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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

July, 2002

**Next Club Meeting, 7:00 pm Tuesday, July
9th**

Next Meeting At Our field in Addison, at 7pm

Editorial

This tabloid’s number one proofreader and I just got back from Crescent City, the Big Easy, New Orleans. I think it will be some time before I can look another crawfish in the eye. When we would get done with lunch we would look at each other and try to figure out where we were going for dinner that night. I gained about 95 pounds.

The Al Fuchsen Memorial fun fly was great fun as usual, and everyone had a blast. I

started to melt and had to go home and hug my air conditioner and could not stay as long as I wanted. You must read the “Al Fuchs Memorial Helicopter Fun Fly” by our seasoned reporter Terry King. Terry made a great report that goes into lots of detail about the Fun Fly. Every year it seems to get better and better. I believe they are locked in for the next five years at this great new location.

I want to welcome five new members this month, and they are: Brian Doubek, from Marengo, Christopher Herter, Grayslake, Alex, email BigAlsta@aol.com, Mathew Leifheit, from Glendale Heights, and Robert Letts, email RPL0309@aol.com.

Next month I am hoping Neil will write an article on all of his secrets on how to build a helicopter, perform maintenance, and charge your batteries all from the trunk of your car. Neil is the master of being able to leave his chopper in the trunk of his car 24 hours a day, seven days a week, and it only comes out of the trunk for flying. I believe Neil can build a complete helicopter out of his trunk and then fast charge it and away he goes!!!

Correction: Members, it was brought to my attention that I made a small typographical error when I inadvertently sent you an Email picture that said the picture was of me flying inverted. I meant to say it was Neil flying inverted. I am not perfect. These things can happen.

President's Message

This month is our 2nd month of field meetings. The start time is 7:00pm, and the meetings will focus more on flying and set up than our meetings at John's. The Crash and Smash will still take place and be voted on. Last month there were no crashes. I checked with the local hobby shops and called Visa and Mastercard, and they are telling me people are still buying parts and full kits from all the hobby shops around. That leads me to believe that someone is still crashing, or our club members have gotten so good because of our meeting demos and articles in the newsletter that we don't crash anymore. If that is the case then we can feel proud that we have done our job to perfection. The monthly raffle will still be held, and when it gets too dark to continue we will retire to John's for pizza and a couple of beers (sodas?) to wash down the 30% nitro that hangs in the air. I am sorry to say that I did not win the Vigor CS, but neither did Steve Hubbard. I remember seeing about 30 club members at Al's Fun Fly, and I'm sure that I missed some along the way. There were 88 registered pilots (I think). The theme for the weekend was, HOT. The weather was HOT, the flying was HOT, and I think a good time was had by all! Soft Landings! Terry

VP MESSAGE

This is the 11th hour for the newsletter, and it looks like I've spent too much time flying and not enough time writing (things could be worse!). Within the past month, I've flown at 9 different locations. This includes Cindy's fun fly, which was a blast. I'm sure someone will write an article about that. I ended up winning an OS .61 engine and some blades at the fun fly. Now I'm thinking of how I may apply my good fortune. For now I'm still fly'n high about my one day at the fun fly: a full day (and night) of flying, an excellent pig roast, and lucky prizes to boot.

My fuel is getting used up pretty fast now that flying season is in full swing. That just means I'm having a great time. An item I purchased and installed at the fun fly was the larger fuel tank for my Raptor 30. This was because it became apparent that flight times of less than 10 minutes puts one at a disadvantage, while at a larger fun fly you need to turn in your transmitter after every flight. I like the longer flight times with the newer tank; it takes some of the rush, rush away.

