

Rotor Wash

Volume 10, Issue 11

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Message from the President

Monthly update

Eric Stevens (e_stevens@cox.net)
ARMS President

This month is elections, so anyone who wishes to run for an officer's position should attend the meeting (this is assuming that we have enough members attending for elections). Additionally, club dues are now up. I know that some of you may question paying Sun Valley and the ARMS, but consider this. First, the ARMS only charge \$25 per year which is a bargain. Second, if we were to lease a field and develop it, our dues would increase substantially. I recently spoke with the president of a helicopter club from Oklahoma. His club recently got a lease on public land; their dues are \$45 a year. The portajohn toilet is \$90 a month and that club only has about 25 - 30 members, so guess what the dues pay for? We have about the same number of members to put this in perspective.

Many of our members have taken the plunge and joined Sun Valley as they fly more at the SVF field. The parks and rec department does have the request in for re-location of the helicopter pad, although they are holding until an issue is resolved with the hot air balloon people (they used to have access up until a couple of years ago). They were where the pads are intended to go. We will probably be graded in the next couple of weeks as SVF will have a grader doing work on the access road. To date we have not had any major issues with the airplane pilots at SVF, although I have not observed a large volume of pilots flying at this time. In fact, this past Sunday for most of the day, helicopter pilots outnumbered the airplane pilots. I'm sure the volume will increase as the weather cools.

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Next Meeting

November 3, 2006 @ 7:00pm

Deer Valley Airport

The weekend of November 10 -12th, SRCHA will be having their helicopter fun fly at Schnepf's Farms. I will be there Friday with the club canopy and will have it set up throughout the weekend. As a reminder, SVF is having the electric Turkey fly in November 11th, so unless your flying electric that day, stay clear of the SVF field.

That's it for this month. I would like to thank Paul for the great job he has been doing with the newsletter. Hopefully Paul will stay on board.

Eric

Technical Tips/For Sale

Hatori Pipes for O.S motors

Paul Clifton Jr. (pcliftonjr@cox.net)
ARMS Secretary

I ran across another post from Jerry Sudimick; this one regarding Hatori Pipes:

----- Jerry Sudimick Tue Aug 01, 2006 4:49 pm -----

Hatori information for OS engines - SB17, SB18

The SB17 and SB18 work well with the SZH. In the constant search for more power it was decided to try to improve on an already good platform. Many pilots have been testing an updated version of the SB17 and SB18 for several months. 2 weeks before XFC we began flying the production version, which works especially well with the SZH engine.

As of last week (July 23 or so) Hatori USA began shipping the updated 17/18 to dealers. There will be no 'SB19' designation. You can tell the difference between an updated SB17/18 and the original by comparison. Most won't have one of each, so I will try to post some dimension differences when i have them. The updated version has a larger internal tube. Insertion of a ruler in the header opening will yield a lower number with the updated pipe. (approximately 2.5mm)The updated pipes are also about 10-15mm longer than the originals. Everyone has been asking which works better - the 17 or the 18. Perhaps a bit of background on how we ended up with a 17 and 18.

In early 2005 Hatori USA began working on a pipe that would work well with the OS91 Cspec. At the time the MP2 was the popular choice for that engine. The original prototypes that were tested were long - especially when compared with the SB16 we were all used to seeing on YS equipped helis. The pilots that tested the new pipe were extremely pleased with the long version. The only issue we seemed to have was the tendency to develop exhaust leaks between header and engine. This lead to beefing up the thickness of the header itself, and also eliminating the YS mounting holes. It was thought that a slightly shorter version would also eliminate some leverage from the header, and aid in this problem. So a shorter version was born.

We all thought the shorter version worked great - but there was just something a little special about the longer one in certain applications. The shorter version was decided to become the JK nitro pipe. At some point, Alan Jr got these in his hands, and he preferred the longer version. Alan was running 827 gearing and turning the engine close to or at 16000 rpm. He preferred the longer one as a result . It was then decided to offer two versions of the OS nitro pipe. The shorter SB17 and the longer SB18. The 17 worked at the lower engine speeds, while the 18 worked really good at higher rpm's. The same held true when these were bolted to the SZH. Engine speeds above 15700 worked with the 18. Below 15700, the 17 worked great.

There's the full story.

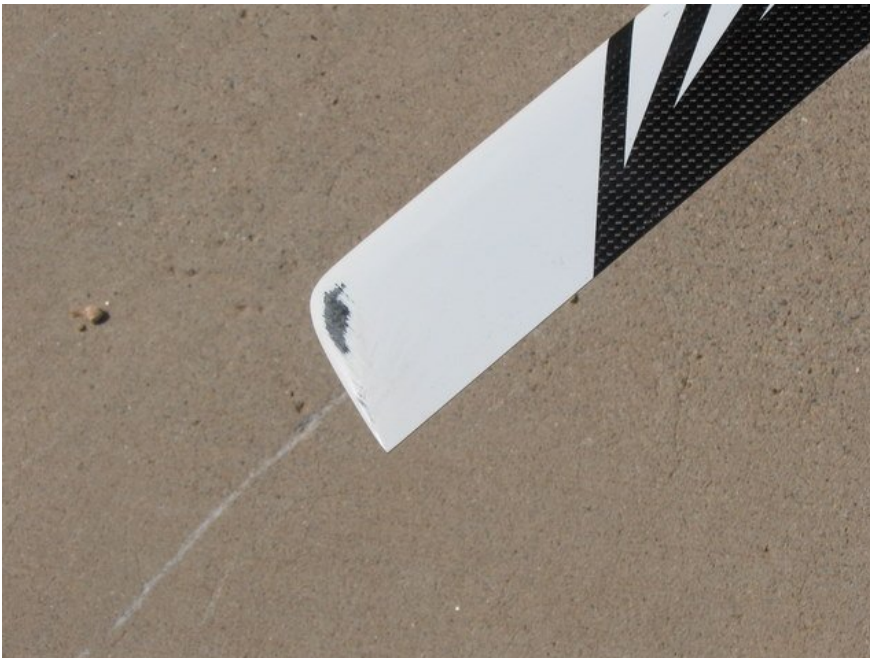
Jerry

Stuff for Sale

Nothing new this month

Photos from the field(s)...

Josh's Blade Scrape!



I need to sit down ☺...



Wayne the Jet dude/Raptor Pilot



Logan wrenching on his new Synergy (Please don't ask him how he feels about UPS!!)



The Saturday crew...hanging



Bob and his Pit crew!



It's getting a little crowded on 19th ave!



Notes from the Editor

New Faces

Paul Clifton Jr. (pcliftonjr@cox.net)
ARMS Secretary

It's been just over a month since we started flying more at Sun Valley. So far we've gotten a pretty warm reception! As a matter of fact, I think we've brought a couple of Plankers out of the closet☺.

I spent some time on 19th (check out the picture); looks like some of the units are just about ready for move in! So if you haven't ...check out Sun Valley.

Hope to see you at the field!

Paul

Upcoming Events

Sun Valley Electric shootout

Nov. 11

Southwest Heli Rodeo (Queen Creek)

Nov. 10- 12

For more details check out the "Events" section on RunRyder.

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