

Lake County Radio Control Club

Fly Paper



AMA CHARTER CLUB #777

June, 2016

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What a nice way to spend Father's Day



Nick Senese and son Tony

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.

Leonard Martin shared some images.

An article last month spoke of the crash of Leonard Martin’s 60 size Ugly Stik. Leonard provided some pictures of the cracked crystal as well as of the remains of the plane. Leonard says that he was making a pass over the runway when the broken crystal caused him to lose radio control of the plane and it went straight down into the runway at full throttle. Leonard says that crash was “pretty spectacular” and the picture of the damage confirms that.



June 8 was a good day for maidens. (No, not that kind.)

Wally Szempruch and **Jack Cutrone** had both been looking forward to a day such as this. Wally has a biplane that has a tale in itself. A co-worker was driving down the street one day and saw a plane next to a garbage can. He stopped and rang the doorbell and asked the woman who answered whether she was throwing it out. She told him that she was in the process of divorcing her husband and it was his plane and Wally’s friend was free to take it. (Kind of seems like it wasn’t all that bad an idea for her husband to divorce her, but the author might just be biased.) At any rate, Wally’s friend took the plane and gave it to Wally. Wally flew it many years ago, but hadn’t flown it in over 15 years, so June 8th was a re-maiden. Wally flew it twice and it is a nice flyer, but on the second flight, Wally lost radio control over the plane. It was touch and go as the plane headed toward the dirt. Wally had the presence of mind to shut down the engine and when he did, radio control came back, not



a moment too soon. Wally was able, just barely, to put it into a dead-stick approach but the plane was high and fast and came down about two-thirds of the way down the runway and rolled into the tall grass at the north end of the runway, obligingly nosing over just before it ran into the brush. Not a scratch on the plane, but Wally isn't going to be flying it until he gets the radio issue resolved. The picture at right is from the first flight.



Jack Cutrone has a plane that he got three years ago, finished building two years ago but had never flown, though **Russ Scott** maiden it for him and trimmed it out and set the elevator-flap mix last year. Jack has been working up to flying this for a while. It was time. He brought the Hanger 9 40 size P51 red tail to the field. Predicted weather: winds of 5mph turning calm and temps in the low 70's. That isn't exactly what it was at the field, where the temps were 63 with an 11 mph crosswind out of the east. Not to be put off, Jack flew the plane twice. The landings

weren't pretty. While perhaps no big deal to most LCRC members, this was the biggest RC plane he has ever flown and the first balsa plane. Jack's German Shepherd, Wolfie, went up for the ride.



89 years ago Aviation Magazine dedicated its June 20th issue to Charles Lindbergh's cross-Atlantic Flight



The cover of the magazine showed President Calvin Coolidge presenting Lindbergh the Distinguished Flying Cross.



Idiots continued Chapter # . . . (oh hell, been so many I lost track)

Picture this: You're out enjoying a sporting event, just minding your own business. All of a sudden a 2.7-pound [DJI Phantom 3](#) drone falls from the sky and beans you squarely in the head. What do you do? You file a lawsuit. That's exactly what happened to 38-year-old Stéphanie Creignou, who unfortunately suffered injuries when the drone fell from the sky and crashed directly into her head. She has yet to get back to work, and as a result of her injuries, she was forced to cancel a vacation she had already planned with her husband. Currently the Transportation Safety Board of Canada is investigating the crash, which could easily have been avoided had the drone's operator paid more attention to regulations in place to keep these things from happening. Accidents do happen -- but this is a very unfortunate and preventable one. <https://www.engadget.com/2016/06/24/phantom-drone-hit-woman/>

FAA fines for violation of the drone rules have been imposed in 20 instances since the rule took effect. Some of them were for colossally stupid stunts. The fines mostly ranged from \$400 to \$5500, though one commercial operator in New York was fined \$1,900,000.

