

Lake County Radio Control Club

# *Fly Paper*



AMA CHARTER CLUB #777

October, 2015

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October Event – Heli's and Quad's – Host: Jay Imroth

## Heli's and Quad's Day

Well, if the picture makes you think it was cold and windy that day, you'd be right. We had a modest, but as always, enthusiastic group. Turning out for the event were: **Jay Imroth, Dick Hultz, Bill Brown, Mike Taylor, Turbine Tom Stolarik, Eddie Okrzesik, Jack Bernard, Bill Lewis, Glen Learnahan, Herb Ehnert**, and your correspondent, **Jack Cutrone**. Due to the wind, there were only a few folks who flew: **Mike Taylor, Bill Brown, Bill Lewis and Jack Bernard**. **Bill Brown** maiden'd his new Align 700 Pro which he has converted to a gasser.



Bill Brown and his new Align 700 Pro



Glen Learnahan's Cub



Turbine Tom, Jay Imroth and Mike Taylor



Bill Brown's Align 700 Gasser – first flight



Jay enjoys the fruits of his labor. . .

. . . as do Tom, Ed and Glen

### NOTICE

Nominations for club officers will be made in November. The election of officers will take place in December. In the words of legendary early 20<sup>th</sup> century Chicago Alderman, Hinky Dink Kenna, "Vote early and often."

### RADIO CHATTER (formerly NEWS)

**Flypaper invites your contributions.** If you get a new aircraft, or do something of which you are proud, or have a . . . uh . . .uh . . . "learning experience" with a plane or heli, or anything good or noteworthy to share, let Jack Cutrone know and he will write it up in the next Flypaper. His email and phone number appear in the masthead at the top.

**Learning experiences.** So, I'll be first. I have been having a great time flying a Duraflly Retro Das Ugly Stik (called "retro" because of the fake glow engine.) I was flying the fourth or fifth battery of the day a few weeks ago when I no longer had control using the sticks. She went into a nose-dive and crashed and smoke began pouring out of the broken fuselage. What I thought was a lipo fire turned out to be the ESC burning which had shorted out in flight causing the crash. So I ordered another plane and put a higher amp ESC in it while I put in a probably useless warranty claim to Hobbyking. In putting the new one together, I noticed that a nut had not been placed in one of the plates where the wing bolts are fastened. With no way to insert a nut, I instead ran an oversize screw into the plastic as a patch. On the second flight, it was flying beautifully, when the wing came off in mid-air. The wing floated down gently and the fuse nose-dived into the ground, thankfully without a lot of damage. Post-crash assessment - my jury-rigged screw came out and when the wind got under the wing, it tore the remaining plates and attached foam right out of the fuse. Lesson – damn that's a lot of lift.

**Be on the lookout . . .** For those of you who had travel difficulties for the last club meeting due to police closure of Green Bay Road for several miles, you can blame Andrew Mario Obregon. Mr. Obregon was a suspect in a homicide and led the police on a merry chase before he crashed one truck, stole another and escaped. He is also suspected in several other offenses including a burglary and the armed robbery of a convenience store at I94 and Rt. 50. Police conducted a massive manhunt for him which included

closing down Green Bay Road the night of the club meeting. A few days later there was yet another high speed chase and escape before he was finally captured in Winthrop Harbor on October 13.

**\$1.9 million fine for drone operator.** SkyPan International — which provides dramatic aerial photography to dozens of high-end property developers and architects, was hit with the fine by the FAA for flying drones in downtown Chicago and New York. Its drone was not registered with the FAA, did not have a certificate of airworthiness, and lacked the two-way radio, transponder and altitude-reporting equipment required by the law for commercial use of drones, the FAA said. Note these requirements do not apply to non-commercial drone flights.



Dick Hultz and Russ Scott flying Dick's Aerocat

**Another new club member**, who has returned to flying after nearly forty years, **Rich Hentschel**, has been flying a Pete-N-Poke modeled off the original Pietenpohl. Rich built the plane from an old kit and covered it with silkspan, a 1970's covering not easy to find these days. Rich is learning to fly with two thumbs for 4 channels, instead of the two channel/one thumb RC operation of forty years ago. **Al Parschal** has been gracious enough both last year and this to be his instructor helping him get used to 4 channel.

**Exotic places.** **Chuck Smith** recently completed a cruise in the Aegean Sea, visiting Greece and Istanbul, Turkey. **Steve Yeaton** also just returned from a vacation in Hawaii.

