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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

February, 2002

**Next Club Meeting, 7:30 pm Tuesday, February
12th**

At John’s Pizzeria, 100 E. Lake St., Addison, IL

Editorial

Our second Annual Marty and Sidekick Non-Invitational Krispy Kreme First Day of the New Year Fly-In Non-Sanctioned Casual Free Donuts for Anyone GetTogether (AMSNKKFDOTNYFINCFDAGT) was a huge success with 9 persons showing up and two almost. This represents a three hundred percent increase over last year even without counting the two, we-changed-our-minds. It is amazing how the right combination of sugar and grease will bring people out in the coldest weather. On January 1st I arrived at 7:23am with four dozen hot Krispy Kreme donuts, and there I sat all by my lonesome in eleven-degree temperatures. After waiting for what seemed like forever, I ravenously consumed 5 donuts and then precisely at 7:51am, on a sugar high, I made at our field the much-coveted first flight of the New Year!!! This is my second year in a row to lay claim to this much sought after record!!! Members who arrived later to fly and help devour the remaining donuts were, in the order of arrival: Marty, Terry (President) and LeAnne King (First Lady), Neil (Sidekick), John Childers, Gary Ohlin (Mr. Helping Hand), Tony LoQuercio, Joe Ellis, and Jamie Solis (the two almost were Steve Jensen and Mark Clausen). Everyone seemed to have a great time, and by 11am Neil had nearly fully recovered from some bad peanuts he had the night before. John Childers laid claim to the dubious honor of the first crash of the New Year. The post mortem indicated the screw holding the ball on his throttle linkage came loose (no loc-tight maybe??).

I would like to welcome two new members to our club this month, Bob Corwin from Yorkville and

Gerald Robuck from Wheeling. We sure come from far and wide. Men, please, do not hesitate to put something in your favorite, much touted club newsletter!!! Also read Membership List Update.

If you are interested in putting something in this tabloid, it is mailed the Tuesday before the Tuesday meeting, but I need setup time, printing time, and postage time, which pushes it back to that Thursday. So that Thursday will be the cutoff every month. Complicated but yet simple.

I just found out today that member Kevin Nemeth is now a local rep for Hirobo helicopters. He does give some awe-inspiring demos with his Hirobo 50 chopper. That baby really moves out, and it looks in the air to have the power of a 60-size machine!! His home phone number and work number got flip flopped in our membership list. Kevin's correct home phone is: (708)- 594-9889.

We should all do our best to make it to this month's meeting and get our dues paid or mail it now to our treasurer, Bob Rinn. Sorry, but because of the increase in postage and printing costs, the next (March) newsletter will go out only to members with paid up dues. Let's all try and make an effort to go to our next club meeting. I know it will be a great one with Terry up to who knows what, and I think I heard Neil say he is buying!!! Something about not having club minutes for newsletter. Marty

President's Message

I hope everyone has been taking advantage of this unseasonably warm Northern Ill. Winter. I have been out several times burning fuel. It's not that bad. Keep an eye on your batteries. They don't last as long in the cooler temps. I only received 1 order for a jacket at the last meeting. If you want a jacket and cannot come to the meeting, call me and make arrangements. My phone number is at the back of this newsletter. I have a form for demos in this newsletter. Be sure to fill it out. I have been hearing about the FMA autopilot. I have read that it does work on Helis. I have an extra Raptor, and I will try to see if I can get my hands on one of the FMA autopilots to test it. If I can get a hold of one, I will write an article about it and see about bringing it to one of the field meetings. We still have Raffle tickets left to sell. Buy extras soon. I don't know about you, but I could sure use a \$500.00 gift cert to add to my hobby budget.

