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CHOPPER NEWS



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October 2005

Al's Hours

Mon 12 - 8

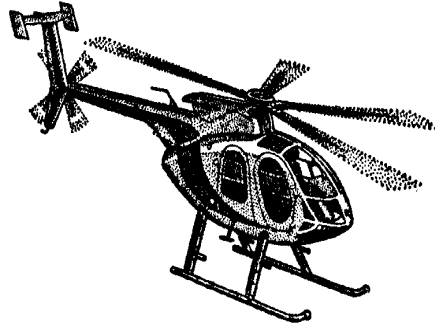
Tue 10 - 8

Wed 10 - 8

Thu 10 - 8

Fri 10 - 8

Sun 12 - 5



Sat 9 - 5:30

Northern Illinois Radio Control Helicopter Assoc.

One of

The World's Largest R/C Helicopter Club

AMA CHARTER NO.2099

Next Club Meeting, 7:00 pm, Tuesday, October 11th, 2005

Meeting is at John's Pizzeria!!!

From the Editor...

Newsletter articles get sent to: lstevens@ksbhospital.com Thanks!

Larry

President's Message

Hey everyone...if you missed the last meeting you missed me crashing my E-Flight Blade into the Bar at Johns Pizza....yup...got a little nervous...flying back at me nose in...started to drift towards the Pizza warmer...panic mode(which is neither Mode I or Mode II)set in and flew her right into the bar...not the front of the bar., nope up and over the top and into the back of the bar...with all the glasses and bottles!!! Yup...just a little embarrassed about that one...but I am used to my little Blade(crashing it that is) and got off the power as soon as contact was made and only broke a little rod. Fixed later that nite. Lesson learned...yea...don't be a dumb @ss!!

So I am in my back yard flying my Blade and I was sitting on the back door stoop while I was flying around in my yard. Brought it in nose in and pretty close to me(i am sensing a similarity in stories here...) a little to close so I banked it around away from me but had given a forward command as well...so I am sitting on my stoop(clearly short for stupid place to sit) and I proceeded to fly my beloved Blade right into the side of my house!! Again being used to seeing this little heli run into things it shouldn't. I got off the power and limited the damage to one of the blades breaking. Clearly I did not learn from the above lesson.

I am still having a lot of fun with this little bird...and don't regret getting it at all!!

Also as you know Terry King is now working nites and could no longer perform the duties of Club Secretary...well with a bit of persuading...ok...I strong armed the man....but Ron Kwilinski has stepped up to the plate and I really cont...

appreciate his help! Well at this point I am well into my third year as president and I am going to step down at the end of this term. In the coming year I am going to take on a second job and I will be going out of my head!! I am hoping that this second job is going to grow to be my only job within a couple of years...but I am going to be pretty distracted. Besides it is time to get some fresh blood to keep things going. So we are looking for nominations...let me know if you have any ideas on someone or would like to nominate yourself! We definitely need to find someone, but rest assured I will help you through the transition and get you going. Again if you know someone you would like to see be the Big Man on Campus, let me know and we will put his/her name in. The elections will be in November and we will settle on nominations in October...of course the Xmas party is in December and I will be taking care of that.

It has been fun leading you guys for 3 years, and once my life settles back down I may even do it again. So...grab your buddies and be sure to make the next meeting...it is your club and you make it interesting!! (Bring your projects, hints or tips, show and tell...what ever floats your boat)

Keep em spinning...whether you use gas or electrons

Rich Erikson

Minutes for September Meeting

The meeting was held at John's Pizzeria with 11 members present and 0 guests.

Rich Erickson called the meeting to order at 7:35pm

Officers present were Rich Erickson, Mark Clausen, Charlie Tittlebach

Treasurer report is \$1056.55

There were no minutes for the August meeting, there was no membership report

Old Business

NIRCHA club is at \$7300.00 in Al's rebate program

The Fun Fly had 26 Pilots, the weather was hot and windy and a great time was had by all

New Business

Ron Kwilinski was drafted as secretary to finish Terry's term

It was reported that the Bensenville Dome will open November 4th for indoor electric flying

Nominations for officers will be in October with elections in November

Some nominations were already made. Jamie Solis for President, Charles Tittelbach for Treasurer and Ron Kwilinski for Secretary

Crash and Smash was won by Gerald McGee for his problems with a Trex

Demo

Rich Erickson demonstrates how to win a crash and smash when he hits the back bar while flying his Blade electric

Battery safety was discussed

The raffle was held. Pizza was eaten

The meeting was adjourned at 8:40pm

The Spotter's Responsibility

(and my brush with anger mgmt...)

