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CHOPPER NEWS

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Northern Illinois Radio Control Helicopter Assoc.

One of

The World’s Largest R/C Helicopter Clubs

AMA CHARTER NO.2099

December, 2002

**Next Club Meeting, 7:30 pm Tuesday,
December 10th**

At John’s Pizzeria in Addison

Editorial

If you missed our last meeting, you really missed a very interesting and informative one. Jeff Anderson is a rep for JetCat USA and gave us a rundown on their latest turbine engine. As I understand it Jeff can now qualify you for an AMA Turbine certificate. Who will be the first in our club with a turbine powered helicopter?? I believe Jeff promised an article for next month’s newsletter, and I am going to hold his feet to the fire on this one and make sure we get this much-awaited article!! Paul Barsamian was up next and gave a great run down on batteries and chargers. Be forewarned, next time I see you, Paul, I will have a thousand battery questions. The above are two good examples why you don’t want to miss any of our meetings!!!

In last month's newsletter I forgot to mention what a great job our two web guys are doing. As we all know, Rich Erikson and Kevin Cashman have a fantastic web site and bulletin board. Let's all make an effort to use and enjoy our professional web page. Good job, web guys!!

I believe all of the ballots have been counted, and we now have two new leaders. Rich Erikson will take over the reins as President and Charles Tittelbach will be in charge of the club vault. Men, you have some big shoes to fill, but I know you're both more than up to the challenge!! Neil couldn't make the meeting, so he is still secretary by default. The electorate has spoken!!!

Well, the best flying time of the year has finally arrived. We have seen the last of those hot sweaty sticky days now that winter is on the horizon. We can all look forward to that cold dense air that gives our heli blades something to bite into and lets engines produce more power. Just open your needle valve a few clicks to richen it and head on out to the field. Why be a creature of habit? Try flying instead of hibernating this winter. Don't be chicken!! See you at the field.

Just a reminder about our 3rd annual, MSNIKKFDOTNYFINSCFDFAGT gathering on the morning of January 1st, for fresh doughnuts and piping hot coffee. If you are afraid of the cold, we can slide you pieces of hot doughnuts through your partially rolled down car window.

It is vitally important that you visit and buy at your local hobby shop, or they will put all of their stock money into planes, trains, and automobiles and not helicopters. In other words, if they don't sell an item, they don't stock it!!! Please, visit your local hobby shop today. Remember, we cannot fondle helicopters and their related parts in a catalog, and returns could be a nightmare.

I want to wish everyone the best this holiday season. Remember, this is not the time of year to do anything in moderation!!! Have fun but be careful out there, people! I hope to see you all at the Christmas party. Marty

President's Message

Be sure to attend the 2002 NIRCHA official Christmas Party. There will be some very nice prizes and as always the company will be fantastic. It will take place at John's at our regular time.

We had a pretty good turnout for last year's "Annual New Year's Day Fun Fly". If you did not read the reviews, I gave it ****4 beer steins***** for food quality and ****4 beer steins**** for food preparation and innovation. (Way to go, Marty!) The flying was excellent, too. The list goes on and on about the pluses of attending this prestigious event. From the coveted "1st Crash of the Year Award" to the bragging rights of being able to say, "I did more before 9:00am than most people do all day."* *Disclaimer: only applies to New Year's Day itself. Most people do not even get up until noon!!!*

I would like to make a couple of suggestions if you are planning on attending this year. It is January First, so you need to dress warm, make sure your batteries are fully charged, dress warm, if you fly a Raptor 30 check your tail belt tension after the heli is outside for a while, and did I mention, dress warm!!

This will be my last president's message; I had a lot of fun and learned many things while fulfilling the duties as president. I plan on staying very active in the club, and maybe I can figure out how to make my heli do things that I have watched many of our club members do, and I don't mean crash!

Soft Landings! Terry

Editor: Thanks for all of your hard work and for all of those many hours that you spent to improve our club year after year.

VP Message

Remember, the December meeting is the Christmas dinner. This year's menu for the Christmas dinner is looking pretty good. We are serving up a V2 raptor 30 kit, a Futaba governor, and a 401 gyro to 3 lucky winners. We are also going to have food (I almost forgot that!) Attend if you can and celebrate our prosperous year. It's also going to be time for us to have to say goodbye to Terry King as president. He's done a great job as president, and I sure hope he can run the fun fly again in 2003.