**Fall is here and winter is coming soon.** The summer flying season, too short as it is, is over and we are starting to get some fall temperatures and consistent strong gusty winds. A lot of LCRCC members are taking advantage of any good weather to fly. Regulars at the field during the week include, **Dick Hultz, Russ Scott, Bill Brown, Bill Rago, Wally Szempruch, Zaig Tahir, George Boukouzis, Nick Senese, Ed Okrzesik, Steve Yeaton** and **Jack Cutrone**. Come out and put something in the air while you can.



Russ Scott flying his Align 700 Nitro

Sorry, but I just need to get something off my chest:



Whew, I feel so much better now.

## Caught in the Searchlight: Jack Bernard



In this feature in Flypaper, each month, we highlight a club member on a rotating basis. While we see each other at the field or at meetings, we may not know a lot about the other members, their personal background and their history in RC flying. Searchlight should help us get to know one another better.



Jack Bernard, in his role as Field Director for the past two years, is certainly one of the hardest working members of the club and spends many hours devoted to maintaining the field and the mowing equipment and managing his crew of volunteer mowers and trimmers. As an example, October 15<sup>th</sup>, **Chuck Smith** and **Jack Cutrone** were scheduled to mow but couldn't get the tractor started, despite jumping it. After their efforts were unsuccessful, they called Jack, who though not scheduled, came out to the field and spent over an hour tracing down that electrical power was going to the solenoid and starter, diagnosed it as a stuck brush or bad spot on the commutator, and after manipulating those, was able to start the tractor, allowing the mowing to be completed. That kind of generosity of spirit and with his time should be a model for all club members.

Jack came as an early Christmas present to his parents when he was born on December 16, 1939. Jack's family hails from Libertyville and were founders of Bernard Chevrolet. After graduation from high school Jack joined the U.S. Air Force. He worked as a rocket engine mechanic and was involved in equipment tests for the Titan, Atlas and Thor missiles. Jack also was in research and development of rocket fuels. The missiles could be fueled with either solid or liquid fuel. The liquid fuel would allow for throttle control of thrust but not so with solid fuels which, once ignited, just keep burning with no way to throttle back the thrust. For a time, Jack worked on a gelatin fuel in an effort to find a middle ground. He says he worked with many exotic fuels, some that would burn simply by contact with oxygen in the air. A simple leak could be disastrous.

From 1958 to 1963, Jack was stationed at Edwards AFB, formerly Muroc Field. The site was chosen by the Air Force because it was an enormous dry lake bed, had clear weather and allowed for extremely long runways. It was at Muroc that Chuck Yeager broke the sound barrier on October 14, 1947, flying the X-1 at Mach 1.07 at an altitude of 45,000 ft. Yeager was gone by the time Jack arrived, but he returned to Edwards in 1962 as the first commandant of the USAF Aerospace Research Pilot School, which produced astronauts for NASA and the USAF. Jack recalls watching some of Yeager's flights in the X-15. The X-15 was carried aloft by a B52 and would be dropped from its belly. Jack says that the X-15 would drop about 1000 feet and once its rocket ignited, "he would be gone." Yeager flew a circle route from Edwards to Lake Tahoe and back. Yeager had four chase planes, two at Lake Tahoe and the other two would attempt to follow Yeager but he would be back at Edwards before the chase planes arrived.



After his discharge, Jack returned to the Midwest and went from the space age to horse and buggy days when he began working for his uncle who had a horse farm near Lake Geneva. Jack would take his uncle's show Shetland and Hackney ponies to state and county fairs to take part in horse shows. Jack later worked in a series of jobs and got his start in mechanical maintenance at Wisconsin Tool and Stamping. He finished his career at Rexan, a manufacturer of packaging for medical equipment, retiring in 2004.

Jack allowed the author to share that he has prostate cancer, first diagnosed in 1996. He says that it was in remission for many years but it has returned and spread to five new lymph nodes. He gets it checked every three months but it is becoming aggressive. Jack's attitude remains positive and he intends to fight it.

