

Lake County Radio Control Club

Fly Paper



AMA CHARTER CLUB #777

April, 2016

www.lakecountyrclub.org

LakeCountyRC@gmail.com

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

Opening Day, April 10, 2016

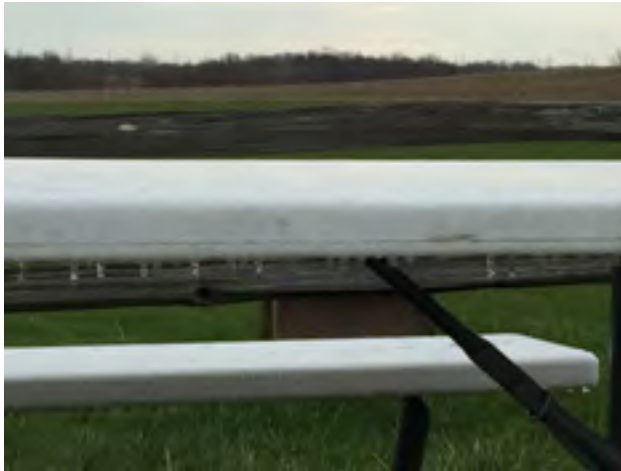


The Few, the Proud, . . . the Really Cold and Wet

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.

Opening day. A few intrepid souls (some might say foolhardy) came out for a wet and blustery Opening Day event with temperatures in the high 30’s and winds at 18 gusting to 25 mph. Coffee and donuts were graciously provided by host **Eddie Okrzesik**. Readers will probably not be surprised that **Russ Scott** brought an airplane to fly, but the writer had to leave before he could obtain pictures of Russ flying. On arrival, there were icicles hanging off the picnic tables as recorded by Eddie. The windsock had caught on the pole and was doubled up in the gusty winds, and while **Jack Bernard** attempted unsuccessfully to fix it, repairs will have to wait for a more temperate day.



Yes, it was cold.



Al Parshall and Herb Ehnert



Bill Lewis, Dick Hultz, Russ Scott



Jay Imroth, Glenn Learnahan, Eddie Okzesik



Jack Bernard attempting to repair windsock



Bill Lewis

An Aviation Treasure Recovered. In 1903, Orville and Wilbur Wright applied for and received patent Number 821,393 for a “Flying Machine.” A photograph of the flyer was part of the application. But when National Archives officials looked for the patent, it was not to be found in the Special Treasures storage vault in Washington, D.C. where it should have been. Decades ago, someone made a simple filing error and the patent ended up in a storage cave located in Lenaxa, Kansas where it was only recently discovered.



For the full story see:

https://www.washingtonpost.com/local/lost-plans-for-wright-brothers-flying-machine-found-after-36-years/2016/04/02/e526fd56-f6b2-11e5-9804-537defcc3cf6_story.html?hpid=hp_no-name_flyer-210pm_1%3Ahomepage%2Fstory

What goes up . . . One of LCRCC’s newest members, **Ken Gentry**, had an experience many of us have also had. While flying his high wing trainer, he watched helplessly as the plane came down in one of the tall oaks just north of the runway. The plane was about 50 feet up in the canopy solidly wedged into a fork of a large branch. Being of an inventive nature, Ken tried a number of ways to bring it down.

He got a tennis ball slingshot, affixed some line to it and after several efforts, was able to loop the line over the branch. He tied a 100 foot heavy nylon rope to the line and managed to pull it up and over the branch. Try as he might though, he could not get the branch to shake loose. He enlisted the aid of some other LCRCC members to add weight to the attempt but even with three people, the branch was so large and the plane wedged so tightly it couldn't be shaken enough to free itself. Ken then bought 50 feet of 1 ¼ PVC pipe and connectors to try to knock it down, but the pipe was so flexible it proved impossible to get high enough to reach the plane. In the end, Ken says, "My crazy-ass brother-in-law climbed the tree and knocked it down." It came down with little damage and will be flying again soon. God bless crazy-ass brothers-in-law.