SIMULATOR FUN FLY

Speaking of fun flies, there are some ideas floating around about a wintertime fun fly. No, I don't mean outside!! The club has several members equipped with laptops and flight simulators. Maybe one meeting this winter could be devoted to some sort of flight

simulator skills contest! If anybody has ideas on this, pass them on. My son has a particular skill he enjoys on the G2 simulator. He flies in the gymnasium and practices shooting 2 and 3 pointers to the basketball hoop. Crashes every time! I asked him once about all the crashing. He said something about wanting to be just like Daddy. I don't ask anymore.

Happy Holidays!! Mark

Just a Few Words From Your President Elect

First, I would like to thank the folks who **voted** for me in this past election. I can say that my opponent, with his empty campaign promises just showed that the platform he ran on was invisible and that he is a man of little or no substance. He lacked any real values, and I am sure he will never show himself to be any more of a person now than he was before. I would have liked to have a debate, but I am sure it would have been like talking to a wall.

I look forward to the task of the presidency and hope that I can keep the high standards set by those before me. I am sure in the beginning I will be asking Terry many questions.

Thanks

Rich Erikson

Editor: For those who cannot read between the lines and were not at the last meeting, Rich ran unopposed and won by a landslide. Rich, we all look forward to a great year with you at the helm!!!

Christmas Party

If Paul has not contacted you by now, he will be very shortly. Paul has taken on the task of calling every member of the club and finding out if you will be attending the Christmas Party and if you will be bringing a guest. We need this information to let John's know how many people will be attending. We want to make sure that we have enough food so nobody goes hungry.

If you missed the November meeting, you missed out on picking the Raffle prizes for our Christmas Party. You will want to make sure you come to the party because we have some great prizes this year. We have all worked hard at improving the club saving fund.

This year we will raffle off:

A Raptor 30 V-2 kit

And

A Futaba Governor

And

A Futaba GY401 Gyro

This is how it works. For every member that attends (and pays for dinner) you will receive 1 ticket for the raffle prizes. We will draw for the prizes toward the end of the night. There will be no extra tickets sold. You will get one chance to win one of the three items. Everyone will have the same odds of winning.

Al's has given us a good price on the above items, and I would like to thank Cindy and everyone at Al's for their support of our Club. Terry

Better Ways and Shortcuts

In my last mishap the battery in my chopper managed to unplug itself as the chopper thrashed around the ground in its final death throws. This left my engine at full throttle to self-destruct. In these situations if I push myself, I can run the 100-yard dash in just under 1 minute, but to no avail. By then the engine was cooked. Your favorite hobby shop does have a plastic gizmatchee to lock the battery connection together. The other option is to wrap the plug connection lengthwise with thread to lock it together. Today's households might not have any thread on hand (sewing on buttons and darning socks seem to be lost arts) so try dental floss instead. I could have saved 185 bucks with this little trick!!! Marty

My Email: Do You Have Anything for Newsletter??

I was wondering if you could add this to our newsletter. My Friend Brett Allen professionally paints canopies. He really does some awesome and unique work. Brett uses automotive paints and a baked on clear coat. He will paint any type of canopy. You can see his work on run Ryder at <http://runryder.com/gallery/04996/> Just tell him Joe Ellis referred you to him. Maybe we can send him some business.

To email Brett, you can use this online form:

<http://runryder.com/member.htm?action=mailform&userid=4996>

OR, by email:

<mailto:ballen262@attbi.com>

OR, By Phone 801-645-1081

Thanks, Joe Ellis

A Holiday Season Greeting From Al's Hobby Shop

I want to thank all for your past and future support and hope that everyone has a safe and happy holiday season! Thanks, Cindy

Editor: I just got back from shopping at Al's Hobby Shop. As always, I found a great selection of products to choose from and prices as good as anything on the Internet. Al's has a history of doing everything in their power to match any price out there. So just ask!! It benefits all of us to shop locally at Al's Hobby Shop, and why would we not with such great prices and superb, unmatched service!!! I may have a slight bias in this area since I have been shopping at Al's for over 40 years, spanning three generations. (Am I really that old??? Can't be!!) I wouldn't doubt that Al's is having some sort of shop 'til you drop extravaganza going on right now. For your convenience they now have longer holiday shopping hours. Open every weekday night until 9pm and open Sunday from 12 noon to 4 pm. Call for more details, 630-832-4908. See you there!!!