FMA Co-Pilot:

Many of us witnessed first hand Terry's FMA Co-Pilot setup on his Raptor at the last meeting. It was a very successful demo. I got my chance at the sticks, and I think it's a winner for a lower stress approach to learning the basics. I know of at least one pilot who thought enough of the demo to get started with a new Raptor using the Co-Pilot. Happy flying, Mark

Al Fuchsen Memorial Helicopter Fun Fly

It was at a new location this year in St. Charles, IL, at the Fox Valley Aero Club. This year overnight RV Parking was available, so I thought I would take advantage of that and save me some driving. I borrowed a 30-foot camper (camper my ass, house on wheels) and the truck to pull it. Got some last minute instruction on how to use it. I have always just thrown a sleeping bag on the back of my motorcycle and called that camping. Showed up at the Fox Valley Aero Club Field about 5:00pm Friday night. There were half a dozen "Easy Ups" set up already and several helis in the air. I got set up and man, was it hot! That stayed constant all weekend. It was hot! There were a couple of hobby shops set up, Pete's Hobbies and Gr8Lakes Hobbies, so if you needed parts or found your heli on the receiving end of a game of chicken with Mother Earth and she won, you could get just about everything from parts to a complete kit. Saturday's flying was non-stop, and it was hard to figure out which heli to watch.

Around 1 p.m. the demo pilots showed us what the machines were capable of. We were also treated to a flying demo of a quarter scale (that is about as close as I can guess) Porsha with a 120 motor and 3 bladed prop. Flown expertly by Barbie with her blond hair blowing in the wind. She did rolls and loops even had a drag race with an Indy style RC car.

The Fox Valley Aero Club provided a lunch wagon with many goodies to keep a person happy. Coffee and donuts in the morning. I enjoyed the coffee (I did not bring a coffee pot) Hamburger, Cheeseburgers, hot dogs and brats were the flavors for lunch. I do not know if Chef (and food Critic) Marty Davis was able to rate it but I would give it *3 Beer Steins* for taste and the guys running it were very organized.

The supper agenda was the world-renowned “pig roast” and all the fixin’s. I gave this venue *4 Beer Steins* (I know for a fact Marty missed this one) and the chow line extended for a long ways.

If any of you read the heli mags, Model Helicopter Technique was there and so was James Wang. There was a group picture taken with all the helis and pilots on the runway .

The Night fly was way cool, with about 5 or 6 pilots giving us a light show, and it was very enjoyable to sit in the shade on the runway (it was 10:00pm) and watch the flyers without worrying about sunburn (it was still in the 80’s). I would list the pilots who risked their helis to attempt this feat, but it was dark, and I couldn’t tell who was flying, but thanks whoever the phantom pilots were.

Sunday morning around 6:15am, I heard a heli start up, then another. Didn’t these guys know I went to bed at 2:30am? I think a 60-size heli with a Curtis Muscle pipe is more persistent than a snooze alarm. Time to get up and get moving. Open flying until about 1:30pm. Then the auto contest was held. Dave Townsend set the standard high with the first auto to 5-13/16th inches, Pat Connel went next with 26-1/8th inches, then Steve Jensen (who has been doing autos for 1 week) flew to an 89 inch score with a 30 Raptor. Orval Abney was next to try with a 64-7/8th inch score. Scott Cathey raised the standard with his attempt with a 1-7/8th inch landing. Ross tried next and after starting his machine about 11 times landed about 6 feet away. Jim Stark was the last to fly and he signed up at the last minute (good strategy, Jim!). Jim planted his heli 1-5/8th inches away from the pin. ¼ inch separated the 1st and 2nd place. Thanks, good flying!

Drag races were next. In the 30 class Steve Jensen went up against Jeff Rankin and

pulled the win. Vic Cambell raced Nick McDonald with Nick getting the win. Nick had a slight advantage as he was running a 50 in his heli. Although he did say it wasn't running very good BEFORE the racing started (right, Nick!) For the final put Nick against Steve and Nick emerged the winner.

60 class started with Orval Abney racing Brian Doubek. Brian got the jump on Orval, but Orval crossed the line first. Nick the winner of the 30 class took on Ross VanDorpe next, and Ross won that race. That put Orval against the last year's defending champ, Ross VanDorpe. Ross took that race for the winner of the 60 class.

