



Somerset RC

A Chartered Club of the Academy of Model Aeronautics
est. 1972, AMA 1002

**Dedicated to the Enjoyment and Promotion of
Radio Control Model Airplane Flying**

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CLUB NEWSLETTER www.somersetrc.org Nov—Dec 2020



From the President.....3-4

**Construction Article—My Adventures in Scratch
Building and Flying by Gene Graber.....5-7**

The Killing Fields by Jeff Randolph.....8

DYI High-Torque Motor Starter by Dave Szabo.....9-13

Club Logo Clothing Program by Jim Vigani.....14-15

Reflection on 2020 from the AMA by Tony Rossi.....16

New Member Page.....17

Mystery Plane Challenge.....18

Member Profile—Larry Gray.....19-22

Humor.....23-26

Article Index.....27-28

Club Application and Info.....29

*Do you have
something for the
next issue?*

**Send it along
to the editor's
email above!**

Next issue this
January





Happy Holidays to you and
your loved ones!

From your Somerset RC Executive Board



photo: Tony Rossi

From the President

At this time, you no doubt are reading or hearing commentary about “putting 2020 in the rear view mirror.” Let’s look at 2020 for a moment from our club’s perspective.

We began with our **Freeze Fly** at North Branch Park on January 1st, and warmed up a few days later at our Holiday Party. When the new normal began to settle in, we had not even held our first spring event. With in-person meetings cancelled at the Legion, cancelled also was our annual Expo in April where we showcase our winter projects. Despite this, we maintained our meetings via Zoom, and we discovered that we could share what we were up to in our lives and in our workshops.

When the flying season did begin, we endeavored to hold our events that regulations, weather and the FAA would allow. Out of our six scheduled events at North Branch, we were able to complete four. These included **Big Birds, Warbirds, End-of-Season Picnic,** and **Turkey Fly.** Somerset RC welcomed flyers from area clubs, getting them out of their homes and into the open air to enjoy what our hobby has to offer. It was a first return to normalcy since the beginning of the shutdown for many people.

I’m grateful to our club for preserving our season as best as we were able. I believe it helped many in untold ways, and I am certain our events did much to sustain the spirit and morale of many. Thank you for your courage and faith in going forward, for pushing the left stick of your transmitters—forward.

This past season we also said difficult goodbyes. Longtime member **Tommy Jederlinic,** following the death of his wife Sue, was relocated to Florida. We gave him a tribute



with Tommy in attendance at our End of Season Picnic. **Michael Ahlff**, also a longtime member, succumbed to a stroke following an operation. We paid tribute to Mike (affectionately known as German Mike) at our Warbirds event. **Bob Dunne**, club member and also president of the Burlington County RC Club succumbed to a battle with cancer. We were able to honor him likewise at our Big Bird Event.

This newsletter marks the completion of two years of publication. Yes, my efforts have sustained it, but the newsletter has been only possible because of those who have contributed to it with creativity, wit, and aplomb. Take a moment and visit pages 27 and 28, and there you will see an index noting all of our members who have contributed to the newsletter over the last two years. Thank you all.

We are already planning for the next season. You will read about a clothing program headed by **Jim Vigani** in which we will make Somerset RC emblem emblazoned items of wear including tee-shirts, caps, and the like available to our membership. In the next issue, you will read about a fun pattern initiative headed by **Ernie Evon**. It's all happening here at Somerset RC.

On behalf of our marvelous executive board, please accept our best wishes for your days ahead in your workshops, your homes, and with your friends and family. I hope you will treasure every moment with your friends and loved ones. We wish you success in your workshops and at the flying field. May you get it right the first time. And the second time. And the third time. And beyond. Thank you for your commitment to Somerset RC.

We are family. We are Somerset RC.

—**Domecq Smith**,
President, Somerset RC
domecqsmith@msn.com



Feature Construction Article

My Adventures in Flying and Scratch Building

by Gene Graber



I've been interested in RC flying for years. I finally found a plane I could fly about 15 years ago – the Firebird, as I recall. It was a high wing, V-tail, pusher prop airplane with a Ni-Cad battery. It flew well until I lost it in a tree and never saw it again!

About eight years back, I learned of Brownie's Pro and Sport Hobbies in Staten Island. John Brown got me started with UMX planes and tips how to fly. I tried several at a local field in Basking Ridge – some flew well for me, others crashed and burned. Then John suggested I join the AMA and find a field and club. I did and met Felipe Trucco! That made the difference for me! Felipe took time to coach me flying my Sport Cub and after a year, I passed the test in July 2017. Since then I've taken to building. I currently have 12 finished planes and two large builds in progress.