Isn't it always a few reckless idiots who cause problems for the rest of us? Many LCRCC members have expressed dissatisfaction with the new FAA registration requirements and there has been no small debate about whether the registration scheme will promote safety through accountability. Bard College in New York State, home of the Center for the Study of the Drone (I am not making this up) recently released a study of aircraft-drone encounters for the five months ending January, 2016. During that period, airplane and helicopter pilots reported 582 drone encounters of which about one third were sufficiently close to constitute a potential hazard to the aircraft. In some 24 cases, the UAS came within 50 feet of the manned aircraft (103 within 200 feet) and of those, 11 required the pilot to take evasive action to avoid a collision. Don't know whether to be surprised or not, but ninety percent of the cases involved encounters above 400 feet and about 60% were within five miles of an airport. Most commonly, the incident involved a single engine prop plane and a multicopter, though fixed wing drones and helicopters were also reported. <http://dronecenter.bard.edu/drone-sightings-and-close-encounters/>

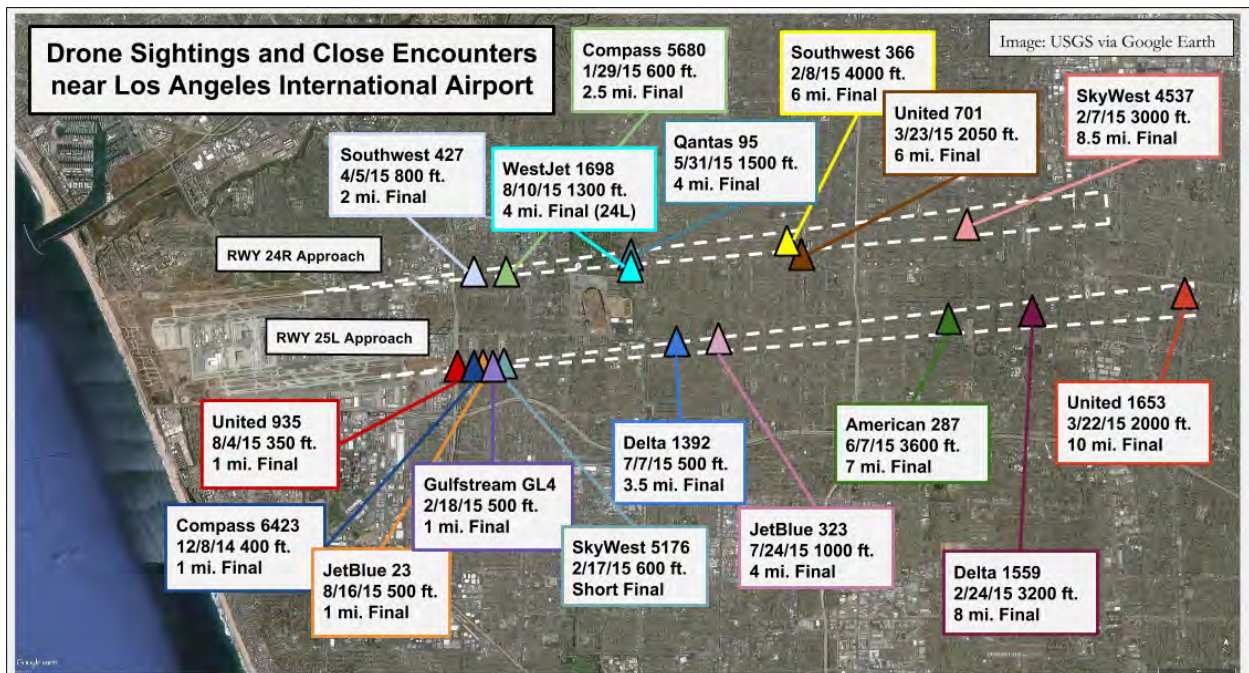


Figure I.1 Drone Sightings and Close Encounters around LAX

Center for the Study of the Drone at Bard College

Note: The locations of these incidents are an approximation based on approach patterns and reported altitudes and distances.

Forewarned is Forearmed. **Bill Brown** was the subject of a permit check by the Forest Preserve District Police. Please remember hang you permit on the frequency board every time you fly.

Toledo 2016 LCRCC members **Jack Bernard, Dick Hultz, Eddie Okrzesik** and **George Ulrich** attended this year's event. Eddie O. was kind enough to supply some photos.



For photos of the winning airplanes at the show and other planes, see:

http://www.modelairplanenews.com/newsletter/?nid=244244#utm_source=MagnetMail&utm_medium=email&utm_term=POOLBOSS1984COMCAST.NET&utm_content=ManEnews%5F4%2E8%2E16&utm_campaign=Terrific%20Tempest%20%7C%20Toledo%20Winners%20%7C%20Straight%20%26%20Level%20Flight

But April hasn't been all cold and wet. On April 18, 2016, we were treated to a great flying day. Sun was shining, the weather was warm (sort of) and the winds were mild. Couldn't ask for more.



Nick Senese and his new gasser T-Rex 700



A few of the usual suspects



John Grimes making a point which Melinda Grimes probably has heard a few too many times already.



