

Lake County Radio Control Club

Fly Paper



AMA CHARTER CLUB #777

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www.lakecountyrclub.org

LakeCountyRC@gmail.com

Editor: Jack Cutrone (312) 622-2777
cutrone.john@gmail.com

Bipe and Giant Scale Day, May 15, 2016



A Picture Perfect Day for Flying

RADIO CHATTER

Apologies for the tardiness of Flypaper this month. The author/editor has been jammed with consulting work, school, volunteer activities, and life.

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.

May Event Plane Raffle

Bill Lewis didn't want to take one of his planes when he moves to Tennessee. The plane is an old Sig home built with 56" wingspan and an older good running OS 46 glow engine. So, he offered it up for a raffle at the May event. And the lucky winner was . . . **Bill Rago**.



Memorial Day happenings

Chuck Smith brought his Thunderbird Turbine for its first flight of the year. And he made it look easy. Seeing that Thunderbird emblem on the bottom of the plane flying overhead is, well, inspiring, at least to this author. After flying circuits and some light aerobatics, he brought it in for a landing, and just greased it in. He claims to have been nervous, but it certainly didn't show.

Dick Hultz also showed his cool. He had not one, but two, engine failures in his Aeroworks, Edge 260. After the first, he made some adjustments to the engine and thought he had the problem solved. But on the next flight, the engine quit again. Dick made two textbook dead-stick landings without any damage to the plane. Dick consulted with the engine manufacturer and has some diagnostic work to do.

Russ Scott does it again, another amazing jet save. Russ took his Diamondback jet up for a couple of flights. When he did his standard gear check at the end of the second flight, while the mains had come down, the nose gear had not. Russ tried cycling the gear several times but the nose gear wouldn't extend. Russ tends to make good decisions in tight spots and he did again. He explained his thought processes later. Rather than bring it down on the mains only and risk the open nose gear door catching in the grass and ripping up the fuselage, he opted to belly land it. (Yep, a multi-thousand dollar jet belly landing.) But that still left the question of what to do with the flaps. Full down and they would rip off. But he had to have some flaps to slow it down for landing, so he opted for his mid-flap setting. He flew a circuit at a low altitude, brought it in low over the trees, bleeding off airspeed and setting it down about a third of the way down the runway. Russ was able to keep it pointed straight down the runway, while the plane slid, and slid, and slid, and slid some more. You get the idea. It was only as the plane approached the south end of the runway that it began to slowly spin but the momentum kept it going straight. And it stopped . . .



. . . just at edge of the tall grass and just before the plane would have slid over the dirt and rocks in the plowed corn field. A heart-stopping drama for all who watched. Apart from a broken flap control horn there was no damage.

But not every story has a happy ending.

Leonard Martin had a plane go down in the cornfield when the plane stopped responding to control inputs on the transmitter. He was using an older 72 mHz when it happened. When he took the pieces home and tried to diagnose the problem, he connected the receiver, servo's and battery, and moved the control sticks on his transmitter, he couldn't get any response form the servo's. However, when he tapped on the receiver, the servo's would move without control stick input. He did a lot of internet research and traced the problem down to the crystal.

Unhappy stories continued.

John Grimes spent hundreds and hundreds of hours restoring a beautiful 1/3 scale Pitts biplane and lovingly detailed the plane and cockpit. All of us have enjoyed watching him fly it, smoke streaming from the plane as he does loops and rolls.



A few weeks ago, he was flying it, and while eastbound over the trees at the north end of the field, he lost elevator control. It was sinking into the trees and John tried everything possible to get it back, to no avail. John and **Zaig Tahir** and **Bill Rago** spent hours looking for the plane but it wasn't until the next day that John went back out and found it. Unfortunately, the plane is beyond repair, but the engine, receiver and servo's are all okay. John will save them for the next big biplane build.



Not everyone flies a Thunderbird like Chuck or lands like Russ

An Air Force Thunderbird pilot made a flyover as President Obama was addressing the U.S. Air Force Academy graduates. Shortly afterwards, the plane experienced significant problems and the pilot was forced to eject. The plane continued on and came to rest near the Colorado Springs airport. Actually, not too bad a landing for a pilot-less jet. But Russ's and Chuck's were prettier.



And you thought your nano-copter was small.

