

Lake County Radio Control Club

FlyPaper



AMA CHARTER CLUB #777

February, 2016

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Soon, but not soon enough – sigh!

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.

TOLEDO FUEL ORDER – due by 3/3/16 LCRCC meeting

See last page for prices

FAA Registration of RC aircraft. It has been said that a foolish consistency is the bug-a-booo of small minds. No one can accuse the AMA of having a small mind. After advising members not to register, in case you missed it, the AMA is now telling members to register. Remember, it applies to all model aircraft 250 grams in weight or more. Registration website: <http://www.faa.gov/uas/registration/>

How's this for a selfie?



Watch out for this fella if you are flying your drone at the field (the fella on the right).



Police in the Netherlands are training eagles to intercept quadcopters that are flying illegally. The government has teamed up with a raptor training company named Guard From Above to see how efficient this new procedure could be. The Dutch police uploaded a demonstration video to YouTube that shows an eagle grabbing a DJI Phantom with its talons and taking it down:

<https://www.youtube.com/watch?v=HifO-ebmE1s> The YouTube video does show the eagle taking out a relatively small DJI, but you have to wonder how is the eagle going to deal with a large commercial drone with 18 inch carbon fiber blades without being harmed. Sounds like a terrible idea to this writer.

Congratulations to Jim Spice - Jim won first prize for Best Flight at the 2016 Arizona Electric Festival.

Indoor flying continues at the Beach Park Middle School but only through March. The first outdoor event at the field is scheduled for April.



Turbine Tom flying his Blade 200 SRX



Jack Bernard and Ornithopter – flies by flapping wings



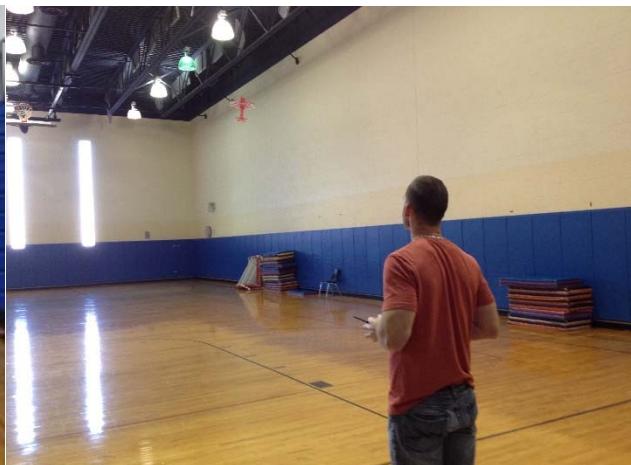
All these pilots and no one was flying, just gabbing.



Dave Taylor and **Nate Henry** –indoor pylon racing



Kyle Rickert demonstrating ASX to **Nate Henry**



Shane Walker hanging his Extra 300 from the prop

Whatcha Building?

Jay Imroth has been busy this winter. A recent visit to his house showed off some of the scale helicopters he has been working on. This Hughes MD 500 is built on a T-Rex 450.



Jay is also working on a UH1D Huey on a T-Rex 600, a Fun Key 206 Jet Ranger, and a Blackhawk on a T-Rex 500, all of which use AR7200BX's.



This 206 Jet Ranger will soon house the T-Rex 550 fuse shown at right



This UH1D Huey suffered a tail boom strike on a recent test flight and Jay is doing repairs.

Caught in the Searchlight: Bill “Chops” Hervoy



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.



Bill "Chops" Hervoy was born on March 29, 1925 in North Chicago and so will soon be celebrating his 91st birthday. Bill has lived in the area his entire life save for a stint in England during WWII. At age 12 he began working in his father's business, Hervoy Builders, on weekends. He left Waukegan Township High School at age 15 to work for the business full time. It was his employment as a carpenter that laid the groundwork for his building of both radio control and full scale aircraft. Indeed, to most LCRCC members, Chops is legendary for his building skills building and is always generous with his time repairing model aircraft club members.

One of the first topics in the interview was how he got the nickname "Chops." With a characteristic smile, Bill explained that his mother had been Croatian and didn't speak English all that well. When she called him in for lunch one day while playing baseball with his friends, "Willie" became "Vee-Lee" and

one of his young friends said "Hey Veal Chops, your mom is calling you for lunch." He has been known as "Chops" ever since.

Chops and three brothers saw service during WWII, Chops in the army and other brothers being in the Marines, the Army Air Corp with his fourth brother serving in the Marines during the Korean War. Coming from the building trade, Bill was assigned to the Army Engineers. He spent two and a half years in England working in a supply depot sending supplies to the front line. After the invasion of France, he and his fellows supervised German POW's working in the depot. He particularly mentioned a 17 year old POW for whom he was responsible. After the war, he returned to working in the family business.

