

TriState Helicopter Club



TRI-STATE HELICOPTER CLUB

The Collective Pitch

From The President's Desk

It's hard to believe that July is here already! That means Fly,Fly,Fly!!!! However please respect the neighbors.

The reason I mention this is for those members that missed the last meeting. It was brought to our attention that our recent funfly, was a little to much for them to deal with. The problem is two-fold they don't want us flying over there houses so we have to make a conscientious effort to amend our flying pattern, and we need to limit the amount of noise we make with better mufflers and fewer hours of continuous flying.

Carl (he owns the property we fly on) has absolutely no problem with us. We have

added his name to the AMA insurance waiver, however he has a lovely wife that is not as endeared about our models so please let's keep the peace. If you have any question about where not to fly, please ask!

I want to remind everybody that the AMA Nationals begin July 7th at the Muncie, IN facility. This is your opportunity to see some of the best builders/flyers compete. Check the AMA magazine or go to the website to view the complete schedule of events. If you need help with driving directions pleas call me, 245-0591days.

Bob Belluomini

PHOTO's to Inspire...?



Bob Belluomini's Scale Augusta—look ma! NO SMOKE!! (It's electric!)

AMA Chartered Club #3373

See us on-line at WWW.TSHC.ORG

CLUB OFFICERS

President:	Bob Belluomini	(513) 245-0590
Vice President:	Gayl Rotsching	(513) 761-1266
Treasurer:	Al Drees	(513) 791-5412
Safety Officer:	John Anast	(513) 829-3950
Secretary:	Brady Pack	(513) 831-4900
Lowly Scribe:	Dale Mercer	(606) 689-5953

Safety First, Last & Always

This came off the newsgroup that I subscribe to and I thought that it might serve as the "Thought of the day".

The main rotor blades that we use are quite easily damaged and don't necessarily have to be walked into to "reach out and touch us"

I had this happen to me once with my Ergo 30 but it wasn't due to a high rotor speed, it was because the blade probably had a hair line crack in it. Unfortunately it happened while I was in FFF just passing myself in a very low flyby (about 6 inches

off the ground), and both blades had disintegrated and one piece had hit me in the thigh embedding itself about one inch into my leg.

Yes, it hurt very much & no I didn't go to the hospital.

Fortunately, I carry a first aid kit whenever I go flying and this is the reason why. We all know what can happen and how dangerous this hobby is.

My advice, always be prepared for the worst.

Later,
Brad

So. Until next month keep those rotors outta the dirt.... John.

What's wrong with this picture?

In an never ending quest for higher education and the deafening sound that the palm of our hand makes when it makes contact with our forehead as we say in unison "I got it!" This picture poses the universal question to which we all seek an enlightened answer to—usually when we are bandaged up and lying in the hospital... "Why did I do that?"

If, by now, you still have not figured out what is wrong with this picture, then you may have been standing too close to an open jug of 30% fuel.



Reduction of cyclic input. ATV vs. Swash Plate's Inner Hole

The thought for this issue of the Collective Pitch: Which is the better method to use to reduce your cyclic inputs? Earl Rummel of California poses the following question.

“One thing to consider with the reduction in cyclic input through ATV's verses the inner hole of the washout. Then you limit the throw of the swash plate, you reduce both the direct input and the flybar delayed input to the blade system. If, however, you limit only the flybar system (inner hole of the washout assembly) you only lose the delayed input from the flybar, not the direct input from the swash plate to blade.

If, you consider the possibility that the flybar is hitting it's mechanical limit of tilt (this is only an assumption, I don't know if it is or not), then any additional input to the flybar, that exceeds this requirement, is only direct induced drag on the engine and of no useful purpose to the requested act (roll or pitch). If, with the inner hole of the washout assembly you get most or all of the flybar input, alone with all or the direct input, you achieve the maximum roll and pitch authority available. In this case doing this without bogging down the engine would turn out to be the best of both worlds.

I know that I've made several assumptions. This is just food for thought and is a request for the opinions of other people. I am especially interested in the opinions of advanced 3D pilots and those who are aeronautical engineers or have at least a strong understanding of helicopter aerodynamics.

If you believe my hypothesis stinks, please explain why. This way, if your theory sounds better I can add it to my why it does that list.”

Happy Flying,
Earl Rummel

So, what do you think? Maybe we can broach this subject at our next club meeting (unless you have been standing next to an open jug of 30% with a lit cigarette) or debate the finer points of how to set up a proper throttle and pitch curve.

Treasurer's Report\$\$\$\$

We are finally up to 30 members! Please welcome our new full and associate members.

