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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

January, 2003

**Next Club Meeting, 7:30 pm Tuesday,
January 14th**

At John’s Pizzeria in Addison

Our third annual MSNIKKFDOTNYFINSDFDFAGT was a huge success with eighteen brave souls showing up on that fine blustery, 25 degree, New Year’s Day. Terry King arrived first only seconds before this editor but was not yet dressed for the cold. Kevin Nemeth arrived third, only minutes later, and was not dressed for the cold either. Being younger and wearing a lightweight spring jacket, Kevin was quicker on his feet and headed right for the flight line with Terry and me in hot pursuit for that much-coveted First Flight of the New Year honors. We were both gaining on Kevin at the turn in the walk when we realized that the Krispy Kreme donuts were starting to get cold and

slowed down to contemplate having just one donut each. By then it was too late!! Kevin got in the first flight of the New Year, thereby ending my winning streak of two years in a row and my dreams of a three peat!! However, not wanting to be outdone, only minutes later I was able to capture the honor of the First Crash of the New Year!! Once again proving that you can never keep a good man down!! There was some controversy about this horrendous crash being caused by a senior moment. After much discussion, we concluded that only a wind sheer or possibly a micro burst could have caused such a mighty crash!!! Enclosed in the newsletter is a picture of all the gutsy people who stopped by that breezy fateful, January 1st day. The names of the people in attendance are: Paul Barsamian, Ray Capitolo, Mark Clausen, Marty Davis, Rich Erikson, Steve Jensen, Terry King, LeAnne King, Toni Loquercio, Dave Mosquera, Kevin Nemeth, Neil Nesheim, Gary Ohlin, John Spatola, and Allen Ledlow with family. Just for the record, I firmly believe Steve Jensen made a special trip all the way back from China just for this event!!! A special thanks goes to Neil for all of that great coffee and Terry and LeAnne for that tasty hot chocolate. Terry also shared part of the cost of the donuts.

I think I may have had a moment of sheer genius for our next fun fly. While I know the fun fly isn't until September and I may be a little early, now is the time to write this brainstorm down. I just emailed our Contest Director, the one and only Terry King, and presented him with this idea. Are you ready? Here it is: A combination question/answer and setup table manned by the manufacture pros for an hour or so each day!!! Genius or what!!! The manufacturers would have much more product exposure, and we would promote it as such. As I see it, promoting this idea is the key to its success. It would bring in more R/C heli pilots from surrounding states, and manufacturers might encourage more of their field reps to join us because of this added product exposure. As an added incentive we could give the Pros all of the free Chef Neil cuisine their intestinal tracts can handle while they man the tables. We would end up with more contestants and more pros. Well, there you have it. I am worn out from this creative moment, and I am going to have to shut my computer down so we can both cool off. I'm spent!!!

Terry has just got back to me by email and has given the Question/Answer and Setup table idea his unequivocal tentative blessing. Only time will tell!! I am sure to some degree this idea has been done at other fun flies, but we can put our own twist on it. The important thing now is the Rep table idea is in the hands of the maestro.

I want to thank Paul Barsamian for his interesting and informative two and a half-page article last month. Two and a half pages is a dream come true for this editor and, for that matter, you the reader. Thanks again, Paul!!

We have received the good news that our Membership Chairman, Paul Girard, is going to stay on for another year. Paul has made my life a lot easier by managing our membership mailing list and keeping all in order and up to date. Thanks, Paul!!

If you didn't go to our Christmas party, you missed a great one with a wild time had by all. My unofficial head count showed 40 people in attendance (I may have inadvertently included one or two servers with everyone moving about and all). Our Christmas dinner club raffle had us all on the edge of our seats and the winners were: Joe Ellis won the Raptor, Marty Hagen won the Governor, Bob Corwin won the Gyro, Orval Abney won a certificate donated by Al's Hobby Shop, Steve Krauleidis won another certificate donated by Al's Hobby Shop, and last but not least, Rob Rinn won one of those neat super miniature R/C cars donated by Terry King. I know we all had a blast!!!! On a serious note, the restaurant management did ask me to tell everyone: please, next year no more ladies dancing on the tables!! Reservations for our 2003 Christmas Party can be made right now.

Well, Buckaroos, it is getting to be that time of the year again when I give you my canned editorial to entice you to renew your club membership. So here goes: Just think! For a mere 20 bucks you get the use of a great flying field for 365 days, 12 informative meetings with easy access to cold coke, lip-smackin' beer, and good pizza, lots of highly experienced field help including Mr. Helping Hands himself, the latest R/C helicopter technology at your fingertips, be able to take a chance on 12 club raffles with a darn good chance of winning, be part of a discounted 250 gallon or so fuel buy from Al's that will knock your socks off, share mishap stories with about 60 other great flying buddies, be part of our grand annual club fun fly directed by Terry King, feast on free Krispy Kreme donuts on the morning of January 1st, and, last but not least, you get 12 issues of the much touted and sought after, CHOPPER NEWS. All this and still only 20 smackeroos! What more could you ask for? If you fly as much as I do, the fuel buy alone will save you 80 bucks!!! Do we have a member who can help me out with the math on this one?? Remember, you are the club, and the club needs your support! Please, right at this very moment, ask your wife if it is OK to renew your club membership and, if so, ask her to mail it in today. Membership can be renewed at any meeting, or a check can be sent directly to our new club treasurer, Charles Tittelbach, 132 S. 7th Ave., LaGrange, IL 60525. Wives, the check should be made out to Northern Illinois R/C Helicopter Assoc. For those one or two procrastinators in our club, and you know who you are, do it right now!!! Please, don't put it off. Where else can you get so much for so little???