Glen Learnahan and his Cub



New gate location – thanks FPD



Russ Scott and his new replacement Viper

Taking one for the team. How many LCRCC members would shed blood for the club? Well that's literally what **Jack Bernard** did while he and **Dick Hultz** were . . . uh . . . uh . . . well let's just say it was a project to make it easier to do a final approach from the northwest. (The other arm looked just as bad.) Hats off to Jack and Dick.



We'll see you on down the road, partner. Club mainstay **Bill Lewis** will soon be moving to Tennessee. Bill and his wife are moving in the next few months, where they will soon be joined by Bill's daughter who is also moving there.

Bill is giving away one of his planes that he does not want to move down. As Bill describes it: It's an old Sig home built with red covering. About a 52 or 56" wingspan. The wing is NOT remove able. An older good running OS 46 glow engine. Plane is complete except receiver and battery. Make sure plane fits into vehicle!

Caught in the Searchlight: Bill Brown



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.



“If it has an engine in it, then I am interested,” was Bill’s reply when asked how he got started in model aviation. While he had seen LCRCC members flying at Steffie’s field when he was a youngster, it was not until 1987, when he lived in Russell, just down the street from the flying field, that his interest in RC flying perked up. He would ride his motorcycle to the field and watch **Steve Yeaton, John Russell, Al Parshall, Dick Hultz** and others as they flew their planes.

In that same year, he and his wife Paula discovered that she was pregnant with their first child. As Bill tells it, he had been racing motorcycles and he decided that he needed to do something less dangerous. (*Editor’s note: We wonder if Paula’s version of who made that decision would be the same as Bill’s.*) Bill opted to buy a helicopter, because, as he says, “I am not good with wood.” Despite the fact that everyone in the club told him he was crazy because helicopters are too difficult to fly, he bought an Hirobo Shuttle with an OS 28 engine. Though his original is long gone, Bill recently bought another one,

shown at right. He quickly learned that everyone was right, while not impossible, helicopters are hard to fly. Fortunately he had help from **Brian Frost** at Sterling Field. Brian was able to fly inverted, no small feat in the “dark ages” as Bill calls them, when all heli’s were flybarred. Brian and Bill would fly with a trainer cord. About that same time, **Earl McMillan** retired from the Navy and he and two others from the Navy, **Ray Warner and Don Wade**, as well as Bill, were all learning to fly heli’s at the same time. Bill is quick to point out that the others were all ahead of him. For the next couple of years Bill was doing mostly hovering and a little forward flight.



Some other club members suggested that Bill get an airplane as it would help him learn forward flight. Bill bought a 60 size Ugly Stik. Initially **John Russell** took him up on a trainer cord and taught him the basics of flying. Bill says that one day, while waiting for John to come to the field, Bill, being Bill, got impatient and took off himself. He was able to land the plane, and afterwards he flew planes on his own.

Bill says that forward flight with helicopters was better after he flew planes, “. . . but it was still ugly.” He had a lot of crashes but persisted, and it was a few years more before he became proficient at forward flight. Seems there is a lesson there for all of us. He rates his most memorable RC experience as learning how to hover a helicopter, “that moment when it finally clicked and I could do it.” He notes that there were no simulators when he started. He says that he learned everything but nose-in in the early years, but he eventually got that too. Bill was one of the LCRCC members that was featured in a June, 1992 “Kenosha News” article about the club. The caption under the picture kind of sums up flying helicopters: “Bill Brown and his tricky-to-fly gasoline-powered helicopter.”



In the past few years, Bill has devoted most of his time to flying helicopters. Watching him fly these days, one can see the result of almost twenty years of flying. He added inverted circuits to his routines some years ago. But it was not until last year that he started doing backwards circuits regularly. He says that he has also done some inverted backwards circuits, but he usually tries to practice when no one else is around. It’s not, he says, that he is deterred by the “walk of shame,” as he readily admits to having had a healthy share of those already, but he prefers to practice new routines

without the distraction of having someone else around. He has quite a fleet of heli's. Up until recently, he was flying his Hirobo Freya glow engine heli. Last year, he got a T-Rex 700 gasser, pictured above, and it has become his helicopter of choice these days.

Bill's account of the funniest experience he had in RC flying was one day when he was at **George Schneider's** farm. Bill and **Steve Yeaton, John Russell** and **Earl McMillan** were sitting in the barn. The barn had a few windows and they looked out and saw **Ray Warner** run past one of the windows. It seemed odd to them, but within a second or so, they saw Ray's Concept 30 helicopter fly by the same window at about 4 or 5 feet altitude chasing Ray. They learned later, that for some reason, Ray had lost control of the helicopter, which had a full tank of fuel. The heli kept going north into Wisconsin and hasn't been seen or heard of since.

