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Northern Illinois Radio Control Helicopter Assoc.

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The World’s Largest R/C Helicopter Clubs

AMA CHARTER NO.2099

June, 2003

**Next Club Meeting, 7:30 pm Tuesday, June
10th**

At the Field in Addison

Editorial

This month’s meeting is located at the flying field. I believe the next three meetings, June, July, and August will be at our flying field. Also, some very smart individual thought it might be a good idea to bring any heli stuff you might want to swap with other flyers to the June meeting for a trunk swap. This brilliant individual sure had a great idea. So don’t let me down. Fill your car trunks up and come on out.

Well, I am back flying again and so far no mishaps. At the field I did have one question for my old flying buddy, Neil. The conversation went something like this: I said, “How come in three months you never called once to see why I was not flying? For all you know I could have been dead!” Neil said, “I figured you had to be OK because I was still getting my newsletter.” So I guess he was checking on his old flying buddy every thirty days.

Don't forget the Al Fuchsen Memorial Helicopter Fun Fly this month. Check out the details in the Event Calendar section. Every year, all who attend this grand event have a great time. The pig roast dinner is to die for. See you there!

Our president, Rich, ran a great meeting for those of you that couldn't pry yourselves away from the boob tube. Jeff Anderson brought in his \$6000 jet turbine powered helicopter. From what I have been hearing the sweet sounds that turbine produce are worth the price tag alone. Jeff stated that the turbine spins at 80,000 rpm, and the chopper has a weight of about 28 lbs. (not sure if that is wet or dry). We are all hoping to see a demo at the Al Fuchsen Memorial Helicopter Fun Fly.

I fell asleep at the switch once again. I would like to welcome to the club, Dave Cronow of St. Charles. Dave is getting to be quite the expert at painting Raptor canopies. Maybe some day he will write an article about his secret techniques.

We must think of a way to thank the Forest Preserve District for all of the great improvements at our field. The parking lot has now been blacktopped and is sporting a fresh comfortable port-a-potty. We now have four picnic tables sitting atop new wood chips in our pit area. Let's all remember to pay our permit fees.

President's Message

The season is upon us...time to start earning those crash and smash awards...I do not intend to be a winner anytime soon...but ya never know. Of course, to win a crash and smash means ya actually have to fly...something I just can't seem to find the time to do lately. The Jetcopter that some of you who attended the last meeting got to see...has flown...well, flown may be a little strong of a word...it has hovered...4 tanks worth...and at 2 liters a tank that's a lot of fuel. Wish I could say that it was me that was behind the sticks...but owner and chief financier Jeff Anderson has done the honors...but as soooooon as I can get my thumbs on the controls you will...see me smile.

We are thinking about gathering up orders for hats and coats to see if there is enough interest in putting an order in. If you are interested, please give me a call or drop me an email so we can start tallying up what we might be able to order. (815.356.8518 or rich.erikson@yahoo.com)

Remember, the next meeting will be held at the field and start at 7pm...the meetings in the summer are short which allows for lots of flying and having fun. Remember to bring stuff you want to sell or trade for an impromptu "Car Trunk Swap and Shop". Field report...we have asphalt...no more stone driveway. It has been paved...I guess we are here to stay now!

See ya at the meeting and remember to keep the stuff that spins out of the dirt.

Rich Erikson

Great Email From Dave Mosquera

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Hi Marty,

I've got a little story that might be worth telling.

I finally decided to set up my Raptor and Vigor this past week to -9/0/+9 so that I can try a bit of inverted flight. You know the drill that's required, as it requires attention to detail and recalling how you've set the bird up to begin with. So by last Wednesday I was pretty confident that it was all set up and ready to go. Checked ball links, "Jesus" bolts, fuel tubing (needn't check the tanks because I checked two months ago), blades, servos, etc.