Don't forget that our meeting this month is on the 14th, the second Tuesday of the month.

President's Message

Well here we go.... I am a bit nervous taking over for Terry...but I am sure the butterflies in my stomach will go away. Hope everyone had a nice Holiday; the Christmas Party was a great success. Congratulations to all that won the raffles!! I thought it was customary for the incoming President to win the big prize...alas I won nothing. I am writing this before the infamous Jan 1st fly in...the weather I hear should be better than in the past, so I hope many folks were there. Krispy Kremes are a big motivator for me!! Let's not be shy on who was the first to crash this year...after all it is somewhat prestigious!

I want to give Terry a big thanks for his help with the club over the years, and he is continuing to offer his help wherever he can. Terry is a very stand up guy and a great asset to our club...I have some very big shoes to fill. I also would like to take the time to thank Rob for keeping our growing finances in order...all done on the back of a tattered envelope, this accounting technique, although not widely accepted by the IRS worked well enough to keep us inline. To the rest of the "Board" who stayed on to keep the show on track I thank you for your past efforts and for the effort we will all put forth in the future.

The winter is a build, re-build, oil, grease, lube, clean, tighten, grind, straighten, balance, shim, tweak, bash with a hammer, eyeball, decorate, polish, then accidentally knock off work bench and start all over season for me. I cannot seem to fly in temps under 55 degrees so it is off to the Real Flight to keep my thumbs knowing which end is up. The space bar is my friend!

Happy Holidays to everyone and see ya in 2003.

Rich Erikson

VP Message

I hope you all got lots of new toys this Christmas! Now begins the season of building and upgrading! May as well take your time and do it right, our worst weather is probably just beginning. It's also a good time to check everything over if you don't plan on flying

'til spring.

I sometimes wish we could have pictures in our newsletter, you know what they say – a picture is worth a thousand words. I'm going to try to pass along some info without pictures about my swash plate that may be important to someone else out there. My Raptor 30 V1 was purchased just over 2 years ago, and has since been flown 600 flights or so. Some landing have been gentle, others rather sudden. With that in mind, I was not really surprised when it developed a little play in the swash plate some time ago. But I recently thought I'd try and tighten up as many things on the aging heli that I could. When I looked at the swash plate quite closely, I noticed an area of formed metal that looked like it was beginning to crack. The "rolled over" area of the metal is what keeps the swash plate assembled (and keeps your heli from losing control). I decided to replace the swash plate before the next flight, wouldn't you? The point is, try not to wait until parts fall off!!

Speaking of parts falling off, I've experienced that lately even with the extra attention given as stated above. It seems that both of my carburetor mounting screws decided to eject from the engine during a flight at the New Year's Day get-together. Many who attended said they had never seen that happen before. I think several pilots with OS 32 powered machines were inspired to check their carb screws after that. I wish to thank all at the field that tried to find a suitable replacement for my carb screws. It was no dice, however, and I went home with a total of 6 minutes flying time! Otherwise, it was a good time with a great turnout of 15+ people. The weather sorta sucked, but the hot chocolate was to die for! Steve

Trunk Maintenance and Storage

As you all know, I have been trying for some time now to get our club expert on car trunk storage and maintenance to tell us a few of his tricks. Imagine if you would never having to bring your helicopter in the house. Being able to build it, maintain it, store it, and even charge it, all from the trunk of your vehicle. It really is something to see, Neil working his magic from the back of his Pontiac. Maybe if we all ask Neil real nice, he will write an article on this complicated subject. As I understand it, there are very few people in the country or the world for that matter that can match his expertise in this area. As I understand it, he has plans in the works for a 110-volt power supply, a few

floodlights, more storage bins, electric heat, small refrigerator, sink, antenna for TV, something to stand on to keep his feet dry, and a miniature portable roof to protect him from the rain and lightning. To the untrained eye it might look a little uncomfortable working under those conditions, but Neil insists it is the only way to go even in the winter months. Who knows? With Neil leading the way, in the future we may all be enjoying every phase of our hobby out of our vehicle's trunk. Marty

What's Bad Form & What's Not

Hey, Marty...I was surfing around the net and stumbled across this...Thought I would share it with our members...

While bent over your model tweaking with the needle valve, too often you hear "I ain't got it..." followed by a low frequency thump. Usually, several expletives will be inserted, some used imaginatively. A handcrafted masterpiece of airframe miniaturization crammed with state of the art electronic equipment and powered by an exquisitely machined engine is no more. The pilot, who is frequently the builder/owner, has made an unscheduled landing or has discovered the radio in his hands has a greater range than the eyes in his head.