The unlimited class pitted DaveTownsend against Scott Cathy. They raced inverted and scared the crap out of the finish line judges. So they had to race over again. They did it upright this time, and Dave won. Ross challenged Dave, and they ran the best two out of three with Ross retaining the title for another year.

At 3:00 pm the pilot's raffle and pilot prizes were handed out. Next was the paid raffle prizes, and I did not catch the names of all the winners, but Steve Hubbard's helicopter winning streak has come to an end. (A moment of silence, please)

That concluded another successful fun fly. I am not sure of the number of registered pilots, but it was in excess of 80. We did not see any rain and got see old friends and meet new ones.

Terry

Editor: Great coverage from a seasoned reporter!

Idle-2 Auto Method Follow Up

Last night (6/24) I went to my local field and committed to the traditional throttle-hold switch method, on 4 different flights, over 120 times. Nobody else was there to get in the way of. Can shoot 30+ autos per tankful. I was really expecting more from that last 6 degrees of pitch from +6 to +12, but it made little difference. The only time it maybe helped was the one time the heli came down too vertically and got caught in its own downwash; the +12 probably saved it, but so would the idle-2 method have saved it since you also have the same pitch curve. The wind was dead calm. There's barely any more hang time in that last 6 degrees. Per Curtis Youngblood's book and my experience, one thing that you always need to do at the last moment or sooner to avoid a boom-tick is to make sure the elevator stick is pushed forward and try to get the heli skids to touch down

level or front first.

For the last landing, the engine was intentionally killed in flight. All went well.

I used the idle-2 method Sunday at the St. Charles fun fly auto-spot-landing event when I landed 80-some inches from the spot, and that was only the sixth day after starting intentional auto practice.

Conclusion: This idle-2 auto method is a way to sneak up on auto's and leaves no significant step to take when you finally get to the throttle-hold switch. Auto's with a +6 degree blade pitch are fine. Try it when you're ready for a new challenge. Steve Jensen

Email From Rod Laureano

Is there a document or any posting that displays a Pre-Flight Check List and Flying Rules for the Flying Field/Club? Can you email me that information? I also didn't see it on the website. Should this be included? Thanks, Rod

Email to Rod from Terry

Hi Rod,

As Marty said, the DuPage County Forest Preserve has a posting at the field with rules in accordance with the AMA guidelines. For pre-flight check list all the pilots I know develop their own set of pre-flights. I know mine differ from bird to bird. The most important thing is to do a pre-flight the same every time. That way in a short time it becomes a habit and you don't have to even give it much thought. You just do it. The other day I was helping a friend with a heli that I set up several weeks before. He started it. He gave me the trans and asked me to give it a quick test to see if the gyro needed more gain. Before I took off I ran the cyclic stick forward and back and left and right just to see if it was correct. The forward and back cyclic were reversed. I did not even think about doing this. I just did it. We shut it down, and his radio was on the wrong model memory. It was on his airplane, which he flew 2 days before. We changed it to the correct model memory, and then I flew it. I do not know if I would have been able to fly it or not with the controls reversed, but by my quick check I did not have to find out. Hope that helps. Terry

Pre-flight

This is in response to an email last month from Rod.

We all get lax in this area, and we all pay the price from time to time. Here are a few tips on pre-flights that I have used in my forty years of flying planes and three years with helicopters. Some members like Jamie start the day flying with a distance check with their antenna down and walking away from their chopper, which is a great idea. I like to check the direction of all servos before I go up and the model name on my computer radio. It cost me two hundred bucks last time I was in a hurry. I like to leave my charging wire inside my canopy so I have to remove it and maybe spot a trouble area. A little bit of a tug on all of your linkages is a good idea to check their condition. I also like to check that I remembered to put my servo arm screws back on after working on the heli. You must replace your glow plug often unless you are very good at autos. Give your blades a once over to make sure they are OK and not damaged. Check to make sure the foam pad container that protects all of your high tech radio gear is in good shape. There is not anything on this planet that vibrates more than a helicopter, and yet I see more and more people fly with very little padding. Lack of padding can cause an intermittent radio, which is what nightmares are made of. Make sure that none of your wiring is rubbing on something and becoming frayed. Replace your radio switch every couple of years and watch your batteries. Even cycled batteries do not last forever. Keep an eye on your bearings. A gritty bearing can cause all sorts of radio problems. Check all of your wiring connections for dirt and oil build up. Ross once stated that once a year he likes to tear down his helicopter and check every part for wear and then when he puts it back together it is like new. Just remember that from day one all of your new helicopter's opposing masses are trying to pull themselves apart, so watch them closely.