Jack first started flying in 2006. His first radio control plane was a two-stroke high wing trainer which he still has. **Bernie Fullett** from Saddlebrook Flyers in Grayslake helped him learn to fly. Jack is still a member of Saddlebrook Flyers but does not go there much because it has a smaller field. Jack's love of RC flying leads him to go to local RC clubs whenever he travels. Jack has more planes than he can count, but only 3 are currently flyable. He has a half dozen ARF's and two kits which he has not yet put together. Jack's favorites are his WWI and WWII warbirds. He has four P51 Mustangs, but only one is currently flyable. He also has a small corsair kit from Guillow which was intended as a control line plane but which he wants to convert to RC. Jack says that he bought it mainly to get patterns to make a bigger one. He prefers building his planes and thinks it is too easy just to buy an ARF version. When interviewed, he said that his favorite plane is a P51, and he has one in a 40 size ARF from Hanger 9 with

a two stroke. Since the interview, the Mustang suffered the separation of a fuel line in flight and the plane nose-dived in. His winter project is putting some of his planes together.

He says that his best RC experience has been flying his Mustangs because he likes the realism of scale flight. When asked about his worst flying experiences he says it was "all of his crashes." But perhaps the worst, he continued, was when the wing separated from one of his Nextstars a few weeks ago as he was getting it ready to let some scouts buddy box it. The wing came floating down but the fuse nose-dived into the trees and came apart.

### **October 1, 2015 LCRCC Meeting**

The monthly meeting of the LCRCC was held in the North Shore Bank, 5117 Green Bay Road, Kenosha, WI 53142. **Dick Hultz** called the meeting to order at 7:16pm with 11 members and two guests present.

#### **Secretary's Report:**

The previous month's minutes were accepted as written in the "FlyPaper"

#### **Treasurer's Report:**

**Chuck Smith** was not present; **Dick Hultz** presented this month's treasurer's report and it was accepted as read.

#### **Field officers Report:**

**Jack Bernard** reported the field is in good shape, needing less cutting due to lack of rain. The tractor will need a new battery before year end. Jack will keep it at his house fully charged for our January 1st event making sure the tractor will start allowing us to stay warm in the garage.

#### **Safety Officer's Report:**

**Jay Imroth** reported all is well; everyone is heeding the multicopter field rules. He stressed the importance of displaying your forest preserve permit on the frequency board while flying.

#### **Events Director's Report:**

**Eddie O.** and **Dick** thanked **Jack Bernard** and **Eddie** for cooking and drinks at the September event. **Jay Imroth** will cook solo for the October event due to **Bill Rago** being out of town for business.

#### **Old Business:**

**Dick Hultz** and **Jack Cutrone** freed and oiled the wind sock rotation bearing allowing the sock to once again indicate true direction.

#### **New Business:**

Officer nominations will be held at the November meeting, anyone interested in running for office should step forward.

The present meeting location at the North Shore Bank in Kenosha will continue through 2016.

**New Member:**

**Bill Kruse** pilots a cub and is getting stick time with our field instructors – glad to have you as an LCRC member!

**Show & Tell:** No show & tell

On a motion, second and voice vote the meeting was adjourned at 7:32pm.

**Bill Rago**, Recording Secretary

**Treasurer's Report For  
October 2015  
(Represents September 2015 Activity)**

<b>Opening Checking Balance</b>	<b>\$ 7,499.23</b>
Dues	40.00
<b>Total Receipts</b>	<hr/> <b>40.00</b>
Ed Okrzesik (September picnic supplies)	(196.47)
Jack Bernard (field maintenance)	(45.00)
Pat's Services (porta-potty)	(84.40)
<b>Total Disbursements</b>	<hr/> <b>(325.87)</b>
<b>Ending Checking Balance</b>	<hr/> <b>\$ 7,213.36</b> <hr/>

## 2015 Upcoming Events Schedule

- NEXT MEETING – November 5, 2015, 7:15 pm, North Shore Bank, 5117 Green Bay Rd., Kenosha



### Lake County Radio Control Club Officers

President: Dick Hultz	(847) 244-8265	<a href="mailto:r.hultz@att.net">r.hultz@att.net</a>
V.P./Safety Officer: Jay Imroth	(262) 960-4127	<a href="mailto:crazydoodle1@sbcglobal.net">crazydoodle1@sbcglobal.net</a>
Treasurer: Chuck Smith	(847) 362-8865	<a href="mailto:crolsmi@aol.com">crolsmi@aol.com</a>
Events Director: Ed Okrzesik	(847) 514-2200	<a href="mailto:poolboss1984@comcast.net">poolboss1984@comcast.net</a>
Secretary: Bill Rago	(847) 489-8871	<a href="mailto:recumbentmister@gmail.com">recumbentmister@gmail.com</a>
Field Director: Jack Bernard	(847) 830-6398	<a href="mailto:thesaintalso@yahoo.com">thesaintalso@yahoo.com</a>

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