At age 11, Bill's first venture into building model aircraft was to build a free-flight Aeronca with a 36" wingspan with money earned from his paper route. Some years later, he built a Sterling kit u-control Corsair. With a shrug of his shoulders, he says that he flew it three times before he wiped it out.

His interest in RC flying took a back seat to full scale flying when he started taking lessons in a J3 Cub at Waukegan Airport. After earning his Private Pilot Certificate, he bought a Cessna 140 for \$2600 in 1968 which he used mostly for local flying, until . .



. . . a tornado hit Waukegan Airport. Undaunted, Chops did most of the repair himself.

Bill also decided to build his own full scale airplane and chose a French design, the *Piel Emeraude*, a two seat single engine designed by Claude Piel. Not surprisingly for a carpenter's choice, the *Emeraude* uses wood construction with a laminated box spar. Working off and on and interrupted by his marriage, it took Chops eleven years to finish the plane. In the process, he fabricated his own canopy and windshield, managing to cajole a plastic sign company to allow him to use their oversize ovens to form the windshield. It has a 26 foot wingspan, and an empty weight of 938 pounds. Bill flew the plane for a number of years and with some pride, says it is still flown by its latest owner.

Under construction:



And the finished plane:



On the RC front, after the loss of his u-control Corsair, Bill did not return to flying model aircraft until radios began to be used for flying. Bill didn't know anything about radios, but **Jim "Paw-Paw" Emmons**, the uncle of **Dick Hultz**, took Bill under his wing. Bill credits Jim Emmons with teaching him to fly RC planes. Bill says that he had a Branco CG radio, adding that he always had top brand radios.

Initially, Bill was flying at a field at 10th and Green Bay Road with a group of about ten other RC fliers. The group had not formed a club, they just got together and flew constantly. The field at 10th and Green Bay was rough ground and so all the flights were hand-launched and all landings were power off. Chops said that after they got better fields, they began having roll on ground (ROG) take-offs, which at the time was considered an impressive feat. It was not until 1986 that he became a member of LCLRCC.

Bill says that he scratch built all of his planes. When the writer asked to see some of them, Bill led the way to the second of the four levels of his house, where he maintains his workshop, one enough to arouse no small envy, but then what would one expect from someone who spent his entire working life as a carpenter and builder. Going down one further level, reveals an equally enviable hangar of RC planes.



Chops and his wife Ruth with his Fleet biplane



An Aeromaster, Chops modified for an OS 91



A biplane which an LCRCC member cracked up



A Sky-ote biplane

One of Bill's most intricate builds was a Dehaviland DH2. This WWI model boasts cables controlling the control surfaces and other features true to the full scale aircraft. It is a beautifully constructed plane.



But when asked about his favorite plane, he named his "Hoop-La" and explained that it got its name when he was working on the build and his wife Ruth asked what all the hoop-la was about. Bill says that the Hoop-La was his favorite plane to fly and he actually has two that he built. It has an open fuselage made of metal unlike most of his wood builds.



February 4, 2016 LCRCC Meeting Minutes

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 18 members present.

Secretary's Report:

The monthly minutes were accepted as written in the FlyPaper

Treasurer's Report:

Chuck Smith did not email the treasurers report; should be same balance as December.

Field officer's Report:

Jack Bernard hasn't been to the field since our opener January 1st.

Safety Officer's Report:

Jay Imroth reported no problems as not much flying has been done at the field.

Events Director's Report:

This year's events were decided and voted for at the officers meeting Monday evening February 8th, that agenda is attached to this Flypaper and on the LCRCC website. [Ed. Note – as of this writing, the schedule was not attached to the minutes and does not yet appear on the club website. It will be included with next month's Flypaper] **WE NEED VOLUNTEERS FOR COOKING AT MOST EVENTS!!!** Please consider doing this easy and rewarding task, as always you will not be alone – **Jay Imroth, Jack Bernard, Bill Rago, Dick Hultz**, and a host of others will be happy to help with set-up and takedown as well as flipping burgers and hot dogs.

Old Business:

Dick Hultz and **Jay Imroth** met with the Forest Preserve Rep **Greg Townsend** who seems like a nice guy - had a good talk. Presented him with a list of requests, Dick received an email a week ago saying Greg met with **John Nelson** to discuss our lists of requests. Item one; the forest preserve personnel will move the entrance gate back from Russell Road to accommodate vehicles with trailers. Dick and Jay presented that a safety issue and Greg agreed to go along with it. Item two & three was to build a concrete pad to accommodate a shelter for spectator viewing was denied. Item four concrete pad for washroom is something that should have been done two years ago, still pending. Item five is fixing the fence which is normal maintenance and will be taken care of.