Soft Landings, Terry

VP MESSAGE

Hello members,

I'm Mark Clausen, and I'm happy to be serving as Vice President for 2002. My many thanks go to Steve Jensen for setting such a high standard for this position last year. I look forward to having fun with the club members and activities as the year unfolds. I began RC airplane flying around 1974 and haven't grown out of it yet. But in 2001, ½ gallon of fuel was used in my airplane and 16 gallons in my helicopter (the airplane was flown when my heli needed parts). I guess my priorities have changed a bit! My home is in Shorewood (near Joliet), and I usually fly close to home, but occasionally fly at the club field. I tend to keep my flying activities pretty simple, so I have 1 helicopter (Raptor 30), a handful of spare parts, and a lot of fuel. I also manage to run the Realflight G2 simulator on a 400-mkz computer. One last thing about me is that I fly Mode 1. That is, the throttle is on the right stick and the elevator is on the left stick. The other functions are the same as Mode 2. From what I'm told, one is not really better than the other. I've just been flying Mode 1 way too long to change now! Now seems like a good time to fly! Later, Mark

This is Last Month's VP Message that Just Missed Cut-Off

As always, the Christmas Dinner was a nice get together. It came with quite a bonus for lucky winner Joe Ellis of Joliet. He went home with a Futaba GY401 gyro! Thanks to all who made it. It helps ensure a meeting place at John's Pizza for the year. Meeting places and flying fields are not to be taken for granted. Over the years, I've been a member of several clubs that have lost their meeting place, flying field, or both. In one case, the forced movement of the flying field a mere 1/3 mile resulted in enough stress to fragment a diverse and strong club into several weaker, less effective groups. As Americans, we know diversity can be a great strength, and growth is a sure way towards diversity.

As I write this, it's clear blue sky, windless and sunny – and 7 degrees! My Raptor sits eagerly awaiting its next challenge. Not going to happen today – again. Just too cold for man or machine. In 2001, I burned 15 of 16 gallons purchased for my .30 size heli. Only 1 gallon left. Funny how long a gallon can last when YOU CAN'T GO FLY!! My sympathies for anyone who actually is flying outside in this chill. Also, it doesn't look good for New Year's Day flying at the field. Good thing the G2 simulator is always at the ready. I've been practicing inverted pirouettes, autos and upright backwards flying. I'm looking forward to getting Add-Ons #3 and flying the Raptor 30 – I believe Steve Jensen wrote an article about this in this newsletter. Mark Clausen

Horizon Service Center

Okay, a while back I did a report on the Futaba service center; remember the GY501 gyro that didn't work correctly after a crash? Same crash (this hobby is costly!!) took out my JR receiver. So I said to myself, SELF, why don't you send it in to be repaired? So that's what I did. I went to the web site, horizon-hobby.com. I printed out the merchandise return sheet. This is sounding very familiar. On Friday I shipped it out UPS (insured) to the service center in Champaign. On Tuesday, a service tech called me. He verified that my receiver was not working correctly and stated it was not fixable. (Where have I heard this before?) He offered me a comparable receiver for a reduced price, (There has to be an echo in here, slow one too, a couple of months apart) which I accepted. It arrived on Friday exactly one week from the day I sent it.

So now I can say that I have experienced both of the major radio players in the market today, and it's very easy to say that both of them have treated me exactly the same. They contacted me in a very quick manner, both had bad news to tell me, and both offered a solution to the problem, taking into account that I had already paid money for these parts that were damaged by me. You can't go wrong with either one. Terry

GET YOUR HEAD ON STRAIGHT!

In this RC heli business, you really gotta use your head. At all times your head must be on straight, or else. My head wasn't on straight, but I've finally seen the light (or at least the gap where light could shine through). I've finally found the significant source of resonant vibration in my Raptor, and it isn't what I thought it was at first. After replacing my stock raptor fan (that has "some" run out) with a Quick UK unit, my heli still had a strong resonating sound in normal mode (low head speed rpm). In other words, the fan wasn't it. It's a really nice fan, but #%&*\$, it just wasn't IT! I replaced the main shaft bearings and you guessed it, that wasn't it, either. I

considered just ignoring the problem, because it seemed to go away in idle up mode. That's about the time my receiver bit the dust, possibly due to the vibration. In a desperate frenzy, I removed the offending main shaft with all its attached cohorts in crime from my heli. Then I began pushing and pulling on things. The main shaft wiggled in the rotor hub. Not a lot, just too much for good behavior. The rotor hub had an elongated hole in it, allowing it to wiggle from side to side in one direction. Replacing the rotor hub eliminated the resonance. Bottom line – don't forget to check this out after a crash, even if the main shaft does not get bent (mine wasn't).
Mark Clausen

RealFlight G2

Questions about RealFlight G2?

