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CHOPPER NEWS

All of your helicopter needs and expert help are just down the street at your local Hobby Shop!!!



Summertime Blues

September 2006

Al's Hours

Mon 12 - 8

Thur 10 - 8

Sun 12 - 5

Tues 10 - 8

Fri 10 - 8

Weds 10 - 8

Sat 9 - 5:30

Northern Illinois Radio Control Helicopter Assoc.

One of **The World's Largest R/C Helicopter Clubs**

AMA CHARTER NO.2099

Next Club Meeting, 7:00 pm, Tuesday, September 12th, 2006

at the Club Field on Grace Street

N.I.R.C.H.A. Fall Fun Fly, Be There!!!!

September 9th and September 10th. Hover, Fly, Crash or Socialize.

It's all good.

Get there early for a good canopy site. I will be trying to get a short DVD made of this year's event.
Look for it at BlockBuster Video!! See you at the fun fly in September!

Newsletter articles get sent to: lstevens@ksbhospital.com Thanks!

Larry

August 8th Minutes

No minutes reported.

Governor Stuff from the V.P.

After years of good service, my trusty Throttle Jockey governor finally quit working. The first symptoms I noticed were a pulsing head speed while on the governor. It didn't take long from there to completely give up. Luckily the throttle function still works as if the governor wasn't there. Most of the time I would rather simply replace/fix a broken thing ASAP, but Noooo, not this time - this time I chose to make it complicated - like go fly without it just to see what happens.

There definitely is a difference without a governor! Of course the ability to always hold a constant head speed is lost. More than this, I am surprised at how differently the machine flies even when head speed control would not be thought of as a big issue - such as upright level flight vs. inverted level flight. The symmetric throttle curve cannot be the cause in this case, so the difference in performance between upright and inverted must come from the pitch curve. The bottom line is that the governor was masking an imperfect setting. I haven't flown more than a few minutes with the governor off since it was put it on years ago. I'd suggest to all you governed folks to occasionally turn off the governor just to see how everything is set - especially after a crash, changing blades, servos, etc. This is really the same advice lots of us already know about setting up governors, which is to make sure your settings are OK before you put the governor on. Just a reminder to keep it that way down the line.

There is a lot of bogus info to be found in internet forum postings. You can't fix'em all, but my governor woes remind me of a certain type of Mickey Mouse posting that goes something like this: "With my new whizbang engine/pipe combo, I had to reduce my throttle to a max of 80% to keep from overspeeding the head during full throttle climbs". This kind of novice nonsense is leaving out some important considerations. Yes, it is possible for the head speed to noticeably increase during a straight up, full throttle climb if the engine is well tuned and pitch is not excessive (and there is no governor holding it back). The head speed might get pretty high under those conditions, but this would not be a practical reason to limit the throttle for most flyers. For one, a straight up climb, probably to several hundred feet, is not how most of us want to fly - doing that in a flight is a rarity. It is also normal for some maneuvers to put more load on an engine than a simple vertical climb can. Any powered trick that could potentially combine cyclic and collective may require all the power there is and then some. Then add in a true mistake on the sticks, and suddenly you may be able to stall the Queen Mary. Governors and rev limiters are a much better all around solution to head speed control than reduced top end power. For best performance when stepping up to a governor, make sure the carburetor can be fully open. This sounds obvious, but it's worth a check, especially if someone else originally set up your heli.

Mark Clausen

A note from: Dave Mosquera

I offer up the following submission for consideration into the NIRCHA newsletter.

It is a transcription of a hard copy that I found while reviewing some of my dad's materials in preparation for a move from his current home to a new condo.

A bit about my dad's credentials, he is a modeler and has been flying airplanes since he was 8, over 68 years! He flew one of the first model helicopters in the Chicago area, a Schluter Bell Huey Cobra which we recently sold in very near flying condition (needed radio and tail rotor connection.) Attached, is a picture from last year.

As I work with him to review his materials, I hope to be able to share more information in the future. Finally, he has another pair of Schluter helis, the Champion and Superior, one of which is also near flying condition. I hope to get one of them out to our field, by next spring, just to see it airborne again.

Regards, Dave



An article on fuel found in the records of Hugo Mosquera, continued dedicated airplane and helicopter modeler for over 68 years....

Estimated article publication: Late 1990's.

Author: Unknown

Transcribed by Dave Mosquera

August 30, 2006

Q: "What's the shelf life of fuel - how long will it stay good?"

A: Glow fuel will last almost indefinitely if it is protected from contact with air as much as is practical. Most often, fuel is "killed" by absorption of moisture from the air. Unlike gasoline, methanol - the primary ingredient in fuel - is hydroscopic and absorbs moisture aggressively. A container of fuel left slightly open for an hour in humid weather will be pretty well ruined.

Q: "How can I know if my fuel has absorbed too much moisture? Is there a simple test I can perform?"

A: The "simple test" is to run the fuel. The first sign of moisture absorption is an inability to obtain a normal idle - or any idle at all. Typically, the engine will be difficult to start and will die, or it will begin to run roughly as soon as you remove the glow battery. To verify, drain the tank, fill with fresh fuel, and restart. If the engine runs smoothly, then there's little doubt that moisture is the problem.

Q: "Why doesn't someone invent a pill that can be dropped into fuel to absorb all the moisture, such as the little moisture absorbing packets packed with a lot of products?"

A: A wonderful thought. Unfortunately, it's not possible. Methanol is 100% soluble in water, and short of an expensive distillation process, there's no way to "unabsorb" it.

Q: "What can I do to protect my fuel?"

A: Keep fuel tightly sealed and minimize air space in the container. Open only when necessary and keep all tank vents sealed (hook the filler and pressure lines together after each flight with a short pieces of tubing). Plastic keeps fuel better and longer than metal, and the containers don't rust.

Up and Coming Events 2006

Sept 9th and 10th NIRCHA Fall Fun Fly Extravaganza

@ Belvidere field. More details to follow. Sunrise to Night Flying.

Okay here is the real scoop, September 9th and 10th, same place as last year (Belvidere, Townhall and Bates roads) we will have our annual fun fly. Night fly Saturday night if anyone is so inclined. We have donated prizes from many sponsors. We have a couple of helicopters, V-Blades, many gift certificates, and lots of these things. More coming in every day. We will have pizza supper included with your landing fees and food on site for purchase.

There will be some full size entertainment, if I can make the right connections. Have you ever seen bowling balls dropped on a van from ultralights? You might be able to witness this destructive behavior on Saturday afternoon.

Gas has dropped in Belvidere to under \$2.90 a gallon so it would be a good time to come to the fun fly and fill up your tank and save a couple of bucks. Support your club, have some fun, do some flying, meet old friends, eat great food, and see a van get destroyed (if anyone can hit it). It just doesn't get any better than this.

September 9th and 10th make your plans now!!

Terry

September 12th NIRCHA Club meeting @ 7:00 pm

NIRCHA meeting will be held @ the club field on Grace St in Addison, IL

Check your Model Aviation for further details

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 7:00pm, at Al's Hobby Shop, 121 North Addison Rd, Elmhurst, IL. 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.

Club Officers

President	TBD	- -
Vice President	Mark Clausen	815-741-4723
Secretary	Ron Kwilinski	708-499-0155
Treasurer	Charles Tittelbach	708-352-4915

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lstevens@ksbhospital.com

Editor/publisher	Larry Stevens	815-562-3190
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Web Site

The Web Guys	Rich Erikson and Kevin Cashman	www.nircha.com
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Membership

Chairman	Paul Girard	773-774-2365
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Support your local hobby shops, the people you can turn to with questions and suggestions.