Our bank balance is still in the black and my report for this month is as follows:

Beginning Balance	\$ 948.29
Due's Received	\$ 00.00
<u>Expenditure's</u>	<u>\$ 00.00</u>
New Balance	\$?????

Please check the attached Membership Roster to confirm if all of your information is correct. We are still missing some information from some of you (**especially AMA numbers**) and we cannot update our club roster to the AMA without your AMA number.

You can contact Dale Mercer or myself for any updates that you have to provide.

Al Drees, Club Treasurer.

AMA Information Corner

- 1) Nominations are complete for Districts II,IV,VI,VII and X Please see the section “ Executive Council Information” at www.modelaircraft.org for an update.
- 2) If you are interested in becoming a “Life Member”, the required contribution to AMA is \$1,500.00 and can be made in three installments. A Life Member, as defined in the by-laws is anyone who has made a financial donation under criteria established by the Executive Council. That person is entitled to full membership, privileges and benefits for life.
- 3) As of May 10th, 2000 there are 174 clubs that have NOT re-chartered for the year 2000. If you are concerned that one of those clubs may be yours, please check with the club president/contact person and be sure that he (or she) has a charter certificate and/or additional insurance for the year. You can also log onto our web site to see if your club is listed there.
- 4) The Nationals are being held this month! Join us at Muncie during the July 7th--9th.

So, until next issue,

Joyce Hagar, Executive Director, AMA

Next Club Meeting:

"Keep them rotors outta the dirt"

WHEN: July 11th, 2000

TIME: 7:30 PM

WHERE: Slim Helson's Aerodrome

See You There!



Services and Such

Slim's Chopper Repair *"IF YOU CAN DRAW IT, HE CAN MAKE IT!"*

Machine shop services are available from Slim Helson, call him at 831-3173. He offers a full range of machining services and custom fabrication. Slim also has an extensive Robbe/Schluter parts supply. Slim's shop is conveniently located at 1033 St. Rt 131 in Milford.

Vector Helicopters (Authorized *Robbe Field Representative*)

Building, setup or repair services for all makes of helicopters is now available. You can also get your wood rotor blades professionally built, weighted and covered to your specifications. Prices range from \$15-\$35 depending on size and complexity. Call John Anast at 829-3950 for an estimate. Remember - ***No job is too BIG!*** You can also e-mail John at: jmanast@worldnet.att.net or visit his website at Vector Helicopters <http://home.att.net/~jmanast/vh.html>

Web Sites

Bryce's R/C Heli Page	http://www.byelectric.com/~fribab/
East Coast Model center	http://www.ecmc.com/#rc
Heli-fever Web Page	http://helifever.com
Leisure Tech	http://24.113.44.156!/heli/
Rick's RC Heli	http://www.rcheli.com
Tailrtr's R/C Heli Links	http://www.pcez.com/%7etailrtr/links.htm

Hobby Shops

<u>Name</u>	<u>Phone Number</u>	<u>City / Area</u>
Al's Hobby Shop	630.832.4908	Elmhurst, Il.
Flight Zone	746-0015	Boone Co.
House of Hobbies	248-9220	Milford
Northern KY Hobbies	283-1110	Florence (YA'LL)
Phil's Hobbies	385-8616	Cincinnati
Pit Row	891-7487	Kenwood
Slim's Chopper Repair	831-3173	Milford
Starfleet Hobbies	984-9889	Blue Ash

Classified Ads

Bob Belluomini 513-245-0590

1. Robbe CSC-4 Helicopter Speed Control - \$75 obo
2. Hitec 325 Fast Field Charger - \$35

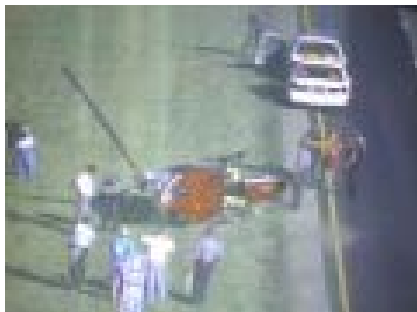
John Anast 513-829-3950

1. Vario Viper - low hours (maybe 4 tanks) OS61SXWC , Zimmerman steel tuned muffler, NHP 680 blades, Carbon fiber fins \$1275.
2. Robbe CSC-4 Helicopter Speed Control - \$75 obo
3. Schluter Scout II 60 - tons of Futura updates - carbon tube drive - OS61SX - \$550 obo
4. Hitec CG-320 fast delta peak charger - 4-5 cells at 4.5A, 8 cells at 1.8A - \$40 obo

Craig Gologowski 513-248-1864

1. Robbe/Schluter Moskito, Webra 50, Robbe tuned pipe, GRP blades, ACT H.Hold gyro, FMA servos, numerous upgrades. Flys great! Just add radio. \$575 w/electric's, \$425 w/out. Pictures to be posted soon .