We moved to Lancaster, PA, 18 months back. I now belong to Lancaster County RC Club – a great group of guys and a fantastic field. I'm still a member of Somerset RC.

I've included photos of some of my scratch-built planes – I especially like Dick Sarpolus' designs (hot-wire cut foam wings with profile fuselage). The profiles are quick and easy to build and look great flying by at low altitude. Straight line tracking is very good with the flat sides. I also enjoy the plans available in

RCM&E magazine – a British publication. The “Woodpecker” is a vintage powered glider.

I’ve attached some photos. The foam SR-71 made one glorious flight! The flying wing is made of purchased 3D printed parts. I hope to continue this article when my current build projects are further along – which are a Beech 18 (C-45) and Revolver (autogyro).



B-29 Sarpolus design



Klinberg Flying Wing — 3D printed



Woodpecker powered flying glider



SR-foam — one flight!

-Gene Graber

The Killing Fields

an Editorial from an RC Airplane Pilot Figure



Thank you for inviting me to offer these comments to your RC flying community. Often, people become so involved in their own activities, they don't take the time to consider their effect on others.

These comments represent the general feeling of all in my line of work, which is RC Airplane Pilot Figure. Mostly made of plastic with a little paint, we cannot be considered overly intelligent. But we definitely do have feelings, and we can sense what it going on around us.

All day long, we anticipate the thrill of a successful flight, the wind in our face (and eyes). But too often, we hear "Oh darn, I lost it!", "I have no control!", "Watch out!" and all other manner of exclamations. Mostly, this ends in a crash for you. You have other planes, you have money, and you have choices.

We don't have ANY CHOICES!

As manufactured, our eyes are always wide open, staring straight ahead. We cannot turn our heads, we cannot change that smirk/smile on our face into one of horror. We have no arms to cover our eyes, we simply have to watch as you dive us straight into the field. And forget the "pucker factor," we don't have the equipment for that either.

As we lay in the mud, we hear you approach to survey the damage and pick up the pieces. You and your friends carefully count all the important stuff – receiver, battery, engine, tank, servos, etc. Never a mention of "Where is my Pilot?"

Many of us are buried there, sacrificed to your lack of skill. The Killing Fields.

Thank you.

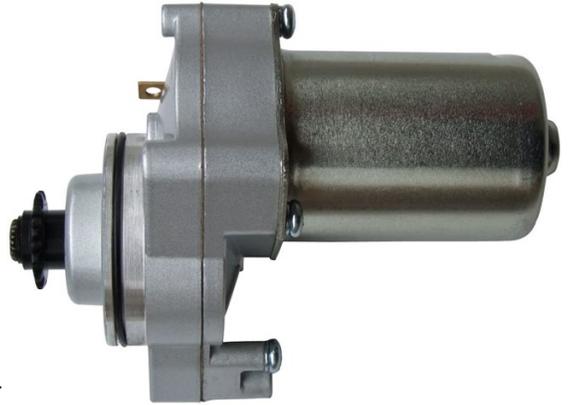
Treasurer's Chest

DIY High-Torque Motor Starter

by Dave Szabo



Over the last few decades, there has been a slow increase in engine displacement. Where the .60 size glow engine was to be the standard, 30CC—60CC gas engines are fast becoming common place in the hobby. Although many are easy to get running, there is always a day



when you need the help of an electric starter. Starters of yesteryear would stall on these large displacement engines, and a starter capable of providing the torque necessary for these larger engines typically exceeds \$100. Here is a DIY motor starter that can be made for under \$30 and will have torque to spare (battery not included).

The core of the unit starts with an ATV starter motor designed to start 100 – 150 CC engines. It has a 6:1 gear reduction and will produce a ton of torque. Here is a link to a unit on Amazon”, [Motor starter on Amazon](#). They can be purchased on Ebay and many other sites and range anywhere from \$14 – \$30. Just search for “ATV starter.”

To complete the build you will also need:

1. The switch and prop drive from an old motor starter.
2. 5/16 dia x 6”-inch-long threaded rod with 2 mating nuts
3. Scrap aluminum block
4. 12 inches of 12 gauge stranded wire
5. 3-cell Lipo battery—I use an 1800 MAH capacity
6. 2 wire lugs and battery connector to match your Lipo battery

The image on the right shows the splined shaft exiting the motor with the supplied sprocket removed.

The supplied sprocket will be used as a bushing to connect the motor shaft to a prop drive taken from an old starter. Grind the teeth off the sprocket so its smooth and round. Once the bulk of the teeth are removed, it's best to spin the sprocket against a grinding stone with the bushing chucked in a drill. Use a hub from an old motor start. Drill a hole in the hub so there is a tight fit to the now toothless sprocket.