Marty

Email from Around the World, Maybe

Hi there! I thought your Club Members might be interested in this: I've been scratch building and flying r/c for 50 years, starting as a child in Denmark. As there's nowhere outside the flying fields to get together I've opened a Community and MSN Chat Room for flyers from around the world.

<http://groups.msn.com/rcmodelsflying>

Drop by and say hi some time!

Sneaking Up on Autos by Steve Jensen

Here's a technique on how to sneak up on auto's without making any big commitments; learn at your own pace. I haven't seen this method discussed anywhere and developed it out of fear of commitment...I guess it's a guy thing.... so I hope it helps someone out there.

I've been working up courage and spare parts supplies for quite a while in order to be doing auto's on a repeated, practice-practice basis with my Raptor 30's. There are lots of good articles on how to do autos, including the one at www.ronlund.com/autos.htm My problem has been in convincing myself to commit to throwing the throttle-hold switch; in the LIKELY event that I get in deep trouble, I definitely don't want to be fumbling to switch it off again...will I crash before I find it...then what will happen if the engine jerks suddenly to life or floods out because I'm throttle-stick forward, etc.; Heck, let's wait til another day to break this thing up. We're past that now.

Here's how to do auto's with a safety "out" that doesn't require last-minute finger fumbling for a switch. Set up idle-up 2 (never found a good use for idle-2 before, anyway) with the same pitch curve as the throttle-hold, my pitch curve (in degrees) is -6, -3, 0, +6, +12, and the throttle curve the same as the throttle-hold value (0), too; 0,0,0,0 but point 5 is 100. That way, at the last instant, if you're about to stall the blades and crash, the engine kicks in. I snuck up on it, doing many kinda-autos with throttle curves at numbers like 0,0,25,50,100 then 0,0,0,50,100 then 0,0,0,25,100 etc. doing autos with partial power on at landing until I got to the final step. Do your approach set-up in norm, go to full negative, then switch quickly through idle 1 (idle-1 could also be used for this, but I leave idle-1 set up for 3D) to idle 2. After landing, pull the stick back and go again quickly through idle-1 to norm. Do it all over again; another auto; it's a real kick. The reason for the "quickly through idle-1" step is you'll get a burst of rev's if you don't.

Eventually I'll abandon this and simply go to throttle hold. I've been doing about an hour a night the last three nights of just autos over and over again and the last two nights I did a bunch of autos without needing to move the throttle far enough to get any revs. The throttle begins to kick in at +6 degrees, but you can do full autos without ever going past +6. When you do go past +6, the throttle comes on smoothly but quickly and you can easily recover and fly away even though the engine's plenty loaded with that much pitch. For those who want to know; the Raptor stock woodie blades I'm using are doing just fine. Neat, and no parts needed yet.

Herman .. A fictional Story

A Fictional Story—Sent in by Jeff Torsrud

Part Three of Three

This is a reprint of an article from the Northern Helicopter Modelers Club of New Zealand. Reprinted with the permission of Neil Harker, president. Story written by Andrew Roberts.

For those who don't know, Herman is a model helicopter pilot who has trouble with the English language. He comes from Latwania and learned to fly when he last visited New Zealand 2 years ago. Latwania is a fictional country, so no one should take any offense from this light-hearted composition.

