

Lake County Radio Control Club

*Fly Paper*



AMA CHARTER CLUB #777

January, 2016

[www.lakecountyrclub.org](http://www.lakecountyrclub.org)

[LakeCountyRC@gmail.com](mailto:LakeCountyRC@gmail.com)

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



**New Year's Day Event**  
**Thanks to hosts Jack Bernard and Eddie Okrzesik**

## 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 have 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, Vol. 2: another riddle**  
You are flying your 3D airplane, you are at the top of an avalanche, do your snap roll and your left wing goes flying off. Question: What happens then? **(answer comes later).**

**More on the FAA registration issue.** Even though the FAA has not enacted final rules to implement the Task Force recommendation, it has enacted an “interim rule” which does require registration. <https://www.federalregister.gov/articles/2015/12/16/2015-31750/registration-and-marking-requirements-for-small-unmanned-aircraft> As with any proposed federal regulation, there is a mandatory **public comment period which ends January 15, 2016**, so if you want to comment on the proposed rule, do so quickly. **The AMA has suggested comments.** In the meantime, the FAA has opened a registration website. There will be a \$5 registration fee, but that fee is waived for the first 30 days after the registration opened on December 21, 2015, to encourage a lot of people to register right away. Once you register, you will be given a single registration number which you are then required to put on all your aircraft weighing over 250 grams (about 9 ounces) before you can fly them in the National Air Space (basically any outdoor flying.) The AMA is urging its members not to register, and in the meantime, has brought suit in federal court in Washington, D.C., challenging the FAA’s interpretation of a statute which the FAA says is the legal basis for the registration rule. As the saying goes, the wheels of justice grind slowly, so don’t expect a final court ruling soon.

**So does this belong to anyone?** I was walking out in the corn/bean field recently and I found this. I am sure there is a story behind it. I took it apart to show the battery, a 4 cell NiCad. The label on the battery says “MPI, Maxx Products, Lake Zurich, Illinois.” If it’s yours, just let me know and we can make arrangements to get it to you. (Yes, well, I just happened to be out walking in the field . . . I’m just saying, you know?)



**New Year’s Day.** Continuing on with the holiday tradition, LCRCC members gathered at the field on a frosty morning to get in a little flying, eat a lot of **Jack Bernard’s** chili, and swap a few tales. And it was a close heat for first flyer of the year at the field. And the winner was . . .



(That was a drum roll, in case you were wondering.) . . . **Bill Lewis**, with his 48" electric Yak. Bill said he saw **Steve Yeaton** pulling into the parking lot and knew he'd better hurry. Steve was second, and **Russ Scott**, who didn't even know there was a race, flew his third. (We missed photo opp's of Bill and Steve.)



Russ Scott and Keith Storrs braving the cold to fly

Lip-licking good – Jack Bernard and his famous chili



I don't care what you say, my hat is fuzzier.



Guess which hand and you win all my jets



Leonard Martin, Jay Imroth and Keith Storrs



Future LCRCC pilot, Nicholas Martin



George Boukouzis, Jack Bernard & Leonard Martin Steve Yeaton making a point to Bill Rago

**Flying continues indoors too.** Thanks again to **Dave Taylor** for arranging the Beach Park Middle School indoor fly. It's warm, it's dry and there is no wind. The schedule for the remaining indoor flying dates at the school appears at the end of this newsletter. On December 13<sup>th</sup>, a number of pilots took advantage of the school's facility:



Assembled pilots

Jim Buchanan, Kyle Rickert, Nate Henry, Dave Taylor



Keith Bradley flying his AS3Xtra

Steve Yeaton flying his Vapor

**Tuesday night Indoor Fly in Lake Villa.** The Skyknights RC Club also hosts an indoor fly at a church in Lake Villa. Their flyer appears at the end of this issue of Flypaper.

**Whatcha Building?** This being winter and this being northern Illinois and Southern Wisconsin, this must be building season. At least for the next few months, Flypaper will include this section to allow club members to see what other folks are building, and perhaps be encouraged to build some aircraft themselves. If you have a project going, let Jack Cutrone know. The first featured build is:

**Wally Szempruch** is continuing his build of a 1/5 Scale Pica P51 Mustang kit which he started in January of this year. He plans to make it the Red Tail Mustang "Bunnie" flown by Tuskegee Airman Roscoe Brown Jr., the surviving squadron commander of the 100th Fighter Squadron of the 332nd Fighter Group. Wally is going to power it with a DLE 55RA engine. An initial impression is that it is big, as you can judge from the photo below with Wally standing behind it for scale. Wally's build log can be found on RCUniverse: <http://www.rcuniverse.com/forum/rc-warbirds-warplanes-200/11613030-pica-1-5-scale-mustang-build-2015-a.html> One cannot help but be impressed by Wally's skill, thoughtfulness, ability to think ahead for potential issues and solutions, and attention to detail in the build log and in looking at the work he has done so far. Looking forward to seeing it fly.