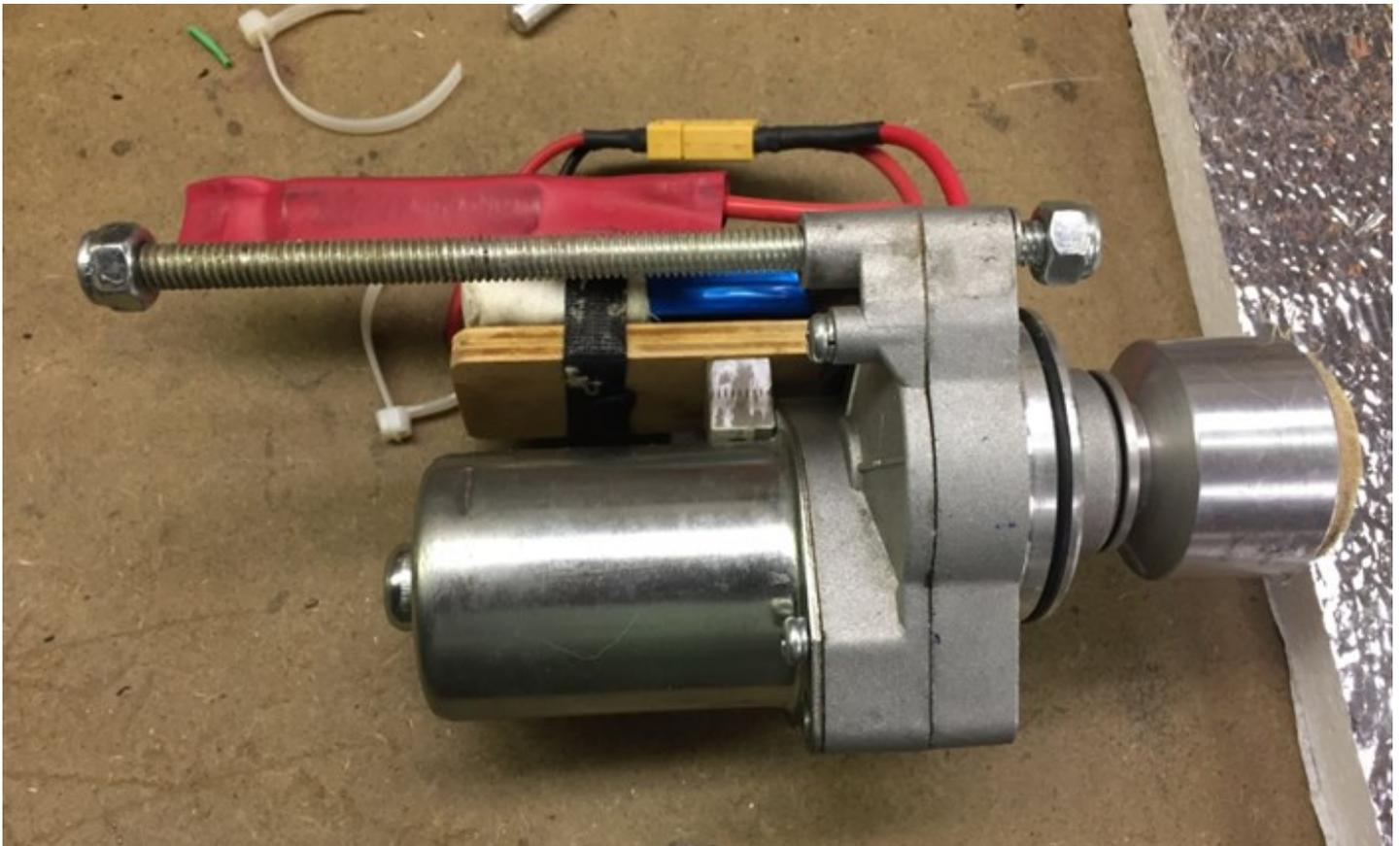




Above is the starter hub with sprocket pressed in. Note the sprocket is proud of the hub to prevent the starter hub from rubbing against the motor housing. I advise using JB weld or a set screw to secure the sprocket to the starter hub and keep it from slipping.

Handle

A 5/16 dia x 6"-inch-long threaded rod is inserted into housing. You may have to drill out a hole in the housing, as it was a pretty tight fit. I was able to run a 5/16 tap into the existing hole and thread the 5/16 rod into the motor housing.