3. Competing in Herman's world

Don was flying his new competition helicopter at the field. It had been a pretty quiet summer and the sun was getting lower in the weekends now that winter was approaching.

Don was feeling good about the model. He flicked the throttle hold switch and began his auto-rotation to complete his set of competition maneuvers. The model began its almost silent descent and turn. It was a very smooth auto and a smile crept onto Don's face. Just as he got to the nose-in position, Don felt a huge hand on his shoulder and heard a strongly accented "Hello"

Don was shocked. The voice was vaguely familiar, but he couldn't picture the face that went with it. The helicopter rotor blades were slowing down and Don realized he had started to add rotor blade pitch too early. He quickly pulled the stick back and recovered enough to flare and land about 50 meters away.

Don spun around and was met by a large chest. He looked up and saw the familiar face of his old friend, Herman.

Herman waved to Don and said "Hello Don, I am back."

Don felt like telling Herman off for nearly making him crash, but he knew Herman wouldn't understand so he just said, "Hello Herman, long time, no see."

"Yes," said Herman. I am having the Latvian War Remembrance holiday and so I am visiting my friend Don across the sea."

"Oh, did Latvia lose a lot of lives in the second world war?"

"No, each year we remember how lucky we are that no-one could find Latvia on a map during the war," Herman said. "We make a lot of friends too when airmen got lost and land in our country. I remember once when 5 Avenger planes got lost and...."

"Did you bring a helicopter?" interrupted Don. He knew Herman would carry on forever if he didn't stop him.

"No, I come by Jumbo jet. Ha ha, I make funny joke isn't it Don."

Don groaned inwardly. Herman spoke again, "Don I must tell you I buy new helicopter in your wonderful exciting country. They are so cheap here because of exchange rate."

Don remembered how Herman always had a lot of money. He retrieved his helicopter and watched Herman as he walked back to his rental car and pulled out a new sixty sized pod and boom machine.

"Don, I am learning about competition flying from Internet. I would very much like to be competition pilot as I am hearing that competition pilots make better lovers," said Herman.

"Where did you hear that," asked Don smiling.

“From your bumper sticker.”

Don blushed. “What have you learned so far then?” he asked.

“I read about setting up gyro to help you, but I did not use gyro so I am trying to see which one is best.”

“I suppose you have bought one of each brand and are installing them one by one to try them out.” Don knew that Herman had plenty of money for such a stunt.

“Perhaps you know me better than I know palm of your hand,” said Herman.

“But I try them all at once, not one by one.”

Don frowned. He thought about what Herman had just said, and shook his head. No, he wouldn't, would he?

Don bent down to look inside the canopy of Herman's model. Sure enough, there were five different gyros all mounted in a line inside the model. There were wires everywhere.

Don asked slowly, “How did you wire up five gyros to all work in your model at once?”

“Oh that is easy, my brother-in-law, Piezo, do it for me. He says it is similar to wiring used by Latvian State Telephone Company.”

“But how can it....Don't answer,” Don corrected himself. “Have you flown it yet?”

“No, I try it now.” Herman knelt down and started up his model.

Don quickly moved back to place the car between himself and Herman's helicopter. Herman carried his model out and lifted off to hover. The model hovered nicely for a

few seconds, but then the tail started spinning around the model at several thousand rpm. A second later the model crashed to the ground leaving more pieces than had been in the original kit.

“Interesting,” said Herman. “Similar thing happen to State Telephone Company.”

Don handed Herman his rubbish bag he always carried for just such occasions and watched as Herman picked up all the pieces. “So, what else did you learn from the Internet,” he asked trying to make Herman feel better.

“I learn a lot Don. They say you can use a buddy in box to help learn the loop-d-loop tricks.”

“You mean a buddy box. Yes, it’s a cable which connects two transmitters together so that an instructor can fly your model out of trouble if you get into any.”

“Oh.” Herman frowned.

Just then a courier van pulled up beside the field. The driver jumped out and pulled a large carton out of the back of the van.

