

Lake County Radio Control Club

Fly Paper



AMA CHARTER CLUB #777

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Merry Christmas and Happy New Year

RADIO CHATTER

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.

The Things You Learn When You Are Looking for Something Else Department: a riddle You are flying a full scale F15D in a combat training exercise against some A4N’s when there is a midair, which results in the loss of your entire right wing. Question: What happens then? **(answer comes later).**

Election Results: After hotly uncontested races, all LCRCC officers were reelected to their positions: **Dick Hultz**, President; **Jay Imroth**, Vice President and Field Safety Officer; **Chuck Smith**, Treasurer; **Bill Rago**, Secretary; **Ed Okrzesik**, Events Director; and **Jack Bernard**, Field Director.

FAA Registration of RC aircraft. Contrary to the discussion at the meeting, the new FAA regulations will apply to all RC aircraft of 250 grams or more, not just multirotors. In last month’s Flypaper, it was noted that the FAA had convened a task force to make recommendations regarding how to implement registration of UAS’s or unmanned aircraft systems which includes hobby aircraft previously exempted from registration. Note that the task force was not asked to weigh in on whether such registration should be required, only how to implement registration. The task force issued its report on November 21, 2015 and the FAA has announced it is accepting the recommendations and begun its rule-making process to make them law. The short version is that UAS’s of 250 grams or more (a little less than 9 ounces) will need to be registered; that registration will likely be through the Web and include the name and address of the owner; that an individual need not register all his or her UAS’s individually but does need to put his or her registration number of all aircraft of 250 grams before it is actually flown in the National Air Space. For more information the task force report may be viewed at: http://www.faa.gov/uas/publications/media/RTFARCFinalReport_11-21-15.pdf . There is a large section of the report, which you may find amusing, where the report tries to calculate the likelihood of physical harm to a human being, given population density and the force of an impact on the body of an object of 250 grams, which has fallen from 500 feet and reached terminal velocity (max speed allowed by drag).

Indoor Flying: Many thanks to **Dave Taylor** who made arrangements for indoor flying at Beach Middle School again this year. If you haven’t been there, the space is very roomy, comprising 8 full-sized basketball courts.



Dave Taylor flying a UM Trojan



Mike Taylor, Turbine Tom & Jim Buchanan



Mike Taylor's new aircraft: PT-17 and . . .



an AH-64 Apache

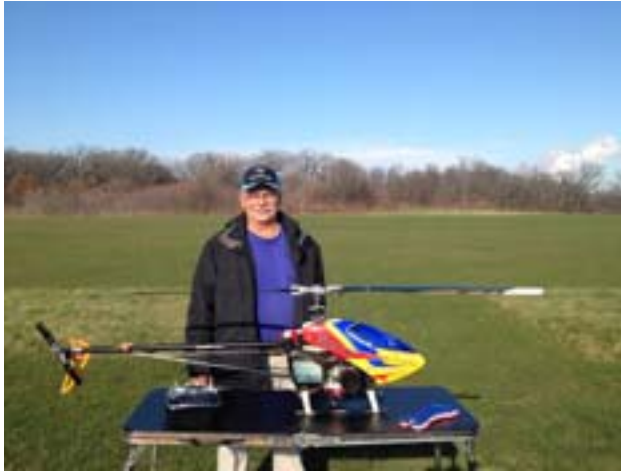


Al Parshall showing off his mini-quad



Red Matson getting his quad ready

Outdoor Flying - Well at least some of us haven't given up yet. The following pictures were taken on Sunday, December 6, 2015, when the temperature was in the mid-40's, there was little to no wind and a bright sun – in short, a glorious day to fly.



Bill Brown getting ready to fly his T-Rex 700



Mike Taylor flying his Blade 270 CFX



Turbine Tom must be in trouble, he's reading the manual.



Bill Lewis and his tri-copter

Jim Spice's CH53A - Happy to report that the rebuild is going well. According to Jim, "This weekend was a bit hectic due to family in town for an "early" Christmas... But, I was able to "sneak" out to the Man Cave and get some work done...The results are that I now have all the superstructure complete with panel lines, rivets, Dzus's, and first coats of paint!!! Wet sanding and clear coat tomorrow, then on to finishing the main fuselage!!! Should have it ready for graphics in two weeks... Then re-assembly for flight!!!! 🖐" His blog is at

<http://www.rcgroups.com/forums/showthread.php?t=2524650&page=6>

Answer to the Riddle: Well if you said that you and your F15A would crash, burn and die, you would agree with the manufacturer, McDonnell Douglas. However, that is not what happened. In 1983, Israeli Air Force Pilot, Zivi Nedivi, undergoing training in the F15A, did have a mid-air with an A4N, did lose his entire right wing, and fighting to maintain control, still was able to land his plane. **No, I am NOT making**

this up. It probably helped that the pilot did not know that his wing was gone until he landed and someone told him (really). For the chilling cockpit video see:

<https://www.youtube.com/watch?v=M359poNjvVA>

Caught in the Searchlight: Al Parshall



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.