Bill says that there were periods in which he didn't fly much. One of his other outlets was racing RC boats with **Mike and Dave Taylor**. He did that for 3 or 4 years. He and Mike and Dave were members of the Badger Boat Club and they would travel to events. Bill has 4 or 5 boats, including a gas weedwacker- powered Catamaran made by Aeromarine and an F-class hydro, made by Roadrunner.

But a consistent interest has been car racing. One can't help but get the impression that Bill just likes speed . . . and as the picture shows, he is pretty good at it and has the trophy to prove it. In his garage/workshop, he also has a 1991 Chevy Camaro and a 1957 Chevrolet wagon. As to the latter, well, let's just say it needs a lot of work.



He also has quite a few planes hanging from his garage rafters, including two SIG Somethin' Extras and an Aurum pattern plane. But he has come a long way from the first plane that he ever flew, a Cox .049 P40 Warhawk, that he flew into the staircase of his house the first time he tried to fly it.



His latest acquisition is an Edge 540 Wild Hare with a DLE 30cc gasser, and a 78" wingspan (pictured at left).

Looks like wood got him in the end.

April 7, 2016 LCRC 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 12 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; Chuck missed several meetings due to taking care of his ailing Mother. She is home and doing well now. Welcome back Chuck!

Field officer's Report:

Jack Bernard reported forest preserve personnel completed the cement pad and entrance gate relocation as requested. Jack (and his crew) will put the umbrellas and flight stations in their proper locations as soon as weather permits. The tractor and lawn mowers are ready to go.

Field Safety Officer's Report:

Jay Imroth reported that there were no safety incidents.

Events Director's Report:

Eddie Okrzesik reminded everyone the season opener will take place Sunday April 10th with coffee & doughnuts starting around 9:00am

Old Business:

Dick Hultz mentioned the Toledo show is nothing like it used to be, the swap area is less than half what it was in the past. For those members who have never gone to that show please consider attending next year, according to Dick and other members who attended, the show is on life support.

We hit the 8-case discount for glow fuel this year bringing the cost per gallon down \$3.50/gal making for a huge savings for the four members who purchased fuel. As I plan on retiring from my day job sometime in early 2018 next year will be the last time I will have a business address for fuel delivery. Unless another member has a business address with a manned receiving dock complete with forklift you will have to pay retail price from a hobby shop... if they still exist at that time.

New Business:

Dick once again stated the gate has been relocated further north removing the safety issue when towing trailers, the porta potty now sits on a concrete pad compliments of Forest Preserve Personnel – many thanks! The combination lock is also up to date.

On to be determined Saturday in September a lady from Lindenhurst Park District will bring several kids to watch us fly and learn what makes these wonderful flying machines do their magic. This will be similar to the scouting events LCRCC hosted in the past. (*Editor's note: when last opened, "2015" still worked.*)

On a sad note Bill Lewis former field officer and long time club member is relocating to Tennessee this summer. Bill has been a great personal friend to me and other club members, he is an excellent pilot and asset to LCRCC - he will be missed. Best of luck in your new life Bill!

New Member:

Ben (sorry but no one remembered your last name.) Flies quad copters and has joined our club, welcome Ben

Show & Tell:

Tim Newman has been charged with liquidating a large collection of RC models and parts from Dr. Tim Perry (Dentist) who purchased several ARF kits, motors, speed controllers along with other items mostly never used all for sale. Contact Tim for details.

On a motion, second and voice note the meeting was adjourned at 8:00pm.

Bill Rago, Recording Secretary

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

| | |
|--|--------------------------------------|
| Opening Checking Balance | \$ 9,139.44 |
| Dues | 640.00 |
| 50/50 Raffle | |
| Total Receipts | <hr/> 640.00 |
| Dick Hultz (Picnic Raffle Prizes) | (750.00) |
| Dick Hultz (Dues overpayment refund) | (30.00) |
| Jack Cutrone (Dues overpayment refund) | (5.00) |
| AMA (charter renewal) | (200.00) |
| Jack Bernard (Opening day supplies) | (79.72) |
| Jack Bernard (Tractor parts) | (41.01) |
| Chuck Smith (Postage&Stamps) | (16.25) |
| Steve Yeaton (website domain name renewal) | (105.05) |
| Total Disbursements | (1,227.03) |
| Ending Checking Balance | <u><u>\$ 8,552.41</u></u> |

2016 Upcoming Club Events Schedule

NEXT MEETING –May 5, 2016, 7:15 pm, North Shore Bank, 5117 Green Bay Rd., Kenosha

- May 15th - Biplanes & Giant Scale, Host: Jay Imroth
- 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 |

Lake County Radio Control Club - lakecountyrcc@gmail.com