“Parcel for Herman... I can’t quite read this surname,” call the driver.

“That is for me,” said Herman.

As he spoke the carton began moving. Abruptly, a hand appeared, then a man stepped out. Don immediately recognized the dark sunglasses, the haircut, the smile. It was Curtis Youngblood.

Curtis saw Herman. “Hey, hi buddy,” Curtis called.

“Ah, my buddy in box has arrived,” said Herman.

Don opened his mouth to talk, but nothing came out. He smiled at Herman.

THE END!

FRANKENMOTOR

Frankenstein, as you may recall, is a story of a monster assembled from dead components. When it was brought to life, things got dangerous. The tale of Frankenmotor is a similar one.

My TT 36, long considered dead, was stitched to a larger carburetor severed from a Webra 50. A piece of mutilated landing gear skid was chopped off and used to splint the throttle arm to the carb. This sort of puts the foot where the hand goes, so if that doesn't rattle your cage, read on.

The monster was then laid into place and hooked up. With a power line clamped to its head and a few jolts from the starter, the beast was suddenly awake. It was happy to be revived, and all seemed good. Slowly, I encouraged my new creation to do more than lie idle. It responded well at first, but this was before its frustrated nature was awakened.

Just at the point of liftoff, Frankenmotor got confused, not knowing how to run. With the throttle stick, I prodded him further.

I believe this caused all hell to break loose. Frankenmotor began to wail. A boom mounted tach showed readings of 1880, 1960, and then it went blank as 1990 rpm was exceeded. This monster was mad!

With help from some local villagers, Frankenmotor was captured and killed.

If there were any morals left in this story, it would be to illustrate the above experiment was both good and bad (in my opinion). It's good to try new things, even if it gets messy and mistakes are made. It's just bad, REAL BAD, to put a Webra 50 carb on a TT 36!

Mark

Event Calendar

News Flash: It is one of the up-and-coming Fun Flies of the year. Our annual NIRCHA Fun Fly, September 14th and 15th. Mark it on your calendar right now. We will have the same great food as last year with our renowned Chef Neil and his talented trainee. I give the food, burgers and chips, an unabashed, 2 Beer Steins*. All are welcome! Let's try for a 100% club turn out. Drag racing, Auto contest, and bomb drop are among some of the activities planned. Lots of great prizes. Our masterful Terry King will CD this event and can be contacted at 815-547-7016. More on this Event as the story develops.

On July 11th through the 13th, in St. Charles, The 9th annual Festival of Giants. A hundred or more of some of the finest giant scale airplanes in the country will be on hand. Same site location as Al Fuchsen Memorial Fun Fly held in June. Sponsor, Fox Valley Aero Club. This event is a must see and whatever you do, do not forget your camera. If you see this once, you will go every year. Great grilled food available, I give it 2 Beer Steins*.

Sycamore Steam Show Threshing Bee—You do not want to miss this show. Come on out to scenic Sycamore, IL for another year of antique farm equipment display demonstrations sponsored by the Northern Illinois Steam Power Club. It begins on Thursday, August 9th, and runs through Sunday August 12th. Lots and lots of huge steam tractors and more on about a 100-acre farm. A large antique area to peruse. I believe it is four bucks to get in and worth every penny. For lunch try Fay's pork chops. I give them 4 beer steins*. If you're not into plastic utensils bring your own from home. Every day they have parade at noon.

<http://www.nsea.com/mem/board/mes/995739899.html>

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*1 Beer Stein = palatable, 2 Beer Steins = interesting, 3 Beer Steins = mouth-watering, 4 Beer Steins = lip smacking

For Sale, Lots of Good Stuff

For Sale: USED:RealFlight Deluxe with Transmitter Interface and Generation 2 Upgrade. Asking \$95.00 NEW:RealFlight Generation 2 with Mode 2 Transmitter. Asking \$175.00 If interested call Ed (I have an answering machine) 773-239-2470 or emkoman@juno.com Thank you, Ed

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

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.

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