Here is the wooden handle I made showing the cutout so it fits over the housing. The cutout on the right allows the wood to fit over the starter. This is optional; I did it to make it look nicer. The two grooves were added to capture the zip tie that holds the switch to the handle

A wooden dowel with a hole drilled down the center will work just fine. Use a diameter that is comfortable to your grip.

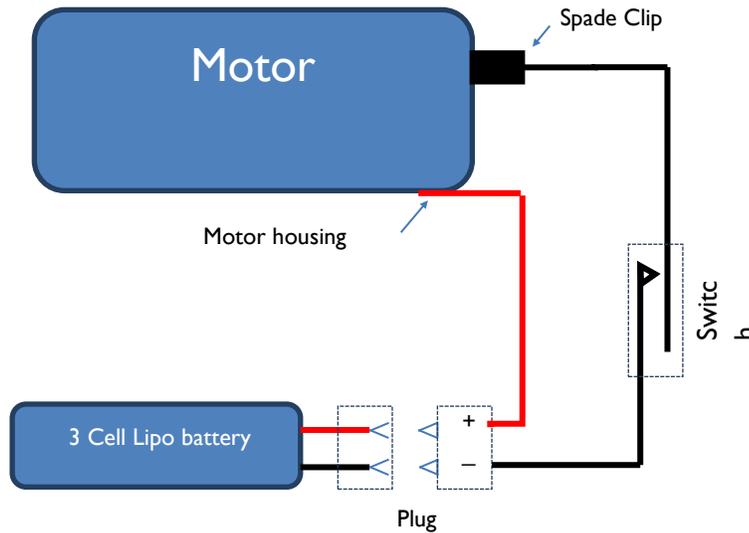


Here is the handle slipped over the threaded rod. Nut both ends to hold it in place.

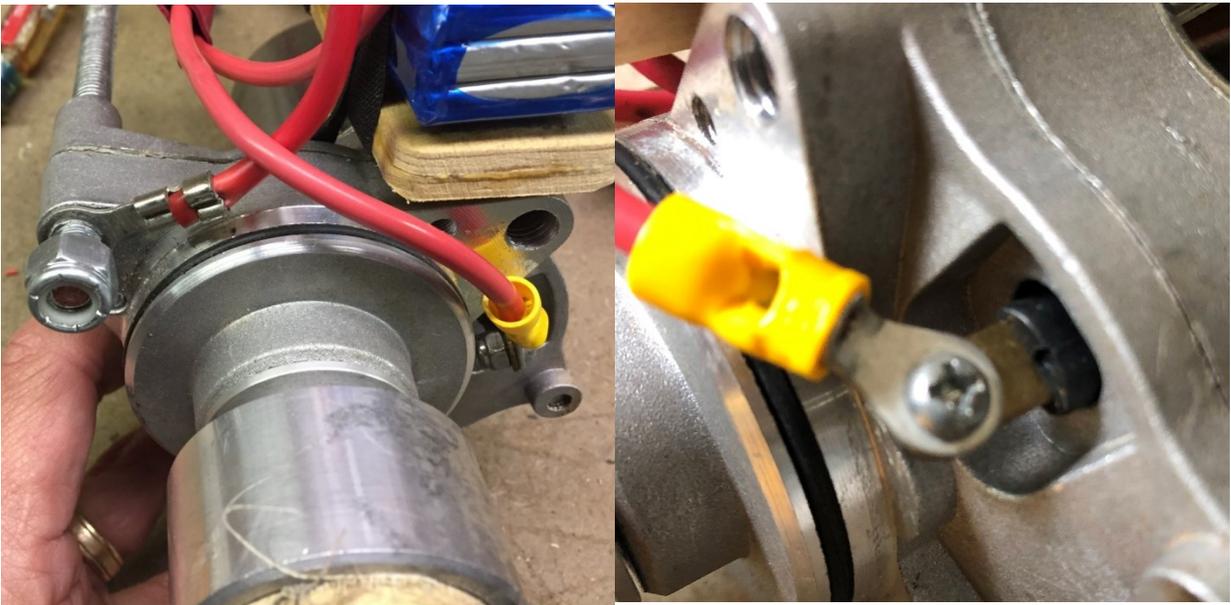


Wiring

I wired the plus (+) from the battery to the motor housing. The negative (-) from the battery goes first to the switch and then from switch to spade terminal on the battery. Reversing them will spin the motor in the other direction. You can chuck out the motor starter solenoid that came with the unit, its not needed. Here is the wiring diagram. I used an XT60 to connect the starter motor to the battery, however Deans or any other heavy duty connector will work.



Wire connection to the motor housing on left and I used a screw to hold the terminal lug to the spade clip on the motor.