Want to know how realistic it is? Want to try it before you spend your hard-earned dollars for it?? Steve Hubbard has volunteered to bring in a G2 setup so anyone can try it at the February meeting. Steve is self-employed and, if he is called out that night for service work, this will not take place at the Feb. meeting. He will then try for the March meeting. If you want to see this sim and try it with your own hands, come on down to John's on Feb. 12th. Terry

Paint your heli in Realflight G2

Did you spend a lot of time painting your helicopter so you could see it in the air, or so it looks really cool? Are you stuck flying a color scheme in Realflight G2 that you don't like? It's almost as easy as coloring to make a heli in G2 look like the one you fly.

Start out by going to load aircraft and click on "make a new scheme". Click ok on the warning about owning and knowing how to operate a third party bitmap editor. They are partially correct. You do NEED to own or have access to a program that can read TARGA files. Paint (that is standard in windows) will not edit this type of file. Adobe PhotoShop XX will, but it's several hundred dollars for that program. Microsoft's Picture It 2000 will work just fine and it's under \$40.00. I'm sure there are more. I will try to compile a list of these programs. After you click on ok, G2 will ask you to name the new scheme. Try to name it something unique, like Terry Raptor. G2 will then give you the location where to find this file. If you don't have a GOOD memory, write it down!!!!

This is where you will retrieve the file to edit. Start your editing program and click "file" "open" and follow the path that G2 gave you. It will be something like C:\Program Files\RealFlight\Color Schemes\Raptor where the last folder name, "Raptor" in this case, would be the name of the heli you are editing. In this folder is the file that you named earlier. Load this file into your editor, and you can use the tools to make it look like your heli. This would be different for each different editing program. I will go over the steps in Picture It 2000 so you have an idea on what to do. Click on "paint and color effects", and then click on "freehand painting". Then choose a painting tool. I used the paintbrush, but you can use the airbrush, pencil, or marker. Then you choose the size of the tip for your tool. Then choose your color and go paint the canopy. It helps to blow up the picture and only work on a small section at a time. Choose your next color and do this until you have completed the canopy and fins. Next you save the file in the TARGA format.

Then you start G2 and select aircraft. Click on the down arrow next to the aircraft you are flying. It will have the color scheme that you named earlier. Click on it, and the G2 heli should look like your heli.

You will get better results if you know how to use these types of programs. You will also have many more options and special effects with a high-end program like Adobe. The TARGA files are big files. They are in the

area of 4 meg, so if you want to take a file to a friend that knows how to use the programs, you will need a CD writer because it is too big to fit on a floppy disk. It can be emailed as an attachment, but it takes a while to send and receive. It took about 25 minutes to email to my home from work. I have 56k dial up modem at work, but it runs 50,666 most of the time. If you have DSL or cable it would be much quicker. Once you modify the file it needs to be reloaded in the drive and directory you took it from. When you start G-2 and select aircraft you can click on the "alternate color schemes". The scheme that you modified will be there. Click on it and when the heli loads you will be looking at your custom painted heli. Terry

Update on Nircha Website by Kevin Cashman

Hi All,

The new forum is up! It's AWESOME! I actually purchased this for the club. I really didn't like the old one. I think that maybe some of us should have a phone conference to discuss the functions available on the forum as well as rules. Currently this forum is available to anyone. We must be sure that we have moderators, rules and policies in place so that this forum is a good reflection on the club. Kevin

"New Member Hanging His Head in Shame"

To the NIRCHA Membership,

I'm sitting here after checking my accumulated e-mail and looking at the pictures that Marty sent out of the members enjoying the first fly of the year and waves of guilt are washing over me. I have to be honest about it. I forgot about the annual event.

