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CHOPPER NEWS

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“Let’s Roll”

Northern Illinois Radio Control Helicopter Assoc.

One of

The World’s Largest R/C Helicopter Clubs

AMA CHARTER NO.2099

February, 2003

**Next Club Meeting, 7:30 pm Tuesday,
February 11th**

At John’s Pizzeria in Addison

Editorial

Please, don’t forget to pay your dues. Because of the high cost of the newsletter this may be the last newsletter you receive if you are not a paid-up member. As we all know, it is impossible to live without this up-to- the-minute R/C helicopter news!!! All I ask is that everyone renew his membership so it makes it easy on me with the mailing list and all. I don’t think that is asking so much. We won’t ask where the 20 bucks came from.

Our colossal club fuel buy is on the horizon. I saved 80 bucks last year on fuel, and our membership is only 20 dollars. I didn’t have time to do the math, but I am sure the savings more than paid for my dues and then some!!! If you are not a paid-up member, you will miss out on that great savings.

If you have things in your workshop that have not moved in the last three years, maybe it is time to list them in the For Sale section!! The stuff in the For Sale section sells fast

just like hot cakes. Just try to remember that you are selling a used item and set the price accordingly. Let's give someone else a chance to enjoy those items that are just sitting there collecting dust. Your dustable might be someone else's flyable.

Our brand new President ran a great flawless January meeting and had a large turnout to witness the occasion. Rich gave us an interesting insight on glow plug selection. The gist of the whole thing was that the wrong plug could cost you horsepower. So think before you throw in another #8 glow plug. A hot or cold plug does make a difference with the horses. Next, Paul stepped up to the plate once again and gave us more information on battery chargers. Great job, Mr. President, you had us all riveted to our chairs and you ran a great first meeting!! Members, you won't want to miss the next one!!

I am hoping more people will get involved by contributing to the newsletter and get it to me on time before it goes to press. If you the members do not put something in your newsletter, it will end up just as a postcard giving only meeting dates. Remember, you are the newsletter, not me!!! All I do is put the pieces together. Also, the cutoff date is 12 days before our meeting night, which is on a Thursday at 9pm and is a Thursday each and every month. When you send in things at the last moment or late, it makes my job that much harder. Once I have all of the information, it still takes many long hours before I can get it printed or sent out as an Email. So I need your help in getting it to me on time. From now on, anything that comes in late will go in the following month's newsletter. If you want, you can contribute something to one of these sections: For Sale, Good Eats by..., Better Ways and Shortcuts, Product Review, Rumor Mill, Questions and Answers, Neat Web Sites, Your Experiences, and Event Calendar. Remember, getting involved is a good thing, and so is being on time!!! Editor

President's Message

Well, another too cold to fly month...at least for me, I can't imagine that many folks out in sub zero temps!! Since I am not out flying...I find myself in front of the computer a lot and R/C helicopter forum called RunRyder. RunRyder.com is an excellent place to get questions answered and to talk to new folks from around the world. Currently I believe there are about 5000 or so registered people on that forum so it is really large. Anyway, I did happen to start talking to a couple of guys who live up by me (Crystal Lake) and they wanted to get together and work on our helicopters and tip a few back (sodas...wink wink) Well, I agreed to the meeting even though my wife thought I could be hacked up into tiny pieces if they were weirdoes...I said to her...yup all axe murders

are RC helicopter pilots. Well, I am still alive and met some nice guys in the process... when the weather gets above 55 degrees I will even fly with 'em. During the course of the evening our discussion turned to our NIRCHA club, and what one gentleman had to say disturbed me...seems that upon visiting our club field and asking questions about helicopters and what not, he got the feeling that he was not really welcome and was being snubbed by what he called "cocky and arrogant" pilots. Now I know that everyone cannot possibly get along with everyone...but we all should make sure we conduct ourselves in a fashion that promotes the hobby as well as welcomes all people, whether they are just watching, a novice or visiting expert. We should act as if everyone that visits the field could be the president of the forest preserve and is judging whether or not to allow us to keep our field by how we conduct ourselves....because, hey, maybe someday that will be just what is happening...ya never know! Enough on that ...you get my point.

I talked to Cindy today about the bulk fuel buy, and it is going to be from February to May that we will start taking orders. Cindy is working up a price sheet and hopefully she will have it by meeting time, so start thinking on how much you will need...it is always a great price!!!

Keep the stuff that spins out of the dirt (ice?)

Rich Erikson

Editor: I personally try to make a member out of anyone who looks up in the sky. We should use that as a rule of thumb. If they are looking up ask them to join us at a meeting. When I am at the field tell me if you catch someone looking skyward, and I will reward them with a newsletter and club info!!! The larger our club, the stronger our voice!!!!

VP MESSAGE

For the Feb. meeting I should have most of my new Raptor 50 V2 mechanics assembled for show and tell. In the future I intend to write about some of the V1/V2 design changes as I see them.