Battery Mount

I used a small block of aluminum that can be bolted to the motor frame. I then tapped holes on the top of the block to mount a piece of plywood to secure the battery. I tried a wood block, but it broke after dropping the starter on the ground several times. Put Velcro on the battery and wood plate. I also secure the battery with Velcro tie wraps. The battery stays in place better when you use wraps and the Velcro strips on the wood and battery.



—Dave Szabo

Somerset RC – Club Logo Clothing Program

by Jim Vigani



Hey there members! We are in the process of putting together an updated “Club Logo” clothing program. We did have this in the past and it was very well received. However, with the club’s name change several years ago, all the older items are now history. With the growth of the club, the executive board, led by our president, felt it was again time to show off our colors. At this time, we are looking to have standard tee-shirts, sweatshirts, golf shirts with collars, and baseball-type hats. All the shirts will have the new propeller logo on the front left upper chest. We are considering having the large SRC logo on the back of the tee-shirts, however, this will increase the cost. The tee-shirts will be silk-screened with all other items embroidered. The tee-shirt, golf shirt and sweatshirt colors we are considering are gray and dark blue, with the hat colors, black and brown. The logos will be a contrasting color: black or white. We are still waiting for pricing from the supplier. If anyone has any ideas for additional items that we may want, let me know and I can get pricing.

Once we get the pricing, we will establish an order program where each member can order the article and desired color and size. It is anticipated that we will order a number of extras for new members. Our goal is to have all the articles ready when the spring flying season starts.

On the following page is the updated logo:



—Jim Vigani

Reflection on 2020 from the AMA

by Tony Rossi



Hi everyone. I was asked by Domecq to give a short report on what the AMA has accomplished this year. As all of us were not ready for the events that transpired, just let me say that the AMA has been still working diligently to work out an agreement with the FAA on the status of model flying. The AMA is in concert with many airlines and private airplane owners that do not want any type of GPS tracking device in any airplane. It would just complicate the job of the traffic controllers, and they all agree that would not be a good idea. Furthermore, it would require every model pilot to possess a 5G smart phone so the GPS location can be forwarded through the phone to some super computer in DC that would keep track of every model being flown. And what about the bad reception areas? Does that mean they don't have to be accountable? This is not realistic. We are still in negotiations. Also, the FAA received over 80,000 letters from modelers opposing this action. Stay tuned for the latest.

On another note, the hobby has been hit hard by the Covid-19 pandemic and many events were canceled and we lost many fellow flyers. Some fields were closed down and others were limited to how many could fly. Although many flyers were discouraged, the AMA was able to approve several events that were in accordance with social distancing and wearing masks.

I will say we were very lucky to be part of the AMA events this year. We did cancel two events but we had a good turnout for our other events. Safety was first. I believe that the events really helped the emotions of the flyers and gave them a sense of normality, friendship, and just having fun. I believe next year will be a much better year for the hobby and the country.

Until then have a happy holiday season and look forward to a great 2021 flying season.

Until then, Keep 'Em Flyin'

Tony Rossi

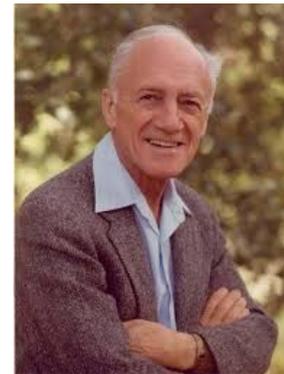
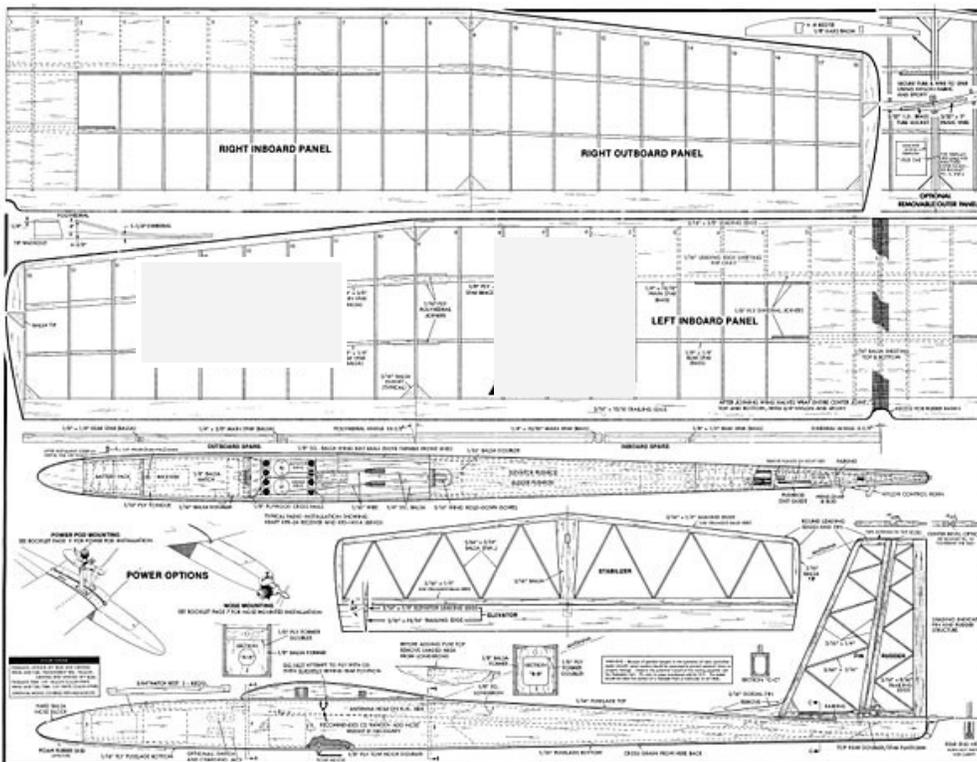
Associate VP AMA