It was about 10:30am on 01/01/02 when I remembered that I was missing the Krispy Kremes, the camaraderie, and the chance for frostbite. Missed the opportunity to experience flying my Shuttle with no chance of thermal updrafts interfering with the low altitude hover practice that I'm still trying to get right. There was only one thing to do!

I caught the flight attendant's eye and ordered a mimosa, (Champaign and orange juice), and wondered if I would ever have my picture included among those intrepid, devoted fellow club members who brave the elements for the chance at eating a few free donuts. You see, my family and I have had our own yearly tradition of getting away from the snow and cold right after Christmas.

So there I was, flying at about 35,000 feet, sipping my drink, returning from a week in St. Thomas with the feelings of guilt and shame mixing with the memories of temperatures of 85 degrees, white sand, turquoise blue water, snorkeling and consuming tropical concoctions with those cute little umbrellas.

My wife Judi, being sensitive and attuned to my emotions, could sense that something was bothering me. After I explained to her that we could possibly have to cancel next year's trip so as to include myself in this annual polar bear ritual, she smiled and said, "That's ok, honey, the kids and I will send you a post card."

My fellow club members, I have to admit that there is the chance that you will never see me attempting to figure out nose in corrections on New Year's Day, but you can be sure, as I'm applying sun screen and drinking however many Bahama Mamas it takes to drown the guilt, you will be in my thoughts throughout the upcoming years.

My wish to you and yours for the New Year is one of my favorite toasts, "May the worst of times in the New Year be nothing more than the best of times in the past one." With highest regards and best wishes, Patrick M. Dennis

Editor: If you read between the lines it sounds like Patrick will be at our January 1st Doughnut Fest next year and opt to receive a post card in the mail. It sounds like he has been in a rut for sometime, had to endure many, many years of vacations in the sweltering heat, and maybe had some bad airplane peanuts to boot. (It sounds like both Patrick and my Sidekick have had more than their fair share of bad peanuts.)

Eleven degrees at our field was not as cold as it sounds and, as you know, it sure beats perspiring and having all that sand sticking to you!!! Just for the record I believe only two people out of nine got frostbite, and no one froze to death as far as we know. I will personally check the perimeter of the field again this spring.

Membership List Update and Miscellaneous

I was just informed by Kevin Nemeth that we flipped flopped his home and work numbers in our club membership list. We are still searching high and low for the culprit. Personal calls at work can sometimes cause a problem. Kevin's correct home phone number is (708) 594-9889. Please deep-six his work number. Al's Hobby Shop's E-mail has changed to: RC@AlsHobbyShop.Com. Info on our two new club members is: Gerald Robock, 847-279-0510, E-mail TerryR@owc.Net and Bob Corwin, 630-553-7228, E-mail JudoCorwin@msn.com. Paul Girard's email change is, Pgirard01@aol.com. It looks like Paul has volunteered to keep a "correct" membership list for the club. Update your membership list now and also send any changes and/or corrections directly to Paul. It will be nice to have one of our members focus on this vital area of membership information. Maybe Paul will have a monthly update section in our newsletter to keep us up to date with any changes.

Bulletin: I was just able at this very moment to secure a phone number for none other than, Mr. Helping Hand, himself, Gary Ohlin!! Gary's first time published and much sought after phone number is (630)-629-6177.