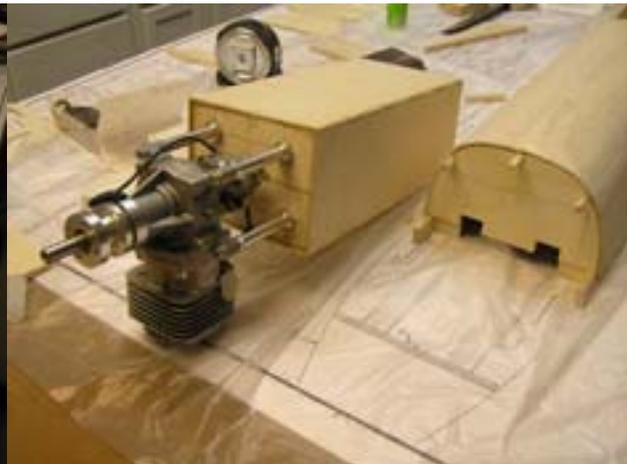
Wally behind the fuselage



A lot of work ahead



Fuselage top framed up



The DLE mounted



Wally's modification to make the control horn hidden



Dry-fitted tail feathers



Squadron Cmdr. Roscoe Brown, Jr.



Tail wheel retracted



Wally is making rails so the canopy will slide back.



The cockpit will be very detailed.

**Answer to the riddle:** Well I don't know about you, but here is what I pictured: the plane is rocked by the loss of the wing, rolls a bit, stalls and goes into an unrecoverable spin. You watch helplessly as the plane continues spinning toward that fatal moment of impact with the ground. Depending on your temperament, you curse or maybe just shrug your shoulders as you walk out into the field to pick up the pieces. You look at the wreckage and wonder whether it is worth repairing. However, the pilot on this video didn't have that happen.

<https://www.youtube.com/watch?v=rjnUYE05YsQ> Actually, he is not the only one. There is a similar YouTube video at: <https://www.youtube.com/watch?v=pu-VCN32Vh4>

## Caught in the Searchlight: Steve Yeaton



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.

Another side of Steve Yeaton's flying experiences:



Steve, after 50 years of RC flying, has an almost boundless trove of stories, knowledge and experience. And he loves to share them, unable to conceal his infectious enthusiasm for flying even after five decades.

Steve, born in Syracuse, New York in 1944, moved to Illinois in the mid 1960's to attend college and, other than a stint with a packaging company in Neenah, Wisconsin, has lived here ever since. He was lured back from Wisconsin by Abbott Laboratories where he worked in engineering management in their Hospital Products Division with PVC IV containers. Steve was on the production side at the time when another LCRCC member, **Wally Szempruch**, worked in the R&D side. Even after his retirement from Abbott, Steve continues to do occasional consulting work in the field for Automated Systems, Inc..

Steve says that he was always interested in aviation. That became readily apparent when the writer went to his house to interview him for this article. Between his wife Lesley's love of Christmas decorations and Steve's love of flying, many of their tree ornaments are airplanes, like the Spirit of St. Louis shown at right. Steve built static and control line models when he was young. But it wasn't until after his marriage in 1966 that he built his first big model, a Sterling Mambo Special kit. He recalls that his wife was not necessarily enthusiastic about the length of time the Mambo remained under construction occupying the coffee table in their apartment. Steve had tried smaller radio control models earlier with varying degrees of success, but he says that the Mambo Special was his first big plane to be flown successfully, though he emphasizes, not by him.



In speaking of the plane, Steve at points referred to it as a Galloping Ghost. When asked to clarify, he explained that the Galloping Ghost was the radio control mechanism for the plane, a system that used a motor actuator to convert a single channel pulse to three basic control motions, rudder, elevator and throttle.

*(Non-techies can skip this paragraph.)* Steve expanded on the history of the radio part of Radio Control. With the single channel transmitter and receiver, there was one frequency being turned on and off by the pilot. The rate of those on/off pulses would be converted to mechanical motion which controlled the plane. At the time, all RC radio transmissions were squeezed in between the Citizens Band channels and pilots were required to have a CB license. With the growing popularity of CB radios, the Federal Communications Commission eventually gave up on CB licensing, and due to channel crowding, allocated the first set of 72 MHz channels to radio control flying. Through a series of steps, the FCC narrowed the bandwidth, and so the FCC was able to add channels, until 1991 when 60 channels were allocated for RC flying. Steve likened the situation to the new FAA UAS regulations, where a lot of flyers were used to doing things one way and then were required to change. With the allocation of the 60 channels of the 72 MHz frequency in the early 1990's, the radios that had been used were no longer legally usable. The RC pilot would either have to buy a new TX or send in his radio equipment to service companies that modified the radios. When done, those companies would put a gold sticker on the TX, evidencing certification that the radio was in compliance with 1991 FCC regulations, without which, one could not legally fly. Steve was a representative for Ace R/C, and built several systems to fly his planes.

