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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*

November 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, November 13th, 2007

**At Al's Hobby, Elmhurst, IL!!!**

Newsletter articles get sent to: [lstevens@ksbhospital.com](mailto:lstevens@ksbhospital.com) Thanks!

Larry

## From the Executive Offices

### All Club members,

The October meeting went well even though not a lot of people showed up. We talked about the Christmas party. It will be the 2<sup>nd</sup> Tuesday in December at the Pizza palace next to the store. The cost will be \$10 for members, as well as guests. It will include chicken, pasta salad, pizza and pop. Any other drinks will be up to you. Also there will be a white elephant gift exchange and the minimum is \$5, so bring a gift and wrap it. Board members will be as follows unless someone wants to run: I will still be president with the help of my VP Tony, Charlie will still keep the books and the new secretary will be **NEW MEMBER Ron Bernson**.

Thanks to everybody for all the help last year. Finally, I will try to get Jarvis from Maxx products to talk in November about his products. Let's all come to the meeting and make him feel welcome

Thanks Cindy

### Minutes from the October Meeting 10-09-07

The meeting was held at The AI's Hobby Shop with 9 members and 0 guest present.

Tony Loquercio called the meeting to order at 7:00 pm.

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

The Treasurer's report stated we have \$935.16 plus \$407.46 on the AI's card.

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

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

**Presidents Message:** There was no message.

#### Old Business

The election of officers was brought up and taken care of. There is one new officer for secretary...and the winner is, Ron Bernson. The rest will stay the same.

The Christmas Party will take place at the December meeting. It will be next door at the Pizza place. The cost will be \$10.00 per person (members and guests). Only members will receive raffle tickets for the door prizes that will be \$100, \$50, \$25 and \$25 gift certificates for AI's hobby shop. We will have a white elephant gift exchange for those who wish to participate. Try to keep it between \$5 and \$10.

There was some discussion about the fun fly's with more to be talked about in the future.

#### New Business

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

The November meeting will be AI's Hobby Shop at 7:00P.M.

There was no Crash and Smash reported.

**Demo:** There was no Demo, Raffle, or Pizza.

The meeting was adjourned at 7:45P.M.

Ronald Kwilinski

## Winter is a coming

Gosh how I hate this time of year. Cindy and I have cleaned the deck. All of the flower pots have been emptied and put in the garage. The furniture has been stacked and pushed to the side and the grill was moved close to the house. I cook on the grill year around, but I admit, when it gets chilly outside I prefer just to step out the door as opposed to having to cross the entire deck. This weekend I'll clean the bike and put the cover on for the winter. With all of this being said I absolutely fall into seasonal depression. I'm not alone either; the medical term is SAD, Seasonal Affective Disorder.

Not only does a person need to clean and put away the spring and summer items like flower pots and lawn furniture, but for us glow fliers, it's time to service our helicopters and put those on the shelf also. The alcohol in glow fuel is hygroscopic. What that means in simple terms is that it absorbs water. I store our helis in the "dungeon" basically the basement, poured concrete floor and walls. It is a perfect environment for bearings to rust.

I've never quite figured this out, but it seems like on at least half the repairs that come into Cindy's store there's still fuel in the tank. Why a person would invest so much money into a helicopter and not do something as easy as using the "out" button on the fuel pump I don't know. I always drain my fuel tank at the end of a day's flying. It's not so much for the longevity of my engines, as I don't want glow fuel dripping all over. Regardless, it's the end of the season, if you have fuel left over in the fuel tank do yourself a big favor. Go outside start your helicopter, and while it's running - carefully - reach in and either clamp off, or remove the line from the fuel tank to the carburetor. Let the motor run dry. **DO NOT REINSTALL THE FUEL LINE** until you've completely drained the fuel tank. What will be left in the engine is a nice coating of oil, all the nitro and alcohol will have been burned off. This next is something a lot of people have trouble understanding. **If like most of us you use Morgan fuel, read the label. Notice where it states NOT to use an after-run product of any kind.** They mean this. The fuel is loaded with rust inhibitors and once you've run the engine dry that nice coating of oil that's left in your expensive engine contains the necessary ingredients to keep your bearings from rusting. The chemicals in after-run oils will break down the inhibitors and the reaction between the two will do much more harm than allowing the oil in the Morgan fuel to do what it is designed to do. I.E. protect your engine during storage.

Now that you've prepared the motor for storage clean the entire helicopter. Get in all the nooks and crannies with a nylon bristle brush and get all the dirt and crud cleaned out. Check all the pivots and links, put a light film of oil on the main shaft, tail shaft, and swash, make a list of round-tuits to be done over the winter season and then sit back and wait for winter. I would also recommend replacing all the fuel lines, filters, etc, as the high nitro content we use in our fuel eventually breaks down the silicon fuel tubing making for a jelly like substance that is great at plugging carburetors needles.

There's only one last thing to do and that's to break out the micro electric so you can keep flying.

Mad Mac

## O.S. 50 on the rebound

The question of engine rebuilding vs. buying new came up a long while ago during some club meeting chit chat. Some will say it's just not worth it to tear into an engine and rebuild it, that it's best to just buy new for various reasons like new warranty, predictable performance, long life and so on. All are good reasons much of the time, but I remember saying that it might be worthwhile to attempt a rebuild, depending on what's wrong and what you expect out of the engine. So when my engine started to show signs of wear and tear, I gave the rebuild route a try, thinking that if the power was not there or there were some other minor issues, I'd use the engine on a plank and call it a day.

After disassembly, I found the piston ring to have some really strange wear patterns on it. The ring wore so thin that it became just a sharp point on one end. It appears that the ring initially wore out fairly evenly, but finally wore so thin that it rotated on the piston to a position in front of the ring retaining pin, and then this pin began to apply pressure behind the ring and the cylinder wore one end of the ring to a point. Amazingly, there were no scratches on the cylinder at all, although the liner plating is likely to be pretty thin.

I decided to do a minimal rebuild of just a new piston ring and a new main bearing for good measure. No new gaskets, cylinder, piston or connecting rod were used.

The first thing I noticed was just how much meatier the new piston ring was compared to the old one, and how it tightened up the fit in the cylinder big time. After reinstalling the engine in the heli, my starter would barely turn it over due to all that compression and new ring friction. Remember, the old ring was basically worn thin, broken and missing some length. I richened the needle and it fired right up. I've since ran probably a gallon through it and it keeps getting better and better. It's way better than it was, and like a new engine to me. Hey, it might even run for a while! **Marc Claussen**

## Up and Coming Events 2007

### **November 13<sup>th</sup> Club Meeting at the 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](http://www.nircha.com) and is maintained by Web Guy Mike Mazurkiewicz.

Meetings are held the 2<sup>nd</sup> 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

<b>President</b>	Cindy McFarlane	630-832-4908	<b>Treasurer</b>	Charles Tittlebach	708-352-4915
<b>Vice President</b>	Tony Loquercio	847-678-2833	<b>Secretary</b>	Ron Bernson	
<b>Membership</b>	Paul Girard	630-725-6533	<b>Web Guy</b>	Mike Mazurkiewicz	
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				<a href="http://www.nircha.com">www.nircha.com</a>	

#### Newsletter

Larry Stevens

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