Our China Connection – Open Email

I guess we're pretty lucky. This is the result of my looking into the possibility of flying in China. The info is from Jason Chan in Hong Kong... Steve Jensen

Dear Steve,

You could use 72Mhz whole range here officially for civilian radios to fly your R/C aircrafts. However, that is being shared by civilian radios. In reality there is no real frequency control here, both in Hong Kong and China, so you would see flyers with 29,35,36,40,53,61,72Mhz flying their aircrafts, and the trouble bit is that some civilian radio would use our radio frequencies. As a result, when I fly at a new field, I would use a frequency scanner to scan my frequency first, and if the field I fly at is near some sort of highway that is frequently passed by truckers, I would keep the monitor on for a while to see if any trucker passing by would use my frequency. In Hong Kong, we don't need to get a license to use our radio frequency, but in China there is no explicit laws to state clearly whether we need a license or not, and we are being classified as the "civilian" radio class. Since

you work in China, you might know that if you did not cause any troubles then nobody cares, but if your Raptor accidentally hit something, then guys would say you need a long list of permissions to fly your Raptor, and might fine you according to your violations, which might have no grounds at all. One word of advice is to fly only at a field that is especially for R/C aircraft, where security is being upheld, or some local big shots are flying there, would be a safe bet. Don't just find a piece of deserted land to fly by yourself in China; you would attract a lot of people and troubles.

Some experience to share; sometimes I fly in a field in southern China, where it was co-owned by a local big shot and a head of police. They run the place for their pleasure, and they invite their friends to fly there without paying a dime. Whenever there is a crash, we are advised NOT to fetch the aircraft ourselves, but let the security guys go and fetch for us. Sure we need to tip them, but it would not cost much and most importantly would save us a lot of troubles if it crashed into something or somebody. The owners explicitly said he would protect us from all troubles when we fly at the field, and up till today no one had been caught into more troubles than spending more than US\$200-, and that's for one incidence where a FAI plane crashed into a biker and put him into hospital. I would not imagine the trouble and the money that the plane owner has to spend and go through if he flew by himself in a piece of deserted land... Hope this helps, and let me know if you could not find a field to fly in Beijing. I do have some friends that fly in Beijing. Regards, Jason

Email about Next Meeting

Howdy Editor,

I'll be bringing my Realflight G-2 to the meeting for those who want to try it. I would prefer not to demo it since I have not had the opportunity to work/play with it very much. If there is someone else in the club who would like to demo all the parameters (and knows what they do and the actual effect it has in the simulation), that would be great. I don't think Orval is going to be able to bring his big screen TV (kids want to watch Barney that night) so we'll have to do with the 15" notebook screen- which is tough to demo on for a room full of crazed out helitics.

Other than that - that's about it. Thanks again for the great job you (and the real editor) are doing, and as always...

Soft landings, Steve Hubbard

Good Eats by Chef Edward Komaniecki, Sr.

Roasted Honey-Glazed Chicken: When you have too much to do and you still have to make dinner, try this hearty one-pot meal. Just assemble everything and let it bake while you get other things done. Serve with a fresh salad and bread, and dinner is ready. This recipe serves four.

Ingredients:

2 ea carrots, medium, peeled, quartered lengthwise,

cut into 2-inch sticks

3 ea parsnips, peeled, quartered lengthwise,
cut into 2-inch sticks

3/4 lb new red potatoes, quartered

1/4 cup garlic clove, peeled, about 8-9 cloves

2 tsp vegetable oil

1/4 tsp freshly ground black pepper, to taste

1 tsp salt

4 ea chicken breast halves, bone-in, skin removed

2 tbsp whole-grain mustard

2 tbsp honey

1 tsp fresh thyme leaves, chopped

1. Preheat oven to 400 degrees F (205 degrees C). In a large skillet or casserole dish combine the carrots, parsnips, potatoes and garlic with the oil, pepper, and half the salt. Mix well to season evenly. Place the chicken on top of the vegetables, skinned side up.
2. Stir together the mustard and honey along with the remaining salt. Brush chicken breasts with the sauce, coating evenly. Place the skillet in the oven and bake until glaze has set and chicken has turned golden brown, about 40 minutes. The meat should be firm and white throughout.
3. Transfer chicken to a plate. Stir the chopped thyme into the roasted vegetables just before serving. Bon Appetite!!!