Somerset RC Welcomes our Newest Members for 2020

Peter Bacskay
Shelly Bhumitra
Glen Byrd
Ron Chaudhri
Joe Cerisano
Ashley Cespedes
Courtney Cespedes
Luke Cespedes
Steve Cespedes
Michael Coppola
Henry Evrard
Lucas Pilarski
Michael Pilarski
Howell Streger
Ed Simon
Andrew Toppin
Daniel Veloza

MYSTERY PLANE CHALLENGE

Here's one for the end of the year along with its famed creator. Thank you to everyone who had fun with the mystery planes for 2020. Do you have a mystery plane that you would like to send? Please do so! Happy building and flying to you in the New Year! domecqsmith@msn.com



The **Blue Angel** was the mystery plane featured in the last issue. Designer and pilot **Tsugutaka Yoshioka** took 1st at the 1973 World Pattern Championships in Gorizia, Italy with this striking design. Congratulations to **Ernie Evon** and **Joe Lachowski** who identified this plane.

Member Profile

Larry Gray



As far back as elementary school, I always had a vast love for flying. If there had been a way for me to pursue a career as an airline pilot, I would've definitely set sail on that course, but back in the 70's there wasn't any opportunities that I knew of for a young African-American kid from the ghettos of Newark, New Jersey to become an airline pilot. I grew up and lived about three miles from Newark Airport. I remember days laying in the park on a blanket on my back and just watching the airplanes flying overhead on their final approach to Newark Airport. I fantasized about being one of those pilots. In my early high school days, I had this great idea on how to become a pilot. I'd join the Air Force. I was all set to put this plan into action. I went down to the local recruiting station and had a long talk with the recruiter. I set up a date to come back and take this test called the AVSAB—Armed Services Vocational Aptitude Battery—a multiple-choice test that helps identify which military occupational specialties would be best for you. So to my dissatisfaction, I was informed that I did not score high enough to enlist as a pilot. The recruiter told me I did score high enough to enlist as an aircraft mechanic. The



only problem there was, I didn't want to be an aircraft mechanic. I wanted to fly. So the whole Air Force plan went out the window, and of course I didn't enlist. If I had it to do all over again, I definitely would've enlisted as an aircraft mechanic.

So here I am, a teenager in love with flight and nothing to fly. There was a hobby shop in New Brunswick, NJ which I went into one day, and I saw



some very nice remote control airplanes. I thought it would be great to own and fly one of these airplanes, so I saved my coins and eventually I purchased a high-wing red and white Cessna trainer. If I remember correctly, it had a Cox .049 engine in it. The plane came with the transmitter. I purchased some glow fuel and practiced getting the engine running. I had breezed through the instructions that came with the plane and it was time for the maiden flight. My girlfriend at the time back in 1970 or so was Edee Jackson...man she was one cool girl friend. She'd be in the passenger seat of my car with her shoes and socks off and her feet on the dashboard gazing at me and hanging on my every word. She was as excited as I was about this airplane and the maiden flight. She lived in New Brunswick and that's where we decided to maiden the airplane.