Friday came - a beautiful day it was - and I went flying with Bob Beckstrom, who first helped me out way back when. It was a bit windy at the field and Bob was focusing on getting the OS 61 in his Concept SR 60 to run properly. Finally, he got it running and began practicing auto's - I watched him do about 10 in a row, 9 of which made it right back to the take off point. Pretty good, I thought, for his first time out in months. Towards the end of the day, I got up enough nerve and felt that I had the engines (OS 32 SX-H and OS 61 WC) tuned right in both the Raptor and Vigor. I decided to ask Bob to take up the Raptor and check out its inverted flight. Bob agreed and soon had it up about 100 feet rolling, looping and gently flipping. Looked good. Went up for one long big loop when.... the engine quit! With the same momentum he had going in, he flipped to throttle hold and auto-ed the Raptor to about 15 feet in front of us, held it up for about 3/4 second and then put it gently on the ground. During the auto I asked if he was just practicing an auto. He replied, "No. The engine just quit." Before I could even begin to worry, it was hovering 15 feet in front of me for a bit, and then he gently put it down! Wow! It was amazing. Not only could I not believe that the Raptor could auto that well with the stock wood blades, but that it was so matter of fact for Bob! I got to practice that!

Now for the root cause.... clunk in the header tank didn't always agree with gravity. Also during this same flight, the clunk in the main tank was let go due to - you guessed it - fuel snacking on the fuel line. Should have checked the tanks anyway! Argghh!

What a great day it was! Thanks, Bob!

Regards,

Dave

Safety First by Rich Erikson

I found this on the web at runryder.com and thought I would share it...always keep safety in mind....

Add me to the list of those unfortunate enough to be hit by a RC helicopter in flight. I did escape with relatively very minor injuries but a couple of people watching had to go home and change their shorts for a clean pair. I didn't have time to mess mine up - this thing went from safely flying away from me to right on top of me in an instant.

Basically I was doing a super low 'upright forward flight' to 'tail first inverted' transition via back flip. They were really sweet looking and I had never done them this low before. Around transition number five, I entered from right to left. It was around 30 feet away from me at the beginning of this. It got very low (one foot) right as I made it to inverted so I leveled it to keep the tail out of the dirt and applied more negative to push it upward. This worked good so I fed a little forward cyclic to maintain the backwards motion to continue flying out to the left and away from myself. I also was feeding in some right roll to correct. Engine was acting a little weak in the May heat and I guess I put too much of a load with the extra collective and cyclic inputs. It sounded very loaded and head speed was decaying and then it happened. The tail let go. Since I was putting in a bit of right roll, the heli did a sorta 1/2 funnel. Before I could get an idea of what position it was in (I thought it was skids away from me), and because I remained at the same control input - lot of negative, the heli crossed over the flight line fence. I knew I was in trouble either way so I did my best to fly it past myself. Fortunately I managed to get into positive pitch range before it got to me, which witnesses say slowed it down, a bit. I threw my right arm up to protect my head and at that moment the heli got into the Tx antenna. The heli hit me skids first, on a knife-edge. I still held on to the tx and there was no other damage to it.

My damage was incredibly minor. I have a burn from the muffler on the bottom of my forearm. I received a cut from the landing gear strut where it snapped on my arm and several scratches. A couple of small bruises on my back and one very badly damaged Raptor. The heli basically did a "skids first" very hard landing on me, causing a boom strike, which ultimately saved my ass (literally!) I still cannot believe I didn't end up hacked from one end to the other. A day later and I am still checking for holes. It was incredibly loud, a heli boom striking while it's knocking you over.

I guess since I wasn't really cut, this has not made me afraid of the helicopters like I would have thought. I was ready to fly again yesterday, but the other heli guys packed up and went home after seeing my show. Considering the distance and direction of this transition, and yet

how quickly it got on top of me, it simply reminds us of how dangerous it is to be at the field. At the same time, who would have expected to be hit square on with a 50 with carbon blades, in Idle-2 and walk away with a burn and minor cut? Next time I won't be so lucky.