Scientists at Harvard and M.I.T. joined forces to make the smallest micro-aerial-vehicle (MAV) ever made (so far.) The RoboBee is an insect-size robot that weighs less than four thousandths of an ounce. And it flies, which is a giant achievement for such a tiny machine. The RoboBee has landed. Well, actually, it has perched, which is even more impressive. (For some reason the author of the news article seemed to be more impressed by the fact that it can perch on the underside of a leaf than the fact that it flies at all.) For the full story and a video of it flying (yes, and perching), see:



<http://www.nytimes.com/2016/05/23/science/a-tiny-robot-that-can-fly-and-amazingly-rest.html?contentCollection=weekendreads&action=click&pgtype=Homepage&clickSource=image&module=c-column-middle-span-region®ion=c-column-middle-span-region&WT.nav=c-column-middle-span-region&r=0>

Caught in the Searchlight:



No Searchlight feature this month. The author has been unable to connect with the subject, who will be featured next month.

May 7, 2016 (We know it was Mother's Day, but some of us practiced for the May event.)



Dick Hultz and Bill Lewis working on Dick's Edge 260



Bill Rago and Wally Szempruch



Russ Scott and Keith Bradley taking a break



Bill Lewis taking his biplane to the flight line



Red Matson



Wally Szempruch starting his engine

May 15, Biplane and Giant Scale Day



Nick Senese (We said it was a picture perfect flying day, but we didn't say it wasn't cold.)



Chuck Smith, Dick Hultz and Bill Lewis



Nick Senese, Eddie Okresik and Jack Bernard



Soup's on.



Chuck Smith's Yak M55 & Hirobo SDX



Ummm-Ummm good.

May 5, 2016 LCRCC Meeting Minutes

The monthly meeting of the Lake County Radio Control Club was held in the North Shore Bank, 5117 Green Bay Road, Kenosha. **Dick Hultz** called the meeting to order at 7:15pm with 14 members present.

Secretary's Report:

The monthly minutes were accepted as written in "FlyPaper."

Treasurer's Report:

The treasurer's report was presented **Chuck Smith** and accepted as read.

Field officer's Report:

Jack Bernard reported the field looks great, with all the recent rain the grass is coming along fine despite the cool weather. The tractor is working great – running smooth, all umbrellas and flight stations are ready for another fun summer of flying!

Field Safety Officer's Report:

Jay Imroth reported no safety issues. The "tree" is trimmed making approach from the Northwest much easier.

Events Director's Report:

Eddie Okrzesik reminded everyone May 15th is biplane and giant scale day.

Old Business:

Gary Allen mentioned Jim Stanzek (Waukegan airport big cheese) is now retired, with him out of the picture there is a 95% chance we will be allowed to have a "static" display during this year's air show.

New Business:

Jack Bernard and **Dick Hultz** replaced the weathered wind sock which usually lasts around 2 years; there is a spare in the garage.

Boy Scouts would like to fly model rockets on a TBA Saturday in September.

Bill Lewis, as most of you know, is leaving the northwest to relocate in Tennessee, he is selling off many of his planes and supplies. Contact Bill for further details

New Member:

No new members

Show & Tell:

Chuck Smith passed around his very impressive handmade twin beechcraft exhaust system. The two mufflers with six (three on each side) ports are all aluminum soldered with tubing from McMaster-Carr and welding rod from Ace Hardware. Contact Chuck for further details.

On a motion, second and voice note the meeting was adjourned at 7:55pm.

Bill Rago Recording Secretary

**Treasurer's Report For
May 2016
(Represents April 2016 Activity)**

Opening Checking Balance	\$ 8,552.41
Dues	65.00
50/50 Raffle	95.00
Total Receipts	160.00
Jack Bernard (gas & parts)	(32.87)
Chuck Smith (Postage)	(2.83)
Total Disbursements	(35.70)
Ending Checking Balance	\$ 8,676.71

2016 Upcoming Club Events Schedule

NEXT MEETING –June 2, 2016, 7:15 pm, North Shore Bank, 5117 Green Bay Rd., Kenosha

- June 5th - Warbird & Electric, Host: Jack Cutrone
- July 10th - Cub Day, Host: Jay Imroth
- August 28th – Picnic, Hosts: Jim & Joan Doubek
- September 11th, Jet - EDF Host : Eddie Okresik
- October 9th, Helicopter - Quad Day Host: Bill Rago



Lake County Radio Control Club Officers

President: Dick Hultz	(847) 244-8265	r.hultz4843@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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