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CHOPPER NEWS

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

NIRCHA 2007

December 2007

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.

AMA CHARTER NO.2099

Next Club Meeting, 7:00 pm, Tuesday, December 11th, 2007

Al's Hobby/Pizza Palace, Elmhurst, IL!!!

Christmas Party, Dec 11th

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

A Quick Note from the First Lady

I've been a busier than normal, even for this time of the year, but I wanted to take a moment to tell everyone thanks for the support. I feel all three helicopter events, The NIRCHA spring and fall events were fantastic. It's a WHOLE lot of fun to get out and "hang" with the club without the pressure of organizing, and then running the third event, which was, of course, Al's annual helicopter fun-fly. I do have to agree though that the weather was pretty marginal at best for the annual fun-fly.

Once again thanks for the support, I'll see everyone at the Christmas party on December 11th, to be held at the "Pizza Palace" next door to Al's Hobby Shop.

Cindy...

Minutes from the November Meeting 11-13-07

The meeting was held at The Al's Hobby Shop with 10 members and 1 guest present. Tony Loquercio called the meeting to order at 7:04 P.M.

Officers present were Cindy, Tony Loquercio, Ron Kwilinski, and Paul Girard.

There was no treasurer's report, but he called Cindy and stated there was no change. We have $935.16 plus $407.46 on the Al's card.

The minutes for the October meeting were read by Ron Kwilinski.

The membership report was given by Paul Girard and stands at 32.

Presidents Message

The Christmas Party will be next door at the Pizza Palace. It will start at 7:00 P.M. and will be on our regular meeting night, 12-11-07. Don't forget your white elephant gift if you wish to join in.

Old Business

It was reported that the web site is up and running at **www.nircha.com**

New Business

Articles are needed for the newsletter as Larry is out of ideas.

The December meeting will be replaced by the Christmas Party at 7:00P.M.

There was no Crash and Smash reported.

Demo

Jarvis and Dean from MPI came to the meeting to talk and take questions about electric motors and a little about batteries. They also passed out their catalog to those present.

There was no Raffle and no pizza.

The meeting was adjourned at 7:55 P.M.

Ronald Kwilinski

Gazaur "Mars" 450 Size Electric Helicopter

Gazaur Mars 3D Electric RC Helicopter Kit from Hobby Lobby!

I'd put aside a few shekels for a new Top-Flight B25. I realize the B25 is a fixed wing aircraft, but I like it. In fact I've already accumulated all the publications offered by Squadron and Osprey. Looking over the available color plates, and by using a bit of this and a little of that, I'd already formulated a mental image of what the finished product was going to look like.

Then one day a representative of Hobby Lobby International came to Cindy's store to show off some new products. One of the products he displayed was the above listed Mars by a company that calls themselves Gazaur. I've done a little research (very little) and I believe Gazaur may stand for unique, or strange and different, in one of the many foreign tongues spoken throughout the world. If I am correct, the company has definitely been named correctly. I suppose it's the fact that I've always felt products that come about from "outside the box" thinking to be intriguing. Whatever the case may be, a Mars was shipped to the store, and ended up in my workshop shortly thereafter. In other words, the B25 is now on hold.

The first impression I had in opening the box was a mass of parts sealed in bags all labled with a system that didn't make sense. (remember this product is outside of what we consider to be the norm) Having been involved with helicopters for years I knew better than to just tear into the packaging as this would lead to disaster. All that needed to be done was to look over the assembly manual, break the code, and begin construction.

In the past, all the helicopters I've ever built were based on a frame design with all the components then attached to the frame. Generally we start with a frame, mount the appropriate bearings and such. Once the helicopter is finished all the servos then get installed. In the case of the Raptor 50, we've even had to attach a supplemental brace to the bottom of the frame in order to keep the unit from twisting under the torque of the 50 size motor...

This is not so with the Mars. The first parts to be assembled are the main shaft and servo housing. The housing and servo mounts are all machined from an alloy product, most likely aluminum, as a magnet does not adhere. The main shaft servo assembly is the one central component that all the other parts are mounted to. This makes the design of the helicopter a true monocoque form of construction. Regardless of what happens to the rest of the helicopter, the main shaft assembly and the servos that operate the main rotor head are all going to stay in place on one ridged mount.