I have to admit. This article should be submitted in late April, or Early May, when the flying season in our area is just starting up. It's a little late in the year, but maybe it will get a few people thinking about next season. Had the problem not arisen while I was flying, along with the associated aftermath, I wouldn't even have the issue on my mind.

All sanctioned AMA flying events require the use of a spotter. In it's basic form, it's common sense. You want to have someone standing next to you that can inform you, as a flyer, of impending trouble. It seems though, as time has passed that we've lost some of the concept of the spotter. Lately it seems that the spotter, at least at many of the events I attended this year, is just standing there getting a bit of sun, watching his pilot fly around, not really aware of his or her responsibility.

Perhaps it would be best if I started at the beginning. That way you can get a better idea of what I'm talking about. Back up to the Saturday of our recent Labor Day weekend, September 3rd. SAC (Suburban Aero Club) is hosting their annual "Float Fly" at Twin Lakes located in Midlothian, IL. I love float flying. I'd been looking forward to the event, as they're always a good time. I had been flying, with "Airplane Charlie" as my spotter. On climb out, after a routine splash and go, my engine sputtered signaling to me that I was low on fuel, and it was time to land. Charlie called out landing, but the flier next to me started his airplane and began to place it in the water. Charlie again called out landing. I was completely committed, low on fuel, on my final, just a few feet off the water, with no chance for a go-around. The flier next to me began to taxi out, when Charlie again called landing. The next words out of Charlie's mouth were "Oh Chr*st, you're going to hit him" Using more instinct and luck than actual skill I imputed full right rudder and just enough opposite aileron to make a flat turn. I really don't know exactly how it happened, but we missed, and I managed to put a float in the water before a wing tip. From that point on it was nothing more than a routine taxi back to the shore line. As Charlie was retrieving my airplane, I was approached by another flier who told me how the offending pilot had done the exact same thing to him just before we'd arrived at the park. I was hot. I'd almost needlessly lost my airplane, and Jim told me he'd nearly lost his. At that point I approached the offending pilot, and he became the recipient of what was well known in Highland (IN) and the neighboring communities, when I was employed in law enforcement, as the "Wrath of Mac" I clearly voiced how his behavior on the flightline was unacceptable. When I returned to my chair I was still hot under the collar and doing more than my fair share of swearing. This in-turn led to quite a bit of a tiff between my wife, Cindy, who was present, and I. Cindy felt that the offending pilot was a customer, and I was wearing an AI's Hobby Shop shirt. From Cindy's point of view I was representing the store, I was not the CD, and therefore not in charge of the flightline. I on the other hand felt that there was a problem, and the problem needed to be addressed. Don't underestimate the extent of our little spat. We tried to recover some of the day by attending the Saturday night cookout at Fox Valley Aero Club, but that didn't work out either. The day was shot, and it looked like the weekend was spiraling downhill quickly.

As I reviewed the incident I realized the person I should have spoken to was not the offending pilot. I've flown with him in the past, he's a good guy, but he's one of these people who focuses so strongly on what he's doing he becomes somewhat blind to what's happening around him. THAT'S MY POINT... IT WAS THE JOB OF HIS SPOTTER TO GRAB HIS ELBOW AND LET HIM KNOW I WAS LANDING. In hindsight, (gosh I wish we all had foresight) I should have calmly approached his spotter, and informed her that her RESPONSIBILITY was to keep her significant other informed of his surroundings and potential upcoming problems.

Those of you who have attended the Al's Fun-Fly events might recall that during the pilots briefing I always state that children, unless they are AMA members, are not allowed on the flightline as spotters. They can watch mom or dad fly all they want, but can't be spotters. There's a pretty simple reason for this. Food and shelter are instinctive. Responsibility is a learned trait. It does not come naturally, and children do not possess this trait. Please, if nothing else, just remember that when you're asked to spot for someone it means more than critiquing his or her flying style.

That's about it. I'm off my soapbox, at least for now.

By the way, Cindy and I are still married, but I had to promise not to lose my temper at next year's events.

Dennis McFarlane.

Reminder:

When making a purchase at Al's, please say state you are a member of NIRCHA and your purchase is to go into the **CLUB REBATE PROGRAM** Thank you



*Up and Coming Events by Terry King
2005*

NIRCHA Frozen Fingers Fly

January 1st, Addison field on Grace street

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	Rich Erikson	815-356-8518
Vice President	Mark Clausen	815-741-4723
Secretary	Terry King	815-547-7016
	Ron Kwilinski	
Treasurer	Charles Tittelbach	708-352-4915

Newsletter

lstevens@ksbhospital.com

Editor/publisher	Larry Stevens	815-562-3190
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Web Site

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

Chairman	Paul Girard	773-774-2365
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Support your local hobby shops, the people you can turn to with questions and suggestions.