The Raptor 50 has a bit of an in-flight boom strike reputation, and I'm looking into this. Although the V2 head looks and feels improved, I wonder if the random boom strike issue is related directly to the design of the head system, and not how well the parts fit. The V2 is just a better execution of the same design. Hopefully I'll be able to report some real information about this later on. I've never felt comfortable with my level of understanding about why and how the head system really works on our models. I'd like to put something together on this, because I've been asked many times about how this or that works on the head and I can only give general answers. If anybody has any resources on this, please let me know. Another topic would be blade design and stability.

Hold on, spring is just around the corner!

Mark

Í Good Eats by Chef Marty Í

Our Old Family Recipe for a *Quick Cherry Dessert* (Keep secret, for club members only)

1-can cherry pie filling

1-box "Jiffy" cake mix, yellow or white

1- stick butter

Pour cherries into 8” by 8” baking pan, cover top of cherries with “Jiffy’ cake mix. Melt 1 stick of butter and pour on top of cake mix. Bake at 350 degrees for approximately 35 minutes or until golden brown. It is very, very rich and serves four. Leftovers microwave very well the next day. It doesn’t get any easier. Bon Appetite!

Better Ways and Shotcuts

Safe Way to Tighten or Remove Fan

The best method would be to take the carb off and stick a soft plastic toothbrush to hold it or remove the back plate and using a toothbrush again to hold the crank from turning. There is also a \$15 plug that goes through the back plate to hold everything still.

The dangers of using a piston lock through the glow plug hole...

Keep the stuff that spins out of the dirt. Rich Erikson

Editor: I don't even want to look at mine!! I use the piston lock method in the glow plug hole.

Email From Our Club CD

Marty,

I have made up 5 letters to send out to see if I can get any takers for the Mini-Clinic idea. I have letters for MA, Ace, JR, Futaba, and Hirobo. I will mail them on Wednesday or Thursday. I was thinking about 2 hour time slots. If I can get 2 or 3 takers then I figured 10:00am to Noon Sat, 2:00pm to 4:00pm Sat, and 10:00am to Noon Sun. I will keep you informed about results. I sent them early so that I can get an answer because I would like to include the clinics on the flyer that I plan to put out for the fun fly.

Terry

Horizon Service Center

A while back I did a short article on the service from Horizon with a couple of receivers that I sent in. Well, I would like to share my experience with another service call to the same place. I have the JR 8411 servos (unflown at this time) in my Vigor CS. After hearing about the problems with the servos I replaced the metal gears with the plastic gears leaving the output gear metal. This would convert the 8411's to the 8411SA's; this was intended to fix the "problems" with "some" of the 8411's that was showing up. I had a letter from Len Sabato informing of a "recall" of the 8411's and the 8411SA's to replace the motor in the servos. It seems that the problem was the 8411 series servos had a very high torque rating and it was possible in "some" of the servos to break the bonding of the pinion gear to the motor. This would let the motor turn without turning the output gear, which would not control whatever it was attached to. In short, you would crash!

What Horizon does when you send in your servo for the recall is to remove the old motor and pinion gear and replace it with a new motor and pinion. Then they rebadge the servo to an 8311. This new motor has a lower torque rating and I would guess is not able to break the bond of the pinion. The new torque rating is 125 oz (compared to 155 oz) and the speed is the same at .18 seconds/60 degrees.

There is the background. I sent in the 3 servos with a letter and a copy of the letter I got from Len Sabato. I sent them by UPS and they picked them up at 4:30pm on Wednesday January 8th. I was expecting several weeks to get them back as I was reading on the Internet about a fella who had been waiting 6 weeks and called to check on his. He was told they did not have motors in stock so it would be at least a month more. You imagine

my surprise when I got home from work on Monday, January 13th and the package was on the table from Horizon. My wife said they delivered it around 10:00am that day. Wow! Can't count Wednesday or Monday or Saturday or Sunday. So they got them in on Thursday, repaired them, and shipped out on Friday!

That's pretty good service! Terry

Public Service Announcement

As a rule of thumb your home smoke detectors are good for only 10 years or less. When replacing home fire alarm detectors make sure you buy one with both ionization and photoelectric smoke and fire protection that cover both fast and smoldering fires. In past years most detectors did not cover both types of fires. These ionization and photoelectric smoke and fire detectors cost at least twice as much as the single type but will cover all fires. Don't try and be thrifty when buying a life saving device and its batteries. Always put the date when purchased on inside of the detector so it can be replaced when outdated and also date the battery. Last year 84% of all the people who died in fires had a non-working smoke detector. Don't procrastinate; working smoke detectors save lives!!! Do it today!!! -----*You now owe me one!! Please add something to your newsletter next month!!! Editor*

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 dollars 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 Zirola. 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 chainsawengine, 6-inch wheels, and 24-inch prop. It would make a great winter project. 100 bucks obo, 630-377-1865, Choppernews2@juno.com, Marty

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 or e-mail jrealty@juno.com

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

Addresses and Phone Numbers of Local Hobby Shops

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

(847) 537-8669

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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