With the main shaft and servo assembly completed, everything is now built to this structure. This is where I started to run into some trouble. I guess my eyes, and for sure my finger dexterity is not what it once was. Regardless, this frame does not screw together in the conventional manner. The frame is a tongue and mortise affair where once the main side frames are attached to the main shaft housing all the horizontal mounts and braces just slip into slots located in various parts of the frame sides. Does it sound confusing, well, it was. **NOTE, I DIDN'T SAY I DIDN'T LIKE IT. WHAT I SAID WAS THIS IS DIFFERENT**. Once again the designers of this product were thinking outside of common practice. After I managed to get everything in it's proper location a system of spacers and screws makes this an incredibly light and yet ridged product.

By now you can correctly assume I wasn't able to put the Mars together in one sitting. I would say I spent close to 40hrs on the project. Everything is different on this little helicopter. The rotor head uses what the manufacturer is calling a "floating flybar" Once again different, but by no means wrong. I've found the helicopter to be nice and stable in the hover, yet with just the response I need for the type of flying I do. I admit I'm not a 3-D pilot, but I do like to do the occasional loop and roll. Even though the rotor head comes soft from the factory, I can see where it could be stiffened up easily.

Included with my helicopter was a Axi 2217-5H (helicopter) motor, and the appropriate Jedi "spin" speed control. Also in the box was a Jedi "Box" programmer for the speed control. I've never used either Jedi product, but I like the combination. The "Box" is great I've not ever used a simpler programmer. Simply take the wire from the speed control that is generally plugged into the throttle channel on the receiver and plug this into the receptacle on the "Box" A person can do all sorts of monitoring and programing. Basically my initial set up was to program the high and low throttle positions on the transmitter. From there I turned off the brake, entered into the normal helicopter mode, and then added a slow start, I.E. 5 seconds, to the start up. Cindy sells an awful lot of T-Rex main gears, and I can't help but feel this is due to customers having set their respective speed controls for a hard start. I've not yet had to change out the main gear on my personal T-Rex (however I keep an extra in my flight box) The last thing I did was to reverse the direction the AXI motor was spinning. A really hard job. Once in the rotation mode I pushed the right button, thereby changing the motor rotation from left to right. (pretty difficult I must say)

I'm using my Spekrum DX-7 and a 6100 receiver. I've installed 3/JR-285 servos on the eCCPM. and a JR-3400 on the tail rotor. Even with the passing of time, a Futaba 401 is still the standard of the industry when it comes to a gyro, so you can figure that's also part of my Mars. In Chicago, with the changing seasons, comes the changing weather. I think we can all agree it's been windy. Way too windy for much in the way of flying. So far all I've managed to do is some basic blade tracking and hovering in the driveway.

I recently read a product review in a national magazine where the author stated he built the helicopter in 5hrs and added another 3hrs with set up. I don't believe the author of this article assembled the same helicopter as I. The three eCCPM servos and all the links are built in place during assembly. The only servo and set up to be done is the tail rotor which is one of the last steps in the manual. Should I ever build another Gazaur product I can see where the assembly time would be cut in half as I now understand how the manufacturer has designed the product, but 5 hours, not in this lifetime. Personally I found the Mars to be a challenging build, and I liked it.

If you are attracted to different, this is a product to look into. My gosh, even the main - skids - if you want to call them that, are mounted with 6mm chunks of foam rubber that allows the skids to pull apart in the event of the helicopter succumbing to gravity. I only wish I knew how to use an airbrush. The canopy is the spitting image of the "Alien" monster in the movies from the 80's of the same name. That would be cool....

Dennis McFarlane
AKA Mad Mac

Up and Coming Events 2007

December 11th Club Meeting/Party at Al's Hobby
January 8th Club Meeting at Al's Hobby
February 12th Club Meeting at Al's Hobby
March 11th Club Meeting at Al's Hobby
April 8th Club Meeting at Al's Hobby

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 Guy Mike Mazurkiewicz.

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	Cindy McFarlane	630-832-4908	**Treasurer**	Charles Tittlebach	708-352-4915
Vice President	Tony Loquercio	847-678-2833	**Secretary**	Ron Bernson	
Membership	Paul Girard	630-725-6533	**Web Guy**	Mike Mazurkiewicz	
				mmazurkiewicz@mskippym.com	
				www.nircha.com	

Newsletter

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