Steve Yeaton requested we have an after dark fly event which would require a permit to be purchased every time we wanted to fly. It is not clear as to what this permit would cost or if each participant would need a permit or would it be a blanket cost paid by the club for each event. We could not find any sort of night use permit on the forest preserve website; this will be discussed again at the March meeting.

Forest Preserve personnel mentioned they are very happy with LCRCC and its members, no complaints at all and they are very impressed with the way our area and field is maintained.

Drone registration is February 19th, the FAA and AMA is still undecided as to what the restrictions will be. As far as we can tell we just have to register ONE aircraft which will generate an official number that will have to be displayed on each model you fly. [*Ed. Note – you register yourself as a pilot and you get a registration number which must be on all aircraft that you fly which weight over 250 grams.*] This has to be available for viewing without removing any panels or using tools. Best we can tell is this can be a small sticker on the aircraft in an area that won't distract from the overall looks of the model. It is worth the \$5.00 registration fee just in case an officer stops by for a sticker check - the fine for not displaying a sticker is up to 250K!

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 April meeting. Please mail your renewal form, check, and proof of AMA membership to: Chuck Smith 243 Cater lane Libertyville, IL 60048 please include a self-addressed stamped envelope for your membership card.

New Business:

Gary Allen received a letter from the Zion Library stating they have meeting rooms for \$10.00/night we can sign-up for. In the past we made a \$100.00 donation once a year just to show our gratitude. For now the North Shore Bank is where the monthly meetings will take place.

New Member: No new members

Show & Tell: No show & tell.

On motion, second and voice vote the meeting was adjourned at 8:30pm.

Bill Rago Recording Secretary

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

Opening Checking Balance	\$ 7,154.44
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Dues	
50/50 Raffle	

Total Receipts	-
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Jack Bernard (field supplies)	
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Pat's Services (porta-potty, 12/02)	
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Total Disbursements	-
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Ending Checking Balance	\$ 7,154.44
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2016 Upcoming Events Schedule

- NEXT MEETING – March 3, 2016, 7:15 pm, North Shore Bank, 5117 Green Bay Rd., Kenosha
- 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.
- Outdoor schedule - TBA



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

Lake County Radio Control Club - lakecountyclub@gmail.com

2016 Toledo Show Pricing

Delivered Selling Price (Free Delivery)

4 Gallons per Case

				Pricing per Case		
				4-7 Cases	8-14 Cases	15+ Cases
Wildcat 90% Synth/10% Castor		Nitro	Oil			
CAT102		5%	15%	\$17.00	\$13.50	\$13.00
CAT103		10%	16%	\$18.00	\$14.50	\$14.00
CAT104		10%	18%	\$18.50	\$15.00	\$14.50
CAT105		15%	16%	\$19.00	\$15.50	\$15.00
CAT159		15%	18%	\$19.50	\$16.00	\$15.50
Wildcat Straight Synth.						
CAT108	4 cyl	10%	18%	\$18.00	\$14.50	\$14.00
CAT109	4 cyl	15%	18%	\$19.00	\$15.50	\$15.00
CAT161	4 cyc	20%	20%	\$21.00	\$17.50	\$18.00
CAT116	Heli	15%	18%	\$19.00	\$15.50	\$15.00
CAT117	Heli	30%	18%	\$23.00	\$19.00	\$18.50
CAT126	Heli	30%	23%	\$23.50	\$20.00	\$19.50
Byron 80% Synth/20% Castor		Nitro	Oil			
3130131		10%	16%	\$18.00	\$14.50	\$14.00
3130134		10%	18%	\$18.50	\$15.00	\$14.50
3130135		15%	16%	\$19.00	\$15.50	\$15.00
3130138		15%	18%	\$19.50	\$16.00	\$15.50
Byron Straight Synth.						
2120019		20%	20%	\$21.00	\$17.50	\$17.00
2120031	Heli	22.5%	21%	\$22.50	\$19.00	\$18.50
2120033	Heli	15%	21%	\$21.50	\$18.00	\$17.50
2120044	Heli	30%	21%	\$23.50	\$20.00	\$19.50

Special Pricing

- Wildcat
 - CAT180 – Promix 50% - \$23.70/Gallon
 - CAT112 – Promix 35% - \$18.90/Gallon
 - CAT176 – Protekk 30% Quart - \$6.10/Quart
 - CAT172 – Protekk 30% Gallon – \$17.50/Gallon
- Byron

- o 3130230 – Prem 25% 1/2A Quart - \$5.90/Quart
- o 3130126 – Aero 0% FAI - \$11.72/Gallon
- o 3130057 – HydroGlo 55% Traditional - \$23.70/Gallon
- o 3130050 – HydroGlow 55% 12 Comp - \$22.90/Gallon