Questions and Answers

Q. I am starting to have quite a collection of burnt out OS 32's. I cannot seem to turn off the governor fast enough to keep the engine from going to full RPM with no load on it or, at other times, the engine ingests a whole clutch. Can anyone tell me if it is worthwhile to put new piston and sleeve or new bearings in to make the engine like new??? Also, how can I tell what parts are needed??? Do I have to worry about crankshaft damage??? Will it be cost effective??? Marty

A. If you missed our last meeting, our new VP gave us some insights on making repairs on an OS 32. Mark stated that it was cost effective to replace piston and sleeve for 50 or 60 bucks. Also a new set of bearings could be obtained for about 35 bucks. Mark showed us how to use your wife's oven (might be best to wait for time

when she is out shopping) to heat case and, when case expands, the bearings drop out most of the time on their own. I know from past experiences that if a wife asks about the oil smell, it is best to deny, deny, deny!!

Tuned Pipes

I just put a tuned pipe on my Marty Special. Right now it is hard to tell how much extra horsepower because of all of that great cold dense air. So far it looks like it boosts the power to a mid way point between a 32 and a 46 engine. I have been getting a lot of good advice from our club tune pipe expert, Gary Ohlin. If it were not for Gary I would still be at the field trying to start my engine.

I believe there are three tuned pipes available for you to choose from in 30 sized choppers. I will try and keep you posted on my tune pipe experience. The only down side so far is that it is a little harder to start and is prone to flooding. Al's Hobby Shop has a good selection of these and other hop-up parts for your chopper.

Club Raffle Update

The Club raffle is entering its third month, and we have sold 50 tickets. Don't forget, the winning ticket won't be drawn until all 100 chances are sold. So help support Your Club. As before, I will have the tickets for sale at the meeting, or you can contact me at rtk5812@netzero.net or by phone at (708) 499-0155 after 7:00 P.M.

Ron Kwilinski

Event Calendar

Fox Valley Aero Club Swap Shop. Saturday February 16th. 9:00am to 2:00pm. Pottawatomie Park Community Center, St Charles, IL. Admission \$4, kids under 12 free. Call Steve Baker for information at 630-377-6434. From Scott Taylor, Secretary, Suburban RC Barnstormers

Swap Til' You Drop 2002, Radio control Swap meet, Sponsored by: Suburban RC Barnstormers Inc. on March 9th, 2002, 8am through 12pm, Planes, Boats, Cars, Helicopters, and more. Held at the DuPage County Fairgrounds. It is always great fun and with lots of neat stuff for sale. Talk to some of your friends and maybe get a table or two or just stop in and find some great buys. For more info contact John or Debbie Howe, (630)-372-4536 or Email lflyRC2@Home.com

Editor: Members, I am counting on you to keep me posted on any swap meets this Winter/Spring. Please send in dates of local swap meets now. Our inquiring minds want to know. At least two months ahead of time works best.

Better Ways and Shortcuts

This is a great time of the year to recharge and cycle your batteries. Try to keep track of the discharge time on each battery pack. It is a good thing to keep track of the history of each of your packs. Dating of first in-service date is a very good practice to get into also. Our batteries are the heart of our control system, so it is best to be good to them. If you have any doubt replace the cell or pack!! As you know it only takes one bad cell to cost you hundreds of bucks in repairs.

For Sale, Lots of Good Stuff

For Sale: OS Max .32 SX less than 3 gallons, excellent cond. asking \$80.00 plus Shipping - JR Flight Pack - (5) 507 servos upgraded to 517, R600 6 channel receiver less crystal, JR 1100 mAh battery, on/off switch harness, excellent condition asking \$ 150.00 plus shipping

- Hobbico Volt Watch - very little use - asking \$8.00 plus shipping. If interested please email Rod at DaRaceNGuy@aol.com or call (312) 853-5740. Thanks, Rod Laureano

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 e-mail jrealty@juno.com

For Sale: Bergen Intrepid Gas Helicopter, hovered one time. All new equipment, including all Futaba 9203 servos, Futaba Piezo Gyro FP-501 with High response S9203 servos. Asking \$1150.00 OBO.