We found a nice open area. I started the airplane and prepared for takeoff. The plane rolled down the runway straight as an arrow. She nosed up, left the ground, and began a beautiful climb into the sky. Wings level she was slightly climbing and flying out. All of a sudden, I realized I didn't know how to turn the airplane around, and that was the last I seen of that airplane. Well you know that

super cool girlfriend of mine...I've never seen Edee Jackson laugh so damn hard....in fact she laughed for three days. That was enough for me.

As a young man, my two favorite things to do were to go fishing and bowling, and for the next 45 years or so, that's what I did, although the love of flying never left my soul. I had no idea it would be 40+ years before I ended up with another transmitter in my hands. There was a hobby shop in the next town over that I must have passed a thousand times and each time saying, one day I'm going in there. "Champion Hobbies" in Hillside, NJ on Route 22. One trip in the store was all it took to get the fire burning again. After about a year of dabbling with helis and really getting the crap kicked out of me, a FB friend suggested I give fixed-wing a try. I started out really small, ultra micro small. I've always had a love for military aircraft. If it was fast, looked good and could blow you to kingdom come, I needed to be in the pilot's seat. The P-51 and the F4U Corsair were my first and only ultra-micros.

I flew the wings off those planes day after day before I moved on to what I thought was a huge airplane. The Tower Hobbies Brushless 39" Corsair. Man, she was a beauty. At this stage of the hobby, I was learning as I went along. I had no one to instruct and inform me on things like a



simple check list before you fly. I knew to check my control surfaces. Everything worked just fine, but what I didn't pay attention to was that the ailerons were reversed. She took off and rolled right, I gave what would've been the proper stick input but, well, you know what happened. The great thing about being a videographer/photographer is I just about to have every flight I've flown on video. For your enjoyment, you can see the flight I just described to you at

<https://www.youtube.com/watch?v=kInWW4iHPN4>



Hope you enjoyed my little article. See you on the flight line.



—*Warbird Larry*

Just picked up my social distance support animal.



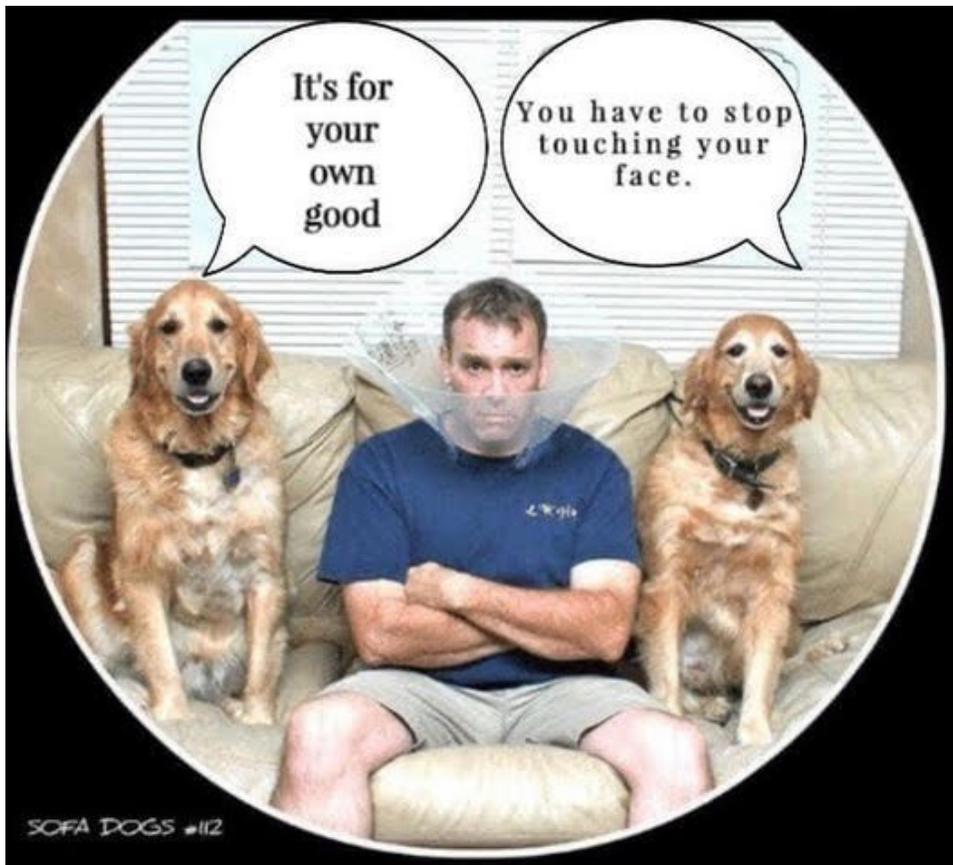
SUSAN, DON'T EVER LEAVE ME AT GRANDMA'S HOUSE AGAIN...OK?