- Tuscaloosa, Alabama, November 14, 2015, Gregory Taylor; \$1,100 Taylor flew a Phantom 2 above the Bryant Denny Football Stadium before a University of Alabama v Mississippi State University football game. The drone "descended into a parking lot and struck a pedestrian just before it fell to the ground." Taylor turned himself in. Taylor was fined \$1,100 but it was reduced to \$900.
- Queens, New York, May 25, 2014, Clinton Bascom; \$1,100 Bascom flew his Phantom in Flushing Meadow Park and above CitiField Stadium, where the Mets play. He was fined \$1,100 but it was later reduced to \$550.
- Capitol Building, Albany, New York, Adam Rupeka, September 17, 2015; \$1,100 Rupeka crashed his drone onto the New York capitol building. He had a history of run-ins with the police which are worth reading about.

See:

http://www.rcgroups.com/forums/showthread.php?t=2675672&utm_source=newsletter&utm_medium=email&utm_content=Click%20here%20to%20learn%20more.&utm_campaign=June9%2016

SPECIAL NOTICE - At the last meeting there was a discussion of changing to semi-monthly (once every other month) meetings due to the generally poor attendance of late. This would require a change to LCRCCC's constitution. The issue will be discussed and resolved at the next meeting on July 7, 2016.

One man's opinion – So far I have refrained from offering opinions, but I am constrained to do so. The Lake County Radio Control Club should be a cooperative effort with everyone pitching in. Yet it is the same few members year after year who consistently volunteer to do things for the club, whether it be as a club officer, as a member of the mowing crew or as host of the monthly events. Sure we're all busy and all pay dues, but so are the guys who do all the work that we all take advantage of. Let's all pitch in. Just let folks know you are willing to help. The club website is a particular need. **Jay Imroth** has been doing it, but is busy with work, VP duties, hosting the July event, filling in on mowing (see what I mean). We need someone who will devote time to the website.

New FAA Rule regarding model aircraft. The FAA has issued the final rule. The FAA's summary of the rule is appended to this Flypaper. Note that contrary to rumors we are not prohibited from flying at the field as we are not within Waukegan Airport's control zone but instead in Class G airspace.

June 5, 2016 – Warbird and Electric Day

The April event was rainy. The May event was cold. And the June event was windy, with winds at 15 gusting to 30. But that did not prevent a great turnout. Not many members flew, but **John Alexander**, **Bill Rago**, **Ken Gentry**, **Ben (we finally learned his last name) Schnabel**, **John Losch** and **Jay Imroth** all put aircraft up. **Jack Cutrone** cooked with an assist from the Brat King, **Wally Szempruch** and the food was enjoyed by all. **John Alexander** returned from Texas for the summer and put on a great show. **Bill “Chops” Hervoy** made a rare appearance and we hope he will be able to come up more regularly. **Bill Lewis** provided a few boxes full of parts that he didn’t want to move. **Steve Yeaton** was seen carrying an armload of fuel tanks and **Leonard Martin** among others, made off with a few goodies.



Leonard Martin raiding the cookie jar



John Losch and his Super Kaos



Legendary builder Chops Hervoy



Al Parshall raiding the other cookie jar



RC Flying is not a low-calorie pastime.



Jay really wasn't telling Keith to take a hike (honest)



Ben Schnabel flying FPV



Ben's six-bladed quadcopter – so fast, it screams



John Alexander previewing a maneuver to Eddie O



John Alexander demonstrating the maneuver

June 2, 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 by **Chuck Smith** and accepted as read.

Field officer's Report:

Jack Bernard was in the hospital for back trouble and other serious issues – get well soon Jack!
Dick Hultz, Jay Imroth, and Chuck Smith will take care of mowing and maintaining the field while Jack recovers.

Field Safety Officer's Report:

Jay Imroth reported no safety issues. So far all is well.

Events Director's Report:

Eddie Okrzesik reminded everyone Sunday June 4th is Warbird & electric day, cooking by Jack Cutrone drinks by Eddie Okrzesik.