In the news... Local Helicopter Crashes



NTSB Preliminary Report

NTSB Identification: **NYC00LA174**

Accident occurred JUN-23-00 at SPRINGDALE, OH

Aircraft: Enstrom 280 FX,
registration: N383MA

Injuries: 2 Uninjured.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

On June 23, 2000, about 0730 Eastern Daylight Time, an Enstrom 280 FX, N383MA, operated by Northstar Helicopters on an aerial observation flight was substantially damaged during a forced landing in Springdale, Ohio. The certificated pilot and passenger were not injured. Visual meteorological conditions prevailed for the local flight that was conducted under 14 CFR Part 91. The helicopter was being used for aerial observation of traffic conditions. The pilot reported that he was cruising about 1,200 feet MSL (500 feet AGL), when the helicopter yawed nose right momentarily, followed by the engine running intermittently. He was over a divided freeway with residential areas on both sides of the freeway. The area between the roadways was sloped and unsuitable for landing, so the pilot elected to land on the side of the road, with the flow of traffic. When he lowered the collective, the engine quit. An autorotation to a run-on landing was conducted. After initial touchdown, the left skid transitioned from asphalt to soft dirt/grass. The skid dug in

and the nose rotated left, after which, the helicopter came to rest on its right side. The occupants then exited the helicopter. According to an inspector from the Federal Aviation Administration, the fuel cap was in place with no evidence of leakage. There was no smell of gasoline at the accident site, and no evidence of a fuel spill. The helicopter was placed on a trailer and returned to the operator's facility. Examination of the fuel system revealed no breaks in the lines and all fuel line fittings were tight with no evidence of leakage. The fuel system was drained and about one quart of gasoline was recovered. Fuel was then added to the tank and the engine was started and ran with no problems noted. The helicopter had flown 1.2 hours. The pilot further reported that he had checked the helicopter prior to departure and the check included both a visual examination of the fuel gage, and the removing the fuel cap and looking into the fuel tank. The fuel tank was full prior to departure. According to the operator, on the day prior to the accident, the helicopter was used to give rides from a location near the Cincinnati Lunken Airport. According to the pilot who gave the rides, the company had positioned a portable refueling tank at the location and fuel was added periodically to the helicopter. The amounts added were not recorded, but the fuel tank was never filled to capacity. He reported that he flew about 4.7 hours. Prior to returning to his heliport, he added fuel, but did not remember the amount added. He said he was not certain how much fuel was in the helicopter, but thought the fuel tank was about 3/4 full upon departure. He also reported that he did not refuel the helicopter upon return to his home heliport. The accident pilot reported his total flight experience as 3,700 hours, with 3,000 hours in Enstrom Helicopters. He had flown about 300 hours in the preceding 90 days.

Does this remind you of anyone?