When Steve moved from Wisconsin to Lindenhurst in 1973, he was also a member of other RC clubs while being a member of the newly created LCRCC. They were the Hunt Club Flyers which flew on property owned by LCRCC member **George Schneider** at Route 173 and Hunt Club Road, and the Eagle Squadron which flew on rented property at the **Noel Efferling** farm at Wisconsin county roads MB and CJ. The latter featured a 60' x 240' runway of AstroTurf which required wrinkle repairs every Spring and repairs of occasional prop strikes during the flying season. Several other LCRCC members also flew from these fields including **Bob Grazier, Ron Berreth, Bill Brown, Mike Taylor, John Russell** and **Wally Szempruch**.

Steve credits **Al Parshall** with teaching him how to fly, and says that with the possible exception of **Bob Grazier**, Al taught more people to fly than any of the other club instructors. Steve was learning to fly with a Senior Falcon, a popular trainer, he had built. Al's method was to take the TX and take off, demonstrate maneuvers, give the TX to his student to try them and then take the TX back to land or if

the student got into trouble. Al would progressively give the student more and more of the flight time. Steve was at the point where he was taking off and flying himself but was nervous about landings. One day, he took off with Al at his side, flew for a while and when he felt it was time to land, he turned to give the TX back to Al. But Al told Steve that he was ready to land it himself and wouldn't take the TX. Steve said he wasn't and tried to pass off the TX, but again Al wouldn't take it. The plane, which Steve had put into an approach, landed while Steve and Al were arguing and pushing the TX back and forth.

Steve credits another former club member, Navy Master Chief **Earl McMillan** with stimulating interest in helicopters in the club. Steve is pictured with two of his heli's and you may note something unusual about one of them. Steve says he got so tired of replacing canopies after crashes that he started using the tops of detergent bottles and saved the cost and hassle of getting a new canopy or repairing the old one.



Steve also recalls a time when the LCRCC had monthly Fun Fly events which were competitions. Each month club pilots would fly the event and their scores on the various maneuvers were recorded over the year. At an annual banquet held by LCRCC each Winter, trophies would be awarded for the competition, and for a lot of other things too, so that everyone, or nearly so, went home with a trophy. **Johnnie Russell** won the Fun Fly trophy all but two of the years that LCRCC held the competition.

Steve travelled a lot attending RC events and competitions throughout the country. The AMA District 6 Vice President in the 1970's arranged Fun Fly competitions and each club could field two, two-member teams. There would be a state competition and the top three teams from each state would compete in the District meet. Steve and **Lee Jaworek** were one team and **John Russell** and **Al Parshall** were among LCRCC members on others at various times. Steve and Lee placed second in the state competition and then placed second in the District competition. Steve's home office has a number of trophies.



Steve and his Mud Duck, a plane built by Keith Storrs from foam board



Steve and his Taylorcraft at the annual Byron Originals Show



Steve has built many planes over the years, and his garage and basement workshop are full of planes. He likes experimenting too. Above left is his Stinger. Well, if one engine is good, two must be better, so Steve modified it to become the “Twinger” at right.

The photo at the very top of this Searchlight article shows Steve in his Powrachute Rascal flying cross country. Steve recounted how that came about. He, **Keith Storrs** and **Keith Bradley**, both of who seem to figure prominently in Steve’s stories, got RC models of powered parachutes. However, they consistently had problems trying to fly them, with many flights resulting in fly-aways or crashes. So in order to learn to fly the RC versions better, they decided to try full-scale powered parachute flying. *(Perhaps many of you are having the same thoughts that this writer did: Hmmmmm – so you can’t fly RC powered chutes because you keep losing control and crashing, so you want to put your body in a big one and fly that? O-----kay.)* But they were much more successful in the full scale version and flew them for several years, including Keith Storrs flying Steve’s Rascal and participation in competition. Steve and Keith S. were also part of an event for the Guinness Book of World Records - the most powered parachute take-offs in the shortest time. The event was held in Columbus, Kansas where 141 powered parachutes took off within 26 minutes.

As stated earlier, Steve is a treasure trove of RC tales and the writer had difficulty choosing which to include without making this month’s Searchlight too long. But if you are interested in more, just ask Steve.