Local R/C Airplane Club

If you're interested in information on how to join a local R/C airplane club after you renew your membership at our club, you can visit the Suburban Barnstormers web site

at: <http://www.suburbanrcbarnstormers.com>

Hey all,

Went R/C heli night flying Sat. I have 1 blade with LED lights in it, and we strapped on 3, 8" long glow sticks on each skid and 2 on each side of the boom. It worked out well, no real issues with orientation. Did most all maneuvers I know except did not let it get too far away. Off into the void, you know! The only scary spots were with regular, tail-in position. In this position, all the glow sticks were end on and pretty much invisible. It was a fun, new experience! Mark Clausen

Building and flying the Raptor 30 V2

By Paul Barsamian

Introduction

Well, I decided to take the plunge. Being an electric's guy, I had to choose a machine that I could build and easily get help with, parts for, something proven and known; a Raptor!

Since my flying skills have come a long way during the summer, I had been eyeing the Raptor 50. The idea of having a 50 sized engine power in a 30 sized machine sounded really appealing especially when Heliproz had it advertised for \$380 with the Thunder Tiger 50 engine. I hadn't heard many good things about the TT engines but for the price it was worth a try. When I called to order I was informed that the Raptor 50 kits aren't being sold anymore. They are being revamped in preparation for the 50 V2 being introduced in spring '03. That said, the folks at Heliproz quickly sold me on the idea of a Raptor 30 v2 with the new Thunder Tiger 39 engine, and for \$40 less than I was originally looking to spend, I decided to go for it.

Like most out there, I had my reservations about the TT engines based on all the bad experiences others had over the last couple of years. I talked with the sales rep and was told that they had over a gallon through their TT39 in the Raptor v2 and no problems. In fact they thought it had noticeably better power. Since they hadn't sent me the wrong direction yet, I trusted and bought.

What I bought:

- TT Raptor 30v2
- TT 39H Pro Engine
- Futaba 401 Gyro with 9253 Digital Servo
- Futaba GV01 Governor
- TT Header tank with Ali bracket
- Thunder Tiger Performance muffler (for the price, who can beat it?)
- 18 Ball Bearing upgrade
- D'Best Carbon Fiber blades (550mm)
- 2 Dubro Fuel Filters
- Driven Tail hub from Ron Lunds'

What I had already and installed:

- 4 Futaba 9001 Servos
- Futaba 9 Channel PCM receiver
- Futaba 9CHP Transmitter w/ PCM module

Fuel: 30% Morgan Cool Power

Building

Opening the box reveals a complete kit with all parts bagged and separated. The hardware package was quite complete. The instructions are relatively well drawn and consisted mostly of exploded diagrams. They had text descriptions that were very basic and were marginally helpful. There were a few points in the instructions that weren't too clear, like the tail rotor pulley for instance. It wasn't made clear which way one of the halves was supposed to be inserted, and I got it backwards the first time around (I realized it when I found the tail rotor shaft moving in and out of the tail gear box). The instructions also miss several key points where thread lock should be used (like on the engine bolts and the main gear hub screws).

*Note for beginners, a good rule of thumb for helicopters is that any metal to metal fastening (metal screw into a metal part) requires thread-lock.

Other than the few minor confusion points above, the assembly went smoothly. I left the stock TT39 muffler in the box and built with the one-piece Thunder Tiger performance muffler. (I recently had a two-piece muffler break off mid air on one of my airplanes, so I didn't even want to deal with it). The Thunder Tiger muffler has two backpressure taps one on each side. Once you identify the topside install the fuel line nipple and the closure screw on the other side using JB Weld epoxy on the screws instead of normal thread-lock. I also installed and plumbed the header tank during the initial assembly. I also drilled counter sinkholes the main and tail belt gears and assembled the driven tail hub.