A tutorial to Basic Aerobatics: Rolls

Once you've got loops under your belt, it's time to try rolls! Rolls are another basic maneuver that can take time to work up the nerve to attempt, and perfect. A roll is quite simple in concept. It's simply entering aileron control and smoothly reducing collective as the heli goes through the inverted section. Once again, simple in concept, but not quite so simple once you come to try your first one! Personally, it took me an age to work up the courage to try my first roll, and when I did, they all were terrible, a mix of split s's (i.e. half roll then diving towards the ground like a Stuka dive bomber) which plays havoc on the nerves and doesn't encourage continuing to try! However, try we must and a month later I decided the little Ergo was going to roll or die trying (which is really the attitude you have to take when trying any new maneuver I reckon!) and all of a sudden it happened and I've not looked back since!

Setup:

I do all my rolls in Idle Up Two, which is about -9 through to +10 on the pitch. I also have Idle Up Two set for Heading Hold so that I needn't worry about the rudder as I'm rolling, makes things easier. Once again, if you're going to roll in Normal gyro mode, be sure to have your Revolution mixing set correctly. Otherwise, as you de-pitch, the tail may wander out of line and you'll corkscrew out. Sort your throttle curves so that you're achieving approximately 17-1750RPM. Later on, we'll discuss getting a bit of aileron to throttle mixing action going on so that the engine keeps its revs up through the maneuver and there is no noticeable change in

note.

Beginning:

As in just about every maneuver you'll ever do, one of the most important aspects of the maneuver is the entry so you have to make sure you enter it straight and level. One thing that can really have an impact on the success of your roll is the attitude of the heli of entry (i.e. how far down the nose is pointing). If the nose is really pointing down on entry, there is a good chance the heli will start to dive as you roll, unless you give it a good dose of negative pitch as it goes inverted. Likewise, if the nose is pointing slightly up, there is a good chance the heli will 'stall' and lose a lot of forward speed or even stop in a hover. Getting the right amount of 'nose attitude' is critical to doing a smooth roll.

Rolls are usually performed downwind and you want to give yourself a fair bit of height when you first try rolls and maybe even higher than your first loops. Remember, when I first tried rolls they ended up diving towards the ground pretty quick! Fly off up the field into wind climbing out to say 150-200 feet (i.e. plenty of mistakes high!) as you go. Begin your turn so you start flying back down range past you with the wind. Straighten the helicopter up into level fast forward flight; you needn't be going flat out, just at a good pace. You're aiming to commence the maneuver as the helicopter passes in front of you.

Executing the maneuver:

Remember, the attitude of your helicopter's nose is going to impact upon the amount of negative pitch you need to pull as the helicopter rolls over. For your first rolls, you really don't want the nose anymore than slightly nose down. Begin the maneuver by doing a gently moving your cyclic to the right. Don't stab it, gently move it across. Make sure that you do not pull in any elevator by mistake 'cause that will cause the heli to dive (back cyclic) or climb (forward cyclic). A tip that I've used to ensure that I don't pull in any elevator is to completely let go of the cyclic control to let it center, and then gently move it across. That way I'm minimizing the

possibility of adding any unwanted elevator. Just before the helicopter passes through the 'knife edge' (i.e. completely on its side), begin reducing collective. Because the heli didn't have too much of a nose down attitude when you started, you're not going to require much negative. As the helicopter becomes inverted your collective should be just below half way (say about -3 degrees or so), which should prevent the heli from 'falling out' of the maneuver. When the helicopter passes through the inverted position and is beginning to move into the knife-edge position, start moving your collective control back up again so that as the heli returns to the upright position the collective is back at full stick.

Exiting the maneuver:

Ideally, the helicopter should exit the maneuver at the same altitude it entered it on. In the real world, there's a good chance it didn't, but hopefully the heli is still alive! Don't worry though, once you've got past the first one, the rest are easy! Just keep going at them!

Things to watch out for:

- Entering the roll too fast:

Entering a roll too fast (i.e. with the nose well down) will mean you have to feed in more negative collective as the helicopter goes inverted. Failure to do so will see the heli start to dive (pretty damn fast in some cases!).

