

Caught in the Searchlight: George Boukouzis



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.



A chat with George Boukouzis, one of LCRCC's founding members, is a tour of the club's history.

George was born in Greece in 1934. While in the Greek Navy, he and a couple of friends went into the naval store and saw some free flight models with 18" wingspans and Cox .049 engines, George and his friends bought them and so began a life-long interest for George.

After George immigrated to the United States in 1962, a co-worker at Abbott got George

interested in U-Control (C/L) flying. George started with a plastic Cox P40 with a .049 engine. As George recounts it, most of the flyers had larger planes and would tease him about his small plane. Not being one to let a challenge go unanswered, George bought and modified an RC Top Flite Cessna with a 72" wingspan for U-Control. At about this time, the group started a club which was then called the Wings and Props Club.

Later, George and some friends including **Stan James** and **Tom Pottle** became intrigued by radio control models. George built a 3 channel radio control Top Flite Falcon 56 with a 30 or 35 Enya engine. Lacking RC experience, he left it hanging in his basement for several years. But planes are meant to be flown. One Fourth of July, some family members were at George's house for the holiday. One asked George what he was going to do with the plane hanging in the basement. George, who had a few double martinis under his belt, said that he was going to fly it. And fly it for the first time he did. He and some of the others left the party and went to a nearby school. While the take-off was successful, the plane quickly ended its flight in a tree. A group of kids had gathered to watch the flight and George, ever resourceful, offered a dollar to whichever of the kids could climb the tree and bring down his plane in one piece. After the plane was retrieved, it required some repairs. George was able to fly it again with more success for many years and still has it.

Big planes need big flying spaces and a fellow Abbott employee, **Al Steffenegan**, agreed to the use of his ten acre farm on Kilbourne Road for RC flying. Al was accommodating and got out his tractor and mowed a runway for their field out of the four feet of weeds and grass. George took his plane up, but then came the problem of landing it. Fortunately, it came down in tall weeds. George says that when the plane turned out to be undamaged, there was a celebration among those present.

George recalls that once at Kilbourne he took his one foam plane, a Pacer, up and it just so happened that, at the same time, a club member, who shall remain nameless, was using an outhouse that the club had built for the field. George's plane crashed into the outhouse and the unnamed member came running out with his pants down.

In the 1970's the Wings and Props Club, after a contest to pick a new club name (prize – one gallon of fuel), became the Lake County Radio Control Club. **Stan James** was its first president. George was unsuccessful in locating the first roster, but did provide an early club newsletter, from January, 1975, which has an attached roster of 19 members including current members **George, Steve Yeaton, Al Parshall** and **John Russell**.

George has seen the club move from Kilbourne, to Sterling Lake, to Ninth Street and finally to its present location. While at Sterling Lake, George recalls that some houses were built in the area and not all the homeowners were pleased about being next to a flying field. One who was particularly unhappy took videos that he claimed showed planes diving at his house and tried to take out some of the planes with his shotgun. The club moved to Ninth Street not long afterwards.

Over the years George has had more planes than he can recall, but does mention a PT19 converted from U-Control, a quarter scale P51, a P40, an acrobatic biplane, a Comanche, a Stuka, and a quarter scale of his own design, a low-wing with a Quadra gas 19 engine. His favorite though was a 62" Super Kaos with a Supertiger 61 long stroke engine. He says that he flew the plane for a number of years until a niece stepped on it and destroyed it.

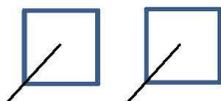


These days George is mostly seen flying a DJI Quadcopter. Recently though, George has flown a Sig Cougar that he had built decades ago which sports a Thunderbird paint scheme.

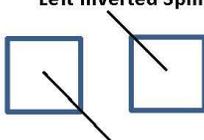
During the interview, George provided the author a copy of aerobatic stick movements and it seemed that it might be useful for some of us and so has been recreated in MS Word below.

Aerobatic Stick Movements

Left Spin

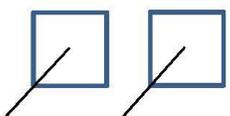


Left Inverted Spin

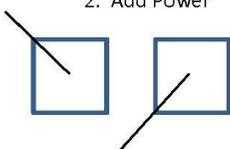


Flat Spin Sequence

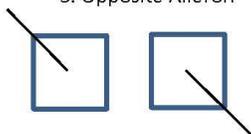
1. Normal Left Spin



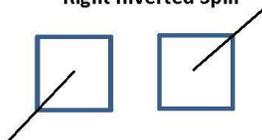
2. Add Power



3. Opposite Aileron

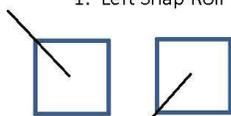


Right Inverted Spin

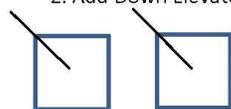


Lomcevak

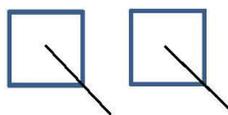
1. Left Snap Roll



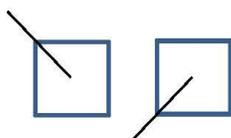
2. Add Down Elevator



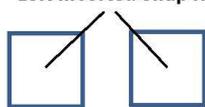
Right Spin



Left Snap Roll



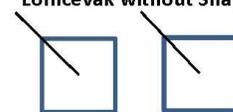
Left Inverted Snap Roll



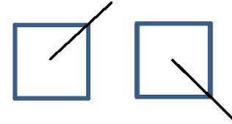
Design Your Own



Lomcevak without Snap First



Right Snap Roll

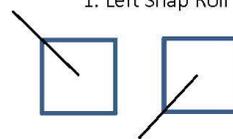


Right Inverted Snap Roll

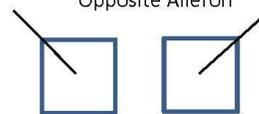


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1. Left Snap Roll



2. Add Down Elevator and Opposite Aileron



Stewart Roll