After some conversations at the field around Delta offset and the theories behind it, and knowing I would want to run head-speeds above 1750 RPM, I decided to flip the blade grips over and build the head as such. This means that the blade grips have the pivot arm/ball link on the leading edge side of the blades and that the Bell Hiller mixing arms are flipped 180 degrees and fastened to the pivot head on the opposite sides. This also meant putting a bend in the pitch linkages (the long ball link ended arms going from the swash to the top of the rotor head at the Bell Hiller mixing arms). I matched the arms up exactly to each other and gently bent them ~20 degrees by hand to make sure they didn't bind on the rotor head and washout assembly.

I installed the Governor and sensors per the Futaba instructions. I mounted the servos in

the stock locations, and the gyro just behind the rotor head-bearing block as in most of the Raptors I had seen. I decided to use Dubro fiberglass filled servo arms instead of the plastic ones included with the stock Futaba Servos. I set all of the linkages to the exact lengths and geometry specified in the instructions, though I had a few mistakes pointed out to me during my preflight ground check (a big thanks to Gary Ohlin for the help). I assembled the stock wood blades for the initial runs, trimming the covering away and adding CA and epoxy to the blade shims. They balanced almost perfectly with only a bit of tape needed on one blade. After a final check over the gear mesh, the belts, all linkage movement, etc, it was time to start it up!

Tuning

I decided that before flying, I wanted to run the engine and spool the heli up to speed on the ground. I also wanted to take this opportunity to set the governor up so I set my 'normal' flying mode up with 0 degrees pitch across the curve. I set the needle valve to three turns open per the instructions with the engine, and fueled the heli up. After slowly bringing the throttle from the completely closed position open, the engine fired up into a smooth idle without any 'complaints'. I adjusted the throttle endpoints (again with some help and advice from Gary) and found an acceptable set of endpoints. Since I have the 9CHP I was able to set three idle modes and a separate on/off switch for the governor I setup the three governor idle modes for 1650rpm, 1750rpm, and 1850rpm. I restarted the heli and spooled it up to a very satisfying hum. The engine and muffler seemed to work very well together, the stock needle setting seemed dead on with no adjustment needed. With no noticeable vibrations and the stock blades tracking as close to perfect as woodies can, I shut it down and set my pitch curves for +9, +5, 0, -5, -9. I also set the gyro limit function to 80 and the gains to % 70 in heading hold mode, and % 60 in normal mode. After double-checking the throws, the governor settings, and the gyro direction, I was ready for the first flight.

Initial Flights

After starting the heli back up, I brought it up to a hover and started to feel it out. It only needed a click or two of aileron for trim to be nearly perfect in the hover. In my ground check, Gary had correctly helped me set the exponential and the pirouette rate for the first flight to be relatively soft. The heli flew short slow patterns very smoothly at 1650rpm without a hitch or hiccup. The engine purred smoothly and had more than enough power for any beginner learning to hover and fly short circles and figure 8s. I

brought the heli in and started tuning to my liking, with a much faster pirouette rate, dual rates turned off and most of the exponential dialed out, I restarted and was off doing fast circuits. The Raptor flew well in normal patterns using the 1650 head speed but when I bumped it up to 1850 RPM it really started to sing! I started testing climb out and was pleasantly surprised with the muscle it seemed to have. Climb rate was good, and it tracked nice and tight in most of the basic flying around maneuvers without feeling pitchy in fast forward flight or notchy in the tail during pirouettes. Overall I was very pleased with the feel of the machine and the engine. It ran smooth through the whole tank with plenty of power for the airframe especially for a 30-sized machine. The engine/muffler combo flew very well and seemed to have more punch than other Raptor 30s with the OS engines.

More Flying and Comparisons

After the first weekend of flights, I replaced the stock wood blades with the D'Best Carbon Fiber blades from Heliproz. What a difference!!! The helicopter tracked even better with these blades with a noticeable improvement in collective feel and even greater punch in climb out. They also seem to track and spin much smoother on the heli. After running the first gallon through the engine, I leaned it by about ¼ turn just to fine tune it and also adjusted the low speed needle valve lean by about 30-40 degrees of a turn. The engine runs fine without a hiccup or bogging even with full pitch during hard loops or flips. After nearly two gallons through the engine running mostly at 1850, I can honestly say I won't even think twice about my TT vs. OS decision for this helicopter. The power and smooth nature of this motor for the price make it a definite value and for the occasional TT engine naysayer, I would put mine up any day against the OS 32!