Photo credits this issue, except for Searchlight article: Wally Szempruch, Jack Bernard, Jack Cutrone

## January 7, 2016 LCRCC Meeting

The monthly meeting of the LCRCC was held in the North Shore Bank, 5117 Green Bay Road, Kenosha. **Dick Hultz** called the meeting to order at 7:16pm with 9 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 and was accepted as read.

### **Field officer's Report:**

**Jack Bernard** replaced batteries in the tractor and rider prior to the January 1st season opener. The tractor may need a new oil pump due to low pressure.

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

**Jay Imroth** reported no safety issues have been brought to his attention; however it seems during the summer Rogue pilots who don't display Forest Preserve Permits are flying and may pose a risk to our club should an incident take place. This is one of the topics Dick and Jay will discuss in the upcoming meeting with Forest Preserve Officials.

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

**Eddie Okrzesik** was unable to attend this month's meeting due to his mother's passing over the weekend, Condolences to you and your family Eddie!

Dick took Eddie's place thanking Jack for all the hard work preparing for the season opener January 1st. Dick also thanked Eddie and Jack for providing coffee, doughnuts, and once again Jack's outstanding chili with all the fixins!

Big thanks to **Jim Buchanan** along with a round of applause for removing the glacier from the roadway to the garage! By the look of the ice and gravel that was quite a task requiring every last ounce of torque from his plow truck. Great job Jim and much appreciated!

### **Old Business:**

Once again Dick thanked Jack and Eddie for the fine job at our season opener, Dick estimated at least 25 members visited during the event. Some stayed only a few minutes to wish all a Happy New Year while others remained for the fine chili along with stimulating conversation.

**Steve Yeaton** had a bittersweet day; although he was first in the air for 2016 he slipped and fell on the hard packed sleet causing him much pain [*Editor's note – see Article on New Year's Day event.*] Get well soon Steve! **Russ Scott** also flew his electric Sukhoi taking off and landing as if the field were paved!

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 March 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 drone registration by February 19th to avoid the \$5.00 fee was discussed, the fee will be refunded until 2/19 for registering early, and after that the charge will apply. It looks like we are only required to register 1 aircraft, some have chosen to wait until a rock solid decision is made by the fed's and AMA... to be continued.

As stated earlier Dick and Jay have a meeting planned with Jerry Townsend, a Forest Preserve Official on January 13th to discuss the possible relocation of the access gate off Russell Road. In its present location there is a serious safety hazard for anyone towing a trailer as the distance between the road and gate forces the trailer to remain partially on Russell Rd.

They will also bring up the fence needing repair as well as a "want" list including a pad for the Porta Potty and paved observation area. The fence is also in need of repair in several locations, this should be routine maintenance.

The Skyknights sent a flyer describing an indoor flying opportunity at Prince of Peace Catholic Church 135 S. Milwaukee Ave., Lake Villa, IL see website for more details, flying takes place on Tuesday evenings once a month through June 28.

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:

**Red Mattson** brought in a really cool foamy B-17 flying fortress available from Horizon for \$69.00! He suggested replacing the stock battery with a higher mAh pack for longer flight time and much needed nose weight. If you decide on one of these fine indoor flyers and stay with the stock battery he suggests taping a "dime" in the nose for better balance.

On a motion, second and voice note the meeting was adjourned at 7:45pm.

**Bill Rago**, Recording Secretary

**Treasurer's Report For  
January 2016**  
(Represents December 2015 Activity)

Opening Checking Balance	\$ 7,046.52
Dues	300.00
50/50 Raffle	
<b>Total Receipts</b>	<b>300.00</b>
Jack Bernard (field supplies)	(166.76)
Pat's Services (porta-potty, 12/02)	(25.32)
<b>Total Disbursements</b>	<b>(192.08)</b>
<b>Ending Checking Balance</b>	<b>\$ 7,154.44</b>

**2016 Upcoming Events Schedule**

- NEXT MEETING –February 4, 2016, 7:15 pm, North Shore Bank, 5117 Green Bay Rd., Kenosha
- 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	<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>

**Lake County Radio Control Club - [lakecountryrc@gmail.com](mailto:lakecountryrc@gmail.com)**

# Indoor RC Flying in Lake County, IL



- Where?
- When?
- Details?

Prince of Peace Catholic Church  
135 S. Milwaukee Ave., Lake Villa, IL

6 - 8:30 pm on Tuesdays Jan. 19, Feb. 9,  
Mar. 22, Apr. 26, May 24, Jun. 28

\$10 per pilot. Current AMA card required. Maximum sizes: light-weight planes, 300mm multirotors, 300 size helis; no carbon fiber blades. Actual aircraft eligibility is at the discretion of the event director. Safety is our primary concern.



For more information email  
[skyknights.rc@gmail.com](mailto:skyknights.rc@gmail.com)