Tri-State Helicopter Club

Membership Roster

Last Name	First Name	Member Type	Street Address	City	State	Zip	Telephone	AMA	Paid /owe
Anast	John	Full	5752 Lake Michigan Drive	Fairfield	OH	45014	(513) 829-3950	167274	YES
Barrow	Dave	Full	5236 Madison Pike	Independence	KY	45051	(606) 357-1258	002534	YES
Belluomini	Bob	Full	8872 Colrain Ave.	Cincinnati	OH	45251	(513) 245-9580	077207	YES
Bridges	Milt	Full	5319 Bonnell Road	Guilford	IN	47022	(812) 487-2100	208151	YES
Cooper	Scott	Associate	113 Cornell Drive	Bainbridge	NY	13733	(607) 967-3937	648750	YES
Davis	Bob	Full	3935 Montgomery Road	Norwood	OH	45212	(513) 531-4765	??????	YES
Drees	Al	Full	7810 Hartford Hill Lane	Cincinnati	OH	45242	(513) 791-5412	523403	YES
Dustrude	Ray	Full	8555 Lynnehaven Drive	Cincinnati	OH	45236	(513) 793-3982	042260	YES
Fuschen-Zanker	Cindy	Associate	Al's Hobby Shop	Elmhurst	IL		(630) 832-4908		YES
Gaertner	Bob	Full	8311 Weller Road	Cincinnati	OH	45242	(513) 530-9676	000321	YES
Galvin	William	Full	2252 Whitmer Road	Batavia	OH	45103	(513) 732-8659	598588	YES
Golgowski	Craig	Full	5845 Price Road	Milford	OH	45150	(513) 248-1864	439037	YES
Harrison	John W	Full	1757 Marquette Avenue	Cincinnati	OH	45230	(513) 232-8833	609808	YES
Harrison	John C	Full	1757 Marquette Avenue	Cincinnati	OH	45230	(513) 232-8833	607543	YES
Helson	Slim	Full	1033 St. Route 131	Milford	OH	45150	(513) 831-3173	183940	YES
Knott	Tim	Full	7757 Thomas Road	Middletown	OH	45042	(513) 423-5747	159321	YES
Noel	Daryl	Full	3811 Locke Street	Covington	KY	41015	(606) 491-2613	616833	YES
Kosar	Richard	Full	1336 St. Route 131	Milford	OH	45150	(513) 831-1641	420322	YES
Lynch	Tim	Full	6977 Panther Drive	Middletown	OH	45044	(513) 777-1054		YES
Mercer	Dale	Full	6132 Woodcrest Drive	Burlington	KY	41005	(606) 689-5953	629712	YES
Milligan	Rod	Full	4169 Heritage Glen	Cincinnati	OH	45245	(513) 752-9032	457808	YES
Pack	Brady	Full	5917 Price Road	Milford	OH	45150	(513) 831-4900	577629	YES
Pennell	John	Full	6512 Turtle Point Place	Mason	OH	45040	(513) 754-1577	427502	YES
Rotsching	Gayl	Full	263 Lux Avenue	Cincinnati	OH	45216	(513) 761-1266	097474	YES
Roysdon	Daniel	Full	2649 Thomasville #1603	Cincinnati	OH	45238	(513) 481-5757	665017	YES
Shaw	Jesse	Full	6685 Oakland Road	Loveland	OH	45140	(513) 722-8335	660435	YES
Shurley	Carey	Associate	PO Box 953303	Lake Mary	FL	32795	(407) 771-7759	165910	YES
Stephens	Dwayne	Full	9193 Sunderkand Way	West Chester	OH	45069	(513) 755-9193	006571	YES
Wiebold	Bill	Full	5950 Park Road	Cincinnati	OH	45043	(513) 831-3731	??????	YES
Yingling	Chris	Full	20811 Bellemeade Drive	Lawrenceburg	IN	47025	(812) 637-6309	359654	YES

Don't forget to visit us on the web at: www.tshc.org

Tri-State Helicopter Club's Calendar of Events

		June		July		August
1	T		S		T	
2	F		S		W	7th Annual Heli International IRCHA World
3	S	Edinburgh, IN. Fun Fly (3rd only) C. Wilson: (812) 526-2162	M		T	Jamboree.
4	S	Lexington, KY. IMAC/LMAC. 3rd/4th. L. McFarland 606.223.1237	T		F	Jeff Robb, CD. 740-928-5300
5	M		W		S	(Over 40 vendors, on-site camping, vendors,
6	T		T		S	Food, hobby shop, seminars, demos....)
7	W		F		M	
8	T		S		T	
9	F	Reno Rotary Rendezvous R/C Heli F/F.	S		W	
10	S	2 flight lines. Raffle. Vendors. Camping.	M		T	
11	S	?? 775.348.0879	T		F	
12	M		W		S	
13	T		T		S	
14	W		F		M	
15	T		S		T	
16	F	Greater Cincinnati Jet Fly.	S	TSHC Fun Fly #2	W	
17	S	Miami U Airport.	M		T	
18	S	16.17.18. J. Amato 513.742.0767	T		F	
19	M		W		S	
20	T		T		S	
21	W		F		M	
22	T		S	Pikes Peak Helicopter Round-up. Colo- rado Springs, CO.	T	
23	F		S	Steve Bygren, CD, 719-599-3612	W	
24	S	4th Annual Night Fly. Alliance, OH. W. Peel 330.454.5283 (24th only)	M		T	
25	S	11th Annual Frelo Heli fun fly. Batta- via, IL J. Zagel 630.208.9131 (24th/25th)	T		F	
26	M		W		S	
27	T		T		S	
28	W		F		M	
29	T		S		T	
30	F		S		W	
31			M			
Key		TSHC Club Activities		R/C Helicopter related events		R/C Airplane related events



TriState Helicopter Club
c/o Dale Mercer
6132 Woodcrest Drive
Burlington, Ky 41005

Mark your calendar now for the
July 2000 Meeting
Tuesday the 11th
Slim's Aerodome