Eddie also mentioned he was approached by an new female Lake County Forest Preserve District Police Officer who told him flying permits must be displayed anytime anyone is at the field regardless as to whether you're flying or not. Jay will call the commander for follow-up on this. If this is so no spectators i.e. wives, girlfriends, children would not be allowed. This is to be continued.

Old Business:

Dick Hultz thanked **Jay Imroth, Eddie Okrzesik, and Bill Rago** for cooking at the May flying event, the few who showed up had a good time and good food! Thanks for cooking Jack!

Gary Allen has no new news regarding a static display at this year's air show.

New Business:

On Saturday June 25th at 10:00am 18 boy scouts will be at the field launching model rockets for two hours. They would love to see us fly; please attend this beneficial event with one of your flying machines if you can. We need new young members, with the lack of Hobby Shops this is the only way we can present our wonderful hobby to young folks.

Dick Hultz proposed we reduce or club meetings to six per year, one meeting every two months. This is due mainly to the low turnout consisting of the usual suspects who almost always attend meetings, if you would like to have a voice in this vote please plan on attending the July 7th LCRCC meeting.

New Member:

Rick Blazi quad (multirotor pilot) may join the club. Welcome Rick!

Show & Tell:

Chuck Smith brought his "Business section" in for his twin beechcraft which is now a two year work in progress, he had one engine installed complete with cowl and handmade exhaust system. It also sports retracts! Can't wait to see it fly Chuck!

Jay Imroth has three small electric planes new in boxes needing motors, radios, and batteries - \$45.00 each. Contact Jay for further details.

Rick Blazi has a model 500 quadcopter including 3 - 5400ma battery packs with charger and CGO2 TV camera + and transmitter \$1500.00 or best offer. Sorry didn't get a phone number.

On a motion, second and voice note the meeting was adjourned at 8:20pm.

Bill Rago Recording Secretary

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

Opening Checking Balance	\$ 8,676.71
Dues	
50/50 Raffle	21.00
Total Receipts	21.00
Illinois Non-Profit Corp. Annual Report Fee	(10.00) *
Ed Okrezesik	(151.97)
Ed Okrezesik	(11.93) *
Jay Imroth	(83.63)
Jack Bernard (gas & parts)	(86.66)
Pat's Porta-Potty	(84.40)
Total Disbursements	(428.59)
Ending Checking Balance	\$ 8,269.12

* Not yet presented to bank

2016 Upcoming Club Events Schedule

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

- 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 Okresik	(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 - lakecountyrc@gmail.com

FAA News



Federal Aviation Administration, Washington, DC 20591

June 21, 2016

SUMMARY OF SMALL UNMANNED AIRCRAFT RULE (PART 107)

