still leave it turned on.
36. While the heli is on your table, grasp the helicopter, and rotate the nose of the helicopter towards the right. You want the GYRO to input a LEFT HAND COMMAND to the tail rotor. If this is backwards, flip the slide switch on the 401 for direction.
37. Power cycle your flight pack battery pack.
38. Once the 401 finishes its initialization, repeat step 34, until when you turn the heli on the bench to the right, a left input is given, and if you rotate the heli to the left, a right input is given.
39. Go outside: Start the heli, but don’t take off!
40. While the blades are spooled up, give a slight right rudder input.
41. Did the helicopter’s nose go to the right (if you are viewing the helicopter from the

tail in position)?

42. If step #39 is correct, you can proceed, if not DO NOT TAKE OFF, and fix the problem!

43. On your transmitter switch the “Mode Switch” so you will now be in AVCS MODE, (Heading Hold).

44. Very gently try to hover the helicopter just a few inches off the ground. The tail should be solid and not drift.

45. If so proceed.

46. Land the helicopter.

47. Mechanically Trim the Tail: On your transmitter flip the switch you have set for the mode to “NORMAL”.

48. Spool up the blades and try and hover a few inches off the ground. WARNING!!!!!! The helicopter is going to pirouette to either the left or right.

49. Land the helicopter.

50. Disconnect the tail rotor pushrod, and either shorten or lengthen the rod a turn or two.

51. Hook the rod back up.

52. Try to hover just a few inches off the ground. Did the pirouette rate decrease or increase? If you turned the rod the correct direction, the rate will decrease.

53. Keep adjusting the rod length, until when you can pull the helicopter off the ground in NORMAL MODE and it doesn't pirouette to either direction, then the rod length is adjusted properly.

54. Land the helicopter.

55. Flip the switch on the transmitter you have set for the GYRO MODE 3 times very fast. The 401 will now memorize the new center position.

56. Now flip back into AVCS and go fly!

If you experience “tail wag”, try turning the gyro gain adjustment down on your radio. Usually the ATV's for the gear channel, or a GYRO SCREEN if your radio has that. Keep turning down the gains, until your tail stops “wagging”.

That's it...

Remember every time you turn the flight pack battery power on, you must have the transmitter on FIRST, and the Gyro Mode Switch set to AVCS! The 401 will initialize (flash very fast for 3 seconds) then the LED will glow steady. Your set... Also, don't bump the helicopter while the gyro is initializing. Rich

The Hummingbirds are on the Way

Use this web page to follow their travels north. A good rule of thumb is to put your hummingbird feeder up by May 1st. They usually get here between May 1st and the 15th. A mix ratio of three parts water to one part sugar will work great. Mix a large batch and keep it in your refrigerator so it stays fresh. Put out only what they will use up in three days to keep it fresh, and the little guys will stay well and happy. Their chirp means thanks.

<http://www.learner.org/jnorth/spring2003/species/humm/index.html>

Í Good Eats by Chef Mark ClausenÍ

“It's from a cook so fine I had to marry her.”

Calico Bean Casserole: Try these beans for a real treat. They're so good, you'll be tempted to eat them all by yourself, but don't do it unless you live alone! This recipe is simple, but that's not why it's a favorite at my

house - they're just plain GOOOOD! Serves 4 or more (in a big house) or 1 (in a small house)

Ingredients:

½ lb ground beef

½ lb bacon (cut into small pieces)

1) 15 oz. can butter beans

1) 15 oz. can pork and beans

1) 15 oz. can kidney beans

½ C. chopped onion

¼ C. white sugar

¼ C. brown sugar

1 T. vinegar

1 tsp. mustard (dry)

½ C. catsup

¼ tsp. salt

¼ tsp. pepper

1. Preheat oven to 350 degrees F.

2. Fry ground beef and bacon together. Drain.

3. Mix all ingredients together.

4. Place in 2-quart buttered casserole and bake for 45 minutes.

Beans, beans, the musical fruit. Mark

Editor: This is a re-print from March, 2002 newsletter. It is so good that I double the recipe (if you double it make sure you have a large enough baking dish), freeze most of it and nuke small containers of it at work for lunch. Warning, most work places will

require one-day advance notice before allowing it at work!!

For Sale or Wanted, Lots of Good Stuff

For Sale: X-Cell 60 SE graphite Pro, servos: 4-JR-4131- 1-fut-9253, Ext RC 1800MAh battery, Gyro: 1-fut-GY501, Receiver: 1-JR-10Ch S-PCM, Engine: YS 61 ST2 2-custom painted X-cell canopy and fin sets plus lots more. Too much to list. Paid over \$4000.00 asking \$1800.00 O.B.O, contact Shannon @ (708) 534-8512 or (708) 769-5803

For Sale: OS 32, including 49 dollar metal fan and clutch, all for 90 bucks obo, 630-377-1865, Choppernews2@juno.com, Marty

***Sold**An 8 channel Futaba PCM transmitter, FP-T8UAP, on frequency 45, \$175 new, first 80 bucks takes it. Such a deal, 630-377-1865, Choppernews2@juno.com, Marty

***Sold**Wife says, "It has to go!!" Fiberglass fuselage including wing plans for a P40 War Hawk, 1/5 scale, by Nick Zirolì. I have a finished model for you to look at. This P40 has a 94-inch wingspan, will weigh about 28 lbs, needs 4 hp to 8 hp chainsaw engine, 6-inch wheels, and 24-inch prop. It would make a great winter project. 100 bucks obo, 630-377-1865, Choppernews2@juno.com, Marty

**Put your ad here today!! If you set a fair price it will sell.*

Addresses and Phone Numbers of Local Hobby Shops

Al's Hobby Shop, Inc. (630) 832-4908	121 Addison	Elmhurst, IL
G & D Hobbies (815) 786-8553	1950 W. Church Street	Sandwich, IL
Hobbytown USA (630) 587-1256	3627 E. Main	St. Charles, IL
Venture Hobbies (847) 537-8669	23 Huntington	Wheeling, IL

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 Helicopter Forest Preserve Flying field is located on Grace St., in Addison (on the

border with Lombard), and about one mile north of North Ave. Field permits can be obtained by calling 630-933-7200.

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