In comparisons with other 30 sized Raptors I have seen, the noticeable improvements with the V2 raptor are as follows:

- Bigger tank, 330ml for more flight time
- Stronger/thicker pitch arm, it doesn't wiggle or bend at all
- Half metal swash, nice and tight, no wiggle or slop detected

- Sleeker canopy, MUCH better looking than the old upside down snoopy, more aerodynamic
- Beefy tail rotor seems larger/thicker than the older raptors.
- Beefy boom support ends, nice thick nylon/plastic ends in aluminum tubes secured by screws, very sturdy
 - TT39 engine, fantastic power, runs the first time, no break in, very smooth and unbeatable on the price

Other upgrades

Once I proved to myself the Raptor was flying well (nearly 2 gallons to prove it), I decided to start 'tricking it out'. I added purple aluminum bell-hiller arms (to match the purple fuel filters) as well as the aluminum fly bar control arm assembly, the aluminum tail rotor yoke, and the aluminum tail boom servo mount with the carbon fiber push/pull rod for the rudder control, all from Quick UK and Century. I also added an aluminum tail boom support/vertical fin mount collar, an aluminum tail rotor pulley, and a purple head button/teeter assembly. I also added the Thunder Tiger aluminum washout assembly since I have seen others run it on their Raptor 30's with a noticeable reduction in slop. I didn't notice immediate reduction obviously because I had not run my helicopter enough to 'wear in' the stock nylon/plastic assembly. I also (as is tradition with my helicopters) made my own set of Carbon Fiber '3D' fins traced from the originals and drilled out with spaced circles. I added an aluminum stiffener to the tail vertical fin to prevent flex and protect the tail box in the chance of it hitting on an uneven landing. I also painted the canopy using some masking stencils and lexan paint for RC car bodies. I sanded it using a fine grit sanding sponge I found at Target and used an airbrush to spray 4 even coats of Pactra metallic purple (I painted it half purple half left white with a water drop stencil separating them) and coated the painted surface with Testors enamel clear coat using a paint brush and even strokes. The finish has held up well so far with more than a gallon's worth of flying with the painted canopy. I am going to try some X-Cell 3D paddles next on the fly bar to experiment with different control feels.

Conclusion

Overall I am extremely pleased with the flying qualities, power, and handling this

helicopter has provided. The engine runs smooth, starts immediately, and has immense power. The helicopter flies very well out of the box and with better blades is a great performer. It is in my opinion a fantastic value for the money. I am including a cost breakdown of the stock model with the options/parts I believe are absolute musts (for the minimal setup) below. All prices are from Heliproz:

- Raptor 30 V2 + TT39Pro/Muffler Combo – 339.99
- 18 Ball Bearing Upgrade – 17.99
- Thunder Tiger Upgrade Muffler – 36.99
- Remote Glow Adapter – 5.99
- DBC Header Tank Set – 13.99
- Sub total: 414.95
- Futaba 401 Gyro/9253 Digital Servo – add 179.99
- GV01 governor – add 149.99
- D'Best CF Blades – add 49.99
- Total: 794.92

Paul

Email for Fellow Raptor Drivers

On Saturday, I was flying along when suddenly the heli started randomly pirouetting at a medium rate. Naturally, it headed for the nearby retention pond. I thought "self, this ain't lookin' good!!". It did come back over land after about a minute. It would occasionally stop rotating, only to start when about a foot off the ground. Finally the timing and luck was ok and I sat it down safely somehow. Upon inspection, I found the rudder control link broken at the "z" bend near the coupler. I don't know if an inspection here would have caught this before it let go, but you can be sure I'll replace this link at least once a year now! Mark Clausen

Í Good Eats by Chef Mark Clausen Í

FRENCH DIP for FRUGAL FLYERS

Here's a recipe that gets my family saying the AF@ word. French, that is. And fork it over, and other stuff like that. Just prepare as follows in a crock pot, then split open a Kaiser roll and fill with the sliced or pulled roast. Dip in juices and enjoy. Sort of like an Oreo cookie, nobody eats them quite the same way.