Operational Limitations	<ul style="list-style-type: none">• Unmanned aircraft must weigh less than 55 lbs. (25 kg).• Visual line-of-sight (VLOS) only; the unmanned aircraft must remain within VLOS of the remote pilot in command and the person manipulating the flight controls of the small UAS. Alternatively, the unmanned aircraft must remain within VLOS of the visual observer.• At all times the small unmanned aircraft must remain close enough to the remote pilot in command and the person manipulating the flight controls of the small UAS for those people to be capable of seeing the aircraft with vision unaided by any device other than corrective lenses.• Small unmanned aircraft may not operate over any persons not directly participating in the operation, not under a covered structure, and not inside a covered stationary vehicle.• Daylight-only operations, or civil twilight (30 minutes before official sunrise to 30 minutes after official sunset, local time) with appropriate anti-collision lighting.• Must yield right of way to other aircraft.• May use visual observer (VO) but not required.• First-person view camera cannot satisfy "see-and-avoid" requirement but can be used as long as requirement is satisfied in other ways.• Maximum groundspeed of 100 mph (87 knots).• Maximum altitude of 400 feet above ground level (AGL) or, if higher than 400 feet AGL, remain within 400 feet of a structure.• Minimum weather visibility of 3 miles from control station.• Operations in Class B, C, D and E airspace are allowed with the required ATC permission.• Operations in Class G airspace are allowed without ATC permission.• No person may act as a remote pilot in command or VO for more than one unmanned aircraft operation at one time.• No operations from a moving aircraft.• No operations from a moving vehicle unless the operation is over a sparsely populated area.• No careless or reckless operations.• No carriage of hazardous materials.
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	<ul style="list-style-type: none"> • Requires preflight inspection by the remote pilot in command. • A person may not operate a small unmanned aircraft if he or she knows or has reason to know of any physical or mental condition that would interfere with the safe operation of a small UAS. • Foreign-registered small unmanned aircraft are allowed to operate under part 107 if they satisfy the requirements of part 375. • External load operations are allowed if the object being carried by the unmanned aircraft is securely attached and does not adversely affect the flight characteristics or controllability of the aircraft. • Transportation of property for compensation or hire allowed provided that- <ul style="list-style-type: none"> ○ The aircraft, including its attached systems, payload and cargo weigh less than 55 pounds total; ○ The flight is conducted within visual line of sight and not from a moving vehicle or aircraft; and ○ The flight occurs wholly within the bounds of a State and does not involve transport between (1) Hawaii and another place in Hawaii through airspace outside Hawaii; (2) the District of Columbia and another place in the District of Columbia; or (3) a territory or possession of the United States and another place in the same territory or possession. • Most of the restrictions discussed above are waivable if the applicant demonstrates that his or her operation can safely be conducted under the terms of a certificate of waiver.
<p>Remote Pilot in Command Certification and Responsibilities</p>	<ul style="list-style-type: none"> • Establishes a remote pilot in command position. • A person operating a small UAS must either hold a remote pilot airman certificate with a small UAS rating or be under the direct supervision of a person who does hold a remote pilot certificate (remote pilot in command). • To qualify for a remote pilot certificate, a person must: <ul style="list-style-type: none"> ○ Demonstrate aeronautical knowledge by either: <ul style="list-style-type: none"> ▪ Passing an initial aeronautical knowledge test at an FAA-approved knowledge testing center; or ▪ Hold a part 61 pilot certificate other than student pilot, complete a flight review within the previous 24 months, and complete a small UAS online training course provided by the FAA. ○ Be vetted by the Transportation Security Administration. ○ Be at least 16 years old. • Part 61 pilot certificate holders may obtain a temporary remote pilot certificate immediately upon submission of their application for a permanent certificate. Other applicants will obtain a temporary remote pilot certificate upon successful completion of TSA security vetting. The FAA anticipates that it will be able to issue a temporary remote pilot certificate within 10 business days after receiving a completed remote pilot certificate application. • Until international standards are developed, foreign-

	<p>certificated UAS pilots will be required to obtain an FAA-issued remote pilot certificate with a small UAS rating.</p> <p>A remote pilot in command must:</p> <ul style="list-style-type: none"> • Make available to the FAA, upon request, the small UAS for inspection or testing, and any associated documents/records required to be kept under the rule. • Report to the FAA within 10 days of any operation that results in at least serious injury, loss of consciousness, or property damage of at least \$500. • Conduct a preflight inspection, to include specific aircraft and control station systems checks, to ensure the small UAS is in a condition for safe operation. • Ensure that the small unmanned aircraft complies with the existing registration requirements specified in § 91.203(a)(2). <p>A remote pilot in command may deviate from the requirements of this rule in response to an in-flight emergency.</p>
Aircraft Requirements	<ul style="list-style-type: none"> • FAA airworthiness certification is not required. However, the remote pilot in command must conduct a preflight check of the small UAS to ensure that it is in a condition for safe operation.
Model Aircraft	<ul style="list-style-type: none"> • Part 107 does not apply to model aircraft that satisfy all of the criteria specified in section 336 of Public Law 112-95. • The rule codifies the FAA's enforcement authority in part 101 by prohibiting model aircraft operators from endangering the safety of the NAS.