X-cell Graphite Gas Helicopter hovered only, 5-6 times, all new equipment, custom painted canopy and tail fin, also comes with the stock canopy and fin, Bergen cooling fan and shroud, JR.NEJ 120S gyro, Futaba 9201 servos except throttle. Asking \$1150.00 OBO. Will separate.

Futaba 8UHP 1024 Heli Radio, Channel 16, with 2 129 DP receivers. Pristine condition, no scratches or dents. \$550.00.

Can send photos, if anyone is interested in purchasing any of this equipment that they should either e-mail, Aeronut04@aol.com or call during the day 630 261 9281. Thanks Jim Nicosia

Editor: Remember in most cases when you sell something you are making it available for another member to use. Let's help another member out. Price it right and help someone get back in the air!!! Let's all make an effort to put in more neat stuff for sale.

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 Forest Preserve Flying field is located on Grace St., Addison, and one mile north of North Ave. Field permits can be obtained by calling 630-933-7200.

Club Officers

President	Terry King	815-547-7016
Vice President	Mark Clausen	815-325-1565
Secretary	Neil Nesheim	630-351-4002
Treasurer 906-1731	Robb Rinn	630-

Newsletter

Editor/publisher 1865	Marty Davis	630-377-
#1 Proofreader 377-1865	Linda Davis	630-

Web Site

Web Guys
Rich Erikson and Kevin Cashman
www.nircha.com

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Businesses Who Support Our Club

Membership Application/Renewal, Annual Dues \$20

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email _____

AMA No. _____ Frequencies Used _____

Field Permit No. _____ For permit information call 630-933-7200

Membership can be renewed at any meeting or sent directly to our club treasurer, Robb Rinn, 433 Lake Lawn, Aurora, IL 60506. Check should be made out to Northern Illinois R/C Helicopter Assoc. You are the club and the club needs your support! Please renew your membership **NOW!**

Fuel Purchase

Most of us use fuel for our helicopters. There are a few who use electric power and this will not save them any money at all, but for the rest of us this will save you money in the long run. I buy my fuel by the case because I cannot get it locally. I have to make sure that I have enough fuel, so when I come down for a club meeting, I check to see how much fuel I have. I try to buy fuel when I am down here so I do not have to make a trip just for fuel. Every spring Al's has a fuel sale and the savings is considerable. AND you will have the fuel you need when you need it. As a club I do not see too much problem coming up with a 12 case order. If you are going to use more than a couple of gallons of fuel this year, take a close look at purchasing your fuel now and saving yourself some money. If you are interested at all bring your money to the February or March meeting and fill out the attached form. We will combine the smaller orders and place it as one big order and get the best price we can. Last year we ordered 124 gallons of fuel. Our cost was under \$18.00 per gallon.

Number of Cases (4 gallons to a case) wanted: _____

Circle nitro content wanted 30% is what everyone bought last year

Name: _____ Total Paid \$ _____

Ideas for Meeting and/or Demos

I passed out a form last month to help us ensure that we are providing the kind of demos that you would like to see at the meetings. Here are some suggestions I got back

Painting--- bleach bottle canopy--- fiberglass canopy's

Assemble --- X-Cell----Fury-----Freya SST

Jr Radio set up (Futaba & Airtronics)

Internet Websites

Scale Building----Flying

Balancing & covering main rotor blades

All of these are very good suggestions, BUT, I would like more suggestions so I can plan more than a couple of months of Demos. Here is the same form to fill out. Please bring it to the meeting, mail it, fax it, E-Mail it. Whatever it takes get it to me. Call me. I will write one up for you. Leave a message on my answering machine if you are shy. Terry

Things that I would like to see Demo(ed) at the meetings

Meeting at John's

(things that **do not** require a helicopter running)

Meeting at the flying field

(things that **do** require a helicopter running)

Editor: You can use the above form to send in for your field permit or call 630-933-7200.