Ingredients:

3-lb. Rump roast

2 cup soy sauce

1 beef bouillon cube

1 bay leaf

1 tsp. Dried thyme

3-4 peppercorns

1 tsp. Garlic powder

1. Combine all ingredients in a slow cooker. Add water to almost cover meat.
2. Cover. Cook on low 10-12 hours.

Bon appetite (if this is spelled wrong, forgive me. I can't read, speak, or think French. I only eat French.) Chef Mark

*****Event Calendar*****

Our third annual Marty and Sidekick Non-Invitational Krispy Kreme First Day of the New Year Fly-In Non-Sanctioned Casual Free Donuts for Anyone Get-Together (MSNIKKFDOTNYFINSCFDFAGT) will be here before you know it. This January 1st my Sidekick will be providing piping hot gourmet coffee to go along with my four boxes of free hot fresh Krispy Kreme donuts. If you remember, my Sidekick was a little under the weather last year from some bad peanuts he had the night before. Let's hope he stays out of that establishment this January 1st. Also, I think Patrick promised to forgo his annual trip to St. Thomas to play outside with us at our annual Krispy Kreme doughnut fest!!! Besides, why would he want to put up with sand in his shoes year after year in all of that heat?? Which reminds me, rubber boots and a few extra layers of clothing will make our occasion more enjoyable. This almost non-planned, non-event, casual gathering is for one and all, starts early about 8am and goes until all the donuts are gone. Please mark it on your calendar right now, January 1st, 8 AM. See you then, Marty and Sidekick

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Small Business Ads

Hi Marty,

I saw your request for small business ads and while I don't per se run a small business with a retail location, I do computer related things on the side. This includes things like basic computer troubleshooting, repair, or upgrading all the way to wiring a business or home for network connectivity. I also can write programs to any specification (golf manager, billing, etc. If you can think of it, I can most likely write it). I have been looking for a way to get my services out to a wider audience. This is a good place to start! People can contact me via email or phone at 630-449-1119. Thanks!

Eric Zimmerman, CON-WAY Logistics

Snow removal: This fall if you are looking for a reliable snow removal service keep our fellow chopper flyer John Spatola in mind. John runs a lawn and snow service. I believe his motto is "Have snow blower, will travel" (small driveways and walks only, please). John can be reached at 630-543-4939

For Sale or Wanted, Lots of Good Stuff

For Sale: OS 32, including 49 dollar metal fan and clutch, all for 110 dollars obo, 630-377-1865, Choppernews2@juno.com, Marty

For Sale: An 8 channel Futaba PCM transmitter, FP-T8UAP, on frequency 45, \$175 new, first 80 bucks takes it. Such a deal, 630-377-1865, Choppernews2@juno.com, Marty

For Sale: Wife says, "It has to go!!" Fiberglass fuselage including wing plans for a P40 War Hawk, 1/5 scale, by Nick Zirolì. I have a finished model for you to look at. This P40 has a 94-inch wingspan, will weigh about 28 lbs, needs 4 hp to 8 hp chainsaw engine, 6-inch wheels, and 24-inch prop. It would make a great winter project. 100 bucks obo, 630-377-1865, Choppernews2@juno.com, Marty

For Sale: Lite Machine, it has a Sport Piezo Gyro, Hitech radio. New parts include: motor, clutch, tail boom, main blades, main shaft gear, and canopy, pretty much all of it is new. Have extra engine and other parts too. Asking \$500.00 please page or e-mail Jorge, Pg. (708) 378-1351 or e-mail jrealty@juno.com

Editor: I can't believe that Jorge and I are the only ones with stuff for sale out of 55 members!! Let's get with it, people, and send in your ads now!!! Why spend all of your time dusting that unused equipment?

Addresses and Phone Numbers of Local Hobby Shops

Al's Hobby Shop, Inc. 121 Addison Elmhurst, IL
(630) 832-4908

G & D Hobbies 1950 W. Church Street Sandwich, IL
(815) 786-8553

Hobbytown USA 3627 E. Main St. Charles, IL
(630) 587-1256

Venture Hobbies 23 Huntington Wheeling, IL
(847) 537-8669

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 7:30pm, at John's Pizzeria, 100 E. Lake St., Addison, IL (1/2 block East of the intersection of Addison Rd and Lake St.). 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.