This month's Searchlight falls on another former LCRCC President, Al Parshall.



When I met Al for the interview in the parking lot of a restaurant, he asked with a chuckle whether I knew what his license plate meant. Al explained that it meant Danger Unexploded Bomb, taken from a British TV show of that name about the Brit soldiers who defused unexploded bombs during the blitz. The plane he is holding in the photo above was a victim of a UXB, he explained. He had rigged a bomb drop for the



plane but when he released the bomb, he watched the bomb falling instead of keeping his attention on the plane which ended up crashing. The plane is a Spickler Quickie and was Al's 5th of his 6 full builds.

Though born in Baton Rouge, Louisiana in 1935, Al has lived in Waukegan since his last year of grammar school and has not a trace of a southern accent. Al began working at Johnson Outboard the day after his graduation from high school in 1953, and his work there with motors stood him in good stead when he began flying RC models. At Johnson he worked first testing motors from the assembly line but later his specialty was "tuning for speed," a phrase he adopted from a book of the same name.

Al was not only able to speak about the various planes he has built, but was able to bring photos of them to the interview for Flypaper. In 1967, he built his first plane, a TopFlite Schoolboy with a 22" wingspan and a Cox 010 motor, shown at right. The plane was flown with a single channel transmitter. The Schoolboy only lasted until 1968 when Al brought it to Daytona Beach and flew it in conditions that were a little too windy for the small plane. It was blown backwards by the wind and went out of sight. Though Al searched for it for a day and a half, he was never able to find it.



When asked how a plane could be flown on a single channel, Al explained that with that single channel, one could control throttle, rudder and elevator. The pilot would push once on a button to make the rudder turn right, push again quickly for left rudder, and push once more quickly for up elevator. Live a day, learn a fact. Al even explained how to do loops using a single channel transmitter.



His next build was a Midwest Whiz Kid shown in the photo at left, and yes, that is a young Al Parshall proudly displaying his Whiz Kid. The photo was taken at the field which was used by the SkyKnights Aeromodelling Team. Al joined the SkyKnights club in 1969 and is still a member, having the longest continuous tenure of any member of that club.

Al's other builds included an Andrews S-Ray kit which he modified, pictured at right. Al took out the dihedral and put on ailerons. Although designed as a one channel plane, Al modified it to four channels. The Orbit radio shown in the photo was state of the art and was an expensive purchase which caused some dissension on the home front. Al paid \$168 for the radio in 1968, the equivalent of \$1,163 in today's dollars.



Though perhaps known to many Flypaper readers, Al furthered this writer's RC education with a recounting of the origins of the Das Ugly Stik. The plane was designed by Phil Kraft of Kraft Radios, in Kraft's words: "*The original concept of the Ugly Stik was to design a radio controlled aircraft which could be built in an absolute minimum of time. Its purpose was towards a flying test bed for new radio proportional control developments and an all-around shop airplane which could be used as a loaner for visiting flyers, testing repaired equipment, and any use which required an airplane which could be considered as expendable.*" Little did the writer know that his favorite plane was designed to be expendable.

Al's association with the Lake County Radio Control Club began in 1973, the year the club was founded although Al was not a founding member. Al came to be a member through **Stan James**, one of the LCRCC founders who was also a member of the SkyKnights. According to Al, he was recruited to be an LCRCC instructor due to Stan's habit of maintaining control of the TX during training, merely explaining to his students what he was doing. Those were the days before the advent of buddy boxes. Al became one of the club's primary instructors by default and was much more hands-on for the student pilots. He has helped many pilots over the years and most recently has helped **Rich Hentschell** get his chops back after a long absence from RC flying.

Al laughed as he recalled an incident where someone else was flying a plane at Steffie's Field on Kilbourne and lost control. The plane went out of sight behind a building. The anxious pilot handed the TX to Al who guessed as to how much throttle and elevator he needed to bring it back up. After a few seconds delay, the plane reappeared and Al landed it to profuse thanks from the pilot.

Another of Al's interests was tuning and racing motorcycles. He told of entering the Tri-State Hill Climb for motorcycles in far southern Danville, Illinois. Al says that he won the event, but laughed and quickly added that he won because he had been the only entrant who had been able to finish and make it to the top of the hill. Al says he was losing control and barely hanging on to the hand grips as he crossed the finish.

Al is active in the club and is part of the Field Crew, helping with the Thursday mowing. He mostly flies a FunCub these days, or a mini-quad indoors during the winter. When asked about the number of planes he has, he says that the last time he took inventory, he had 220 kits, some partially built, but added that since he took the inventory, he has gotten a few more kits to build. That's the spirit Al!

December 3, 2015 LCRCC Meeting

The monthly meeting of the LCRCC was held in the North Shore Bank 5117 Breen Bay Road, Kenosha. **Dick Hultz** called the meeting to order at 7:16pm with 15 members present.

Secretary's Report:

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

Treasurer's Report:

Dick Hultz presented the treasurers report in Chuck's absence which was accepted as read. The report was off by 40 cents due to paying out more than we took in.