Your immediate problem is how to react. Generally, it is considered bad form to immediately ask if you may borrow the pilot's glow plug battery. Similarly, you probably shouldn't ask if he's finished with the clip.

Any equipment related reasons for the crash you hear are by definition reasonable. Pilot error is too rare and sensitive to suggest, so don't say, "That's odd, I haven't had any problems on that frequency today," until at least an hour after the crash. Offer to help go look. Don't say, "It sounded like it hit something solid." Note that most lost models are found and returned. Don't ask if he had his name and phone number in the model or wonder out loud if the model hit a house or car.

If it looks like more than enough people have "volunteered" to help with the search, try to weasel out of going. There are ticks and poison ivy out there, and seeing a grown man cry isn't pleasant. If the pilot takes a plastic bag with him or comes back empty handed to get one, assume the worst. Actually, in a really bad crash, two hands and a pocket are enough space for everything worth salvaging.

Whatever you do, don't hold a postmortem on the spot. The pilot probably doesn't want to discuss:

Battery condition
Poor construction

Pilot error
Fuel tank capacity
Model selection vs. pilot skill

As best you can, avoid specifics, sound supportive, and look appropriately grave. You'll want the same consideration some day.

[from LIRCS Newsletter, Long Island, NY.]

Rich Erikson

Editor: I must confess that over the years I have been guilty of trying to diagnose a mishap while standing over someone else's pile of rubble. I now know that is in bad form. In the past I may have said things like: "I think you forgot to charge your battery", "well, at least the hobby shop is open", "are you going to keep any of these parts?" or the classic, "how could you not see the tree?" From now on I will try to remember not to be so insensitive and allow time for the helicopter rubble to be moved back to the flight line before I give my constructive postmortem.

Fresh From The Rumor Mill

Email from Eric Zimmerman: "Rumor has it that this summer there will be batteries that will allow for electric helicopters to fly 20 minutes or so of hard 3D! That is exciting!"

Editor: If this rumor pans out we will see a huge number of electricians at the field this summer, and I will be flying one of them.

Í Good Eats by Chef Co-workerÍ

Chef Co-worker,

A good Catholic, states:

COMPANY SANDWICH (this is really a MAN'S SANDWICH!)

1 (8 oz.) round loaf sourdough bread

2 tsp. horseradish

1/4 lb. thinly sliced roast beef

1/4 lb. thinly sliced cooked ham

4 slices bacon, cooked and drained

4 (1 oz.) slices of Swiss cheese

4 (1 oz.) slices American cheese

2 tbsp. mustard

1 medium tomato, thinly sliced

1/2 medium red onion, thinly sliced

1/4 cup margarine, softened

1 tbsp. sesame seeds

1/2 tsp. onion salt

Slice bread horizontally into 6 equal layers with an electric knife. Spread first layer with horseradish and top with roast beef and second bread layer. Spread second layer with mayonnaise and top with Swiss cheese and third bread layer. Spread mustard over third layer and top with ham and fourth bread layer. Cover fourth layer with American cheese, onion and remaining bread layer. Combine margarine, sesame seeds and onion salt. Spread over tops and sides of loaf. Place on baking sheet. Bake, uncovered, at 400 degrees for 15 to 20 minutes. Slice into wedges. It serves eight. Bon appetite!!

For Sale or Wanted, Lots of Good Stuff

For Sale: X-Cell 60 SE graphite Pro, servos: 4-JR-4131- 1-fut-9253, Ext RC 1800MAh battery, Gyro: 1-fut-GY501, Receiver: 1-JR-10Ch S-PCM, Engine: YS 61 ST2 2-custom painted X-cell canopy and fin sets plus lots more. Too much to list. Paid over \$4000.00 asking \$1800.00 O.B.O, contact Shannon @ (708) 534-8512 or (708) 769-5803

For Sale: OS 32, including 49 dollar metal fan and clutch, all for 90 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 Zirola. 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

Addresses and Phone Numbers of Local Hobby Shops

(630) 832-4908	Al's Hobby Shop, Inc.	121 Addison	Elmhurst, IL
(815) 786-8553	G & D Hobbies	1950 W. Church Street	Sandwich, IL
(630) 587-1256	Hobbytown USA	3627 E. Main	St. Charles, IL
(847) 537-8669	Venture Hobbies	23 Huntington	Wheeling, IL

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.

Club Officers

President
Erikson

Rich
815-356-8518

Vice President

Mark Clausen
815-325-1565

Secretary
Nesheim

Neil
630-351-4002

Treasurer
Tittelbach

Charles
708-352-4915

Newsletter

Editor/publisher
Davis

Marty
630-377-1865

#1 Proofreader
Davis

Linda
630-377-1865

Web Site

The Web Guys

Rich Erikson and Kevin Cashman
www.nircha.com

Membership

Chairman
Girard

Paul
773-774-2365