- Feeding in unwanted elevator:

If while you're rolling you add in elevator, the helicopter will begin to dive (back elevator) or climb (up elevator). Either way, it won't make the roll look very flash. One way of minimizing this is to release the cyclic control just prior to rolling so that the stick centers itself first. Another way is to add a bit of negative (Futaba) or positive (JR) EXPOnential so that even if you do add a little elevator, it won't show up as badly.

- Aileron to Throttle mixing:

One thing I use to ensure smooth, seamless rolls is using aileron to throttle mixing. This means that as aileron inputted, throttle is added, when the cyclic control returns to center, the throttle returns to where it was prior to the aileron input. Most transmitters have available mixing functions for this. For transmitters like the 9Z, they have built in functions specifically for this purpose without the need to take up a mix.

Points to perfect:

The following are a list of aspects that I look for when judging rolls.

- Smooth entry (and exit) from (to) fast forward flight
A smooth start to the roll (as opposed to a aileron 'snatch').

- Consistent rolling action

The roll should be smooth and consistent all the way through the 360-degree rotation.

- Consistent speed

The helicopter should not alter speed during the execution of the maneuver; it shouldn't slow down, nor speed up. This requires careful management of the collective control.

- Consistent altitude

The helicopter should not alter altitude during the execution of the maneuver either; again, this requires careful management of the collective control.

Remember to keep the stuff that spins out of the dirt.

Rich

Lost and Found

On Sunday, 5/25/03, while dumpster diving at our field, Neil found a set of banana plug ends in an Al's Hobby Shop plastic shopping bag. These parts were found at the very bottom of our greasy, smelly 55-gallon garbage can. If you are the one who lost these parts, please contact Neil; he is holding them for you!!

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What to Say When Your Wife Asks, “Did You Crash Again, Bunkie?”

- (1) No, Honey, I always keep my helicopter in a bushel basket when I’m cleaning it!
- (2) No, Honey, the helicopter is in the trunk of the car and I’ll bring it in later!
- (3) No, Honey, you always have to get new blades after so many hours of flying!
- (4) No, Honey, this helicopter never had a tail rotor!
- (5) No, Honey, those slightly damaged parts are optional and not really needed!
- (6) No, Honey, not really, just a slight mishap and five dollars will make it as good as new!
- (7) No, Honey, but just for fun I might go to the hobby shop and look around a little!
- (8) No, Honey, but, if you want, now might be a good time to start thinking about my birthday!
- (9) No, Honey, but I might go to the hobby shop and pick up one of those new \$49 helicopters!
- (10) No, Honey, but I just won a brand new helicopter at our club meeting!

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Note: The above ten answers have been field-tested and will work most times!!!

Editor: I probably should not run this every year but I am the Editor and I get a big kick out of it. On a serious note, it has helped my Sidekick out of a tight spot and I know he keeps a copy with him at all times.

Event Calendar

On June 21st to June 22nd in St. Charles, we will be able to enjoy once again the Al Fuchsen Memorial Helicopter Fun Fly. Sponsored by Al's Hobby Shop, phone 630-932-0629, Email: rc@alshobbyshop.com Join in for one of the Midwest's largest helicopter fun flies, including fun fly events, autorotation contest, drag racing, and night flying. Area supports RV parking but no hook ups. Saturday night Pig Roast is included in entry fee and is a real taste treat. It is all great fun and should not be missed. See you there!

On July 11th to the 13th, the 10th Annual Chicago Land Festival of Giants, in St. Charles at the same field as the Al Fuchsen Fun Fly in June, phone 630-357-7350. At the show you will see literally 100 of the best giant scale airplanes from around the country. If you see it once you will go back every year.

For Sale or Wanted, Lots of Good Stuff

For Sale: R Voyager E for sale! Learn to fly the quiet way. Complete w/ battery & servos, receiver & spare parts \$350 or best offer. Phil 630/325-4642 Phil White

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 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 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

Addresses and Phone Numbers of Local Hobby Shops

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

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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