Field officers Report:

Jack Bernard said there was not much to report; he purchased a new battery for the tractor the day of the meeting and will have it installed for our January 1st event. He also plans on relocating the flight stands for winter storage and will test the generator to make sure we have lights and heat.

Safety Report:

Jay Imroth reported no safety issues have been brought to his attention, this time of year very few pilots are flying.

Events Director:

Eddie Okrzesik stated indoor flying will be on December 13th. And our annual January 1st Funfly featuring coffee and doughnuts along with **Jack Bernard's** fantastic chili will be served starting at 9:00am, thanks again Jack!

Once again **Jim Buchanan** has graciously volunteered to take care of snow removal (if needed) in return the club will pick-up his 2016 dues.

Eddie also mentioned Hobby Horse, 1769 Thierer Road Madison, WI 53704 Phone #608 241-3491 hobbyhorse@hobbyhorse.com The store will give 10% off on in store purchases or mail order if you tell them you are an AMA member. Ed says they have tons of radio control stuff at good prices!

Old Business:

Elections were held at this meeting; all current officers were re-elected and will serve during the 2016 year. Dick thanked all the officers for a job well done during 2015.

Dick also wished all members and their families a Merry Christmas and Happy New Year!

Now is the time to consider renewing your membership dues, even though you have until the March meeting it is strongly advised to renew ASAP so you don't forget and be required to pay the initial fee.

FYI - Chuck Smith will be out of town until the February meeting. Please mail your renewal form, check, and proof of AMA membership to: Chuck Smith 243 Cater lane Libertyville, IL 60048

New Business:

A discussion about FAA and AMA rules regarding multirotor aircraft may require registration unless owned by an AMA member; this is still being debated and will probably be resolved in the future. As long as the "drones" are flown at our field by members possessing a valid AMA membership card we have nothing to worry about. **[Editor's note – this information is not correct, please see article above.]**

Dick and Jay plan on scheduling a meeting with Greg, a Forest Preserve official in January to suggest moving the entrance gate from Russell Road in 40' due to hazardous conditions created by members and Boy Scout personnel pulling trailers. A hazardous condition is created when the gate is closed and vehicles towing trailers are partially blocking Russell Road. There is a natural barrier created by two trees at 40' making the job nothing more than moving the gate.

Keith Bradley mentioned we have to present "our want list" to the forest preserve officials every year to keep the ideas active. It is possible even though they say no to a cement pad or fence repair this year doesn't mean the budget won't allow those projects in the future, also doing certain things for safety reasons carries a lot of weight.

2016 Forest Preserve Permits are available on line or at the facility in Libertyville at the corner of Winchester and Technology Way.

New Member:

No new members

Show & Tell:

Wally Szempruch brought in a roll of Dynaskin which is rebadged Oracal 351 used in the car hobby industry, has an adhesive back and is lighter than flight metal. It would be an excellent covering for war birds as it looks just like aluminum and will tolerate mild bends around corners. It can be purchased for around \$50.00 for a 30" X 30' long roll. It would look beautiful on a P51!

Wally also had a sample of Smooth-on which is a very light weight water activated filler similar to microballoons that is strong and easy to sand to any contour, Wally had samples of both products that were very impressive! Contact Wally for further information.

On a motion, second and voice note the meeting was adjourned at 8:01pm.

Bill Rago Recording Secretary

**Treasurer's Report For
December 2015
(Represents November 2015 Activity)**

Opening Checking Balance	\$ 7,046.72
Dues	120.00
50/50 Raffle	89.00
Total Receipts	<u>209.00</u>
Jack Bernard (tractor repair)	(124.80)
Pat's Services (porta-potty, 11/22)	<u>(84.40)</u>
Total Disbursements	<u>(209.20)</u>
Ending Checking Balance	<u><u>\$ 7,046.52</u></u>

2015 Upcoming Events Schedule

- NEXT MEETING – January 7, 2016, 7:15 pm, North Shore Bank, 5117 Green Bay Rd., Kenosha
- Indoor Fly: December 13, 2015, 12:30-3:30 pm. Beach Park Middle School, 40667 Green Bay Rd.
- New Year's Day – Hosts: Jack Bernard and Eddie Okrzesik
- Indoor Fly: January 10, 2016, 12:30-3:30 pm. Beach Park Middle School, 40667 Green Bay Rd.
- Indoor Fly: January 24, 2016, 12:30-3:30 pm. Beach Park Middle School, 40667 Green Bay Rd.
- Indoor Fly: February 7, 2016, 12:30-3:30 pm. Beach Park Middle School, 40667 Green Bay Rd.
- Indoor Fly: February 21, 2016, 12:30-3:30 pm. Beach Park Middle School, 40667 Green Bay Rd.
- Indoor Fly: March 6, 2016, 12:30-3:30 pm. Beach Park Middle School, 40667 Green Bay Rd.
- Indoor Fly: March 20, 2016, 12:30-3:30 pm. Beach Park Middle School, 40667 Green Bay Rd.



Lake County Radio Control Club Officers

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

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