**ALL MY
PASSWORDS ARE
PROTECTED BY
AMNESIA**



Self Isolation Chair



DAFFY'S DAILY

By Annie Tempest.

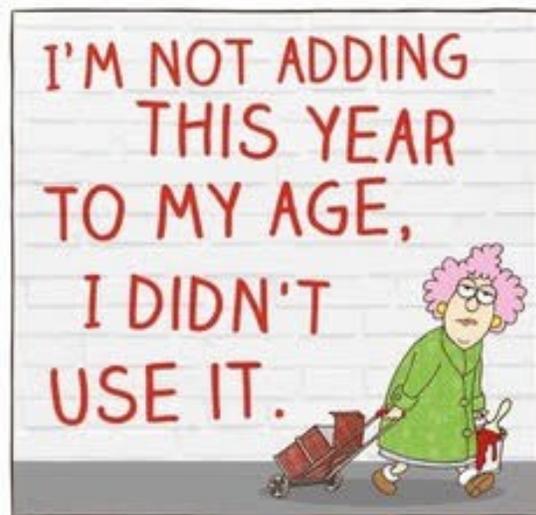


"It's just that I find that having two glasses of wine at once stops me touching my face..."



Husband and I
went grocery
shopping with
masks, got home,
took off masks,
brought home
wrong husband!
Stay alert people!

I would never have believed
that a few weeks of uncut hair
would weigh 20 pounds but
that's what the scale says 🧑



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aunty acid

Dear Lord,
Please don't let Brussel Sprouts
be a part of the cure of Covid-19 Virus.



Article Index

all newsletters archived at www.somersetrc.org

Construction Articles

Big Hots	Tim Cullen	January 2020
Big Hots Update	Tim Cullen	May 2020
Comments on Covering the Robin Hood 25	Jeff Randolph	March 2020
My Adventures in Scratch Building and Flying	Gene Graber	November 2020
Pica Waco 1/6 Scale YMF-3 Project	Jeff Randolph	September 2020
Extra 330 LX, Krill—Part 1	Bob Both	July 2019
Extra 330 LX, Krill—Part 2	Bob Both	September 2019
F-86 Sabre 15 DF ARF, E-flight—Part 1	Tony Rossi	March 2019
F-86 Sabre 15 DF ARF, E-flight—Part 2	Tony Rossi	May 2019
P-47D Razerback Giant Scale, Top Flite	Larry Gray	January 2019
P-47 (1976) 1/6 Standof Scale, Top Flite	Domecq Smith	November 2019

General

AMA Expo East 2019 (photos)	Tony Rossi	March 2019
AMA Report	Jon Gerber	January 2019
AMA Report	Tony Rossi	May 2020
AMA Report	Tony Rossi	November 2020
A European Summit	Domecq Smith	November 2019
Developing Rudder Skills	Don Ramsey	March 2020
Field Accessibility Update	Domecq Smith	July 2019
Freeze Fly 2019	Domecq Smith	January 2019
So <i>This</i> is Pattern	Domecq Smith	September 2020
How to Renew Your Permit Online	Felipe Trucco	May 2019
Metropolitan Sports Squadron	Jon Gerber	May 2019
My Other Vice (MS Access and club records)	Dave Szabo	March 2019
Pattern Plane Evolution—The Early Years	Duane Wilson	July 2020
Somerset RC—Club Logo Clothing Program	Jim Vigani	November 2020
The Survey Says (club statistics)	Dave Szabo	September 2019

Literature

STS-51-L	Jon Gerber	March 2019
The Killing Fields	Jeff Randolph	November 2020

~continued~

Member Profiles

Michael Ahlff	May 2019
Bill Broillard	May 2020
Rich Blatt	March 2020
Tim Cullen	September 2020
Robbie DeVergillo	November 2019
Larry Gray	November 2020
Jerry Lustig	September 2019
George Mariasz	July 2019
Tony Rossi	March 2019
Domecq Smith	January 2019
Dave Szabo	January 2020
Jim Vigani	July 2020

Shop Articles

A Glow Plug Caddy for the Flight Box	Dave Szabo	July 2020
DYI High-Torque Motor Starter	Dave Szabo	November 2020
Cowl Cutting for a Muffler	Domecq Smith	May 2020
How to Take Care of Your Glow Engine	Rich Blatt	January 2019
Installing a Speaker in Your Transmitter	Dave Szabo	July 2019
Model Airplane Assembly	Rich Blatt	March 2019
On Electrics	Jim Vigani	January 2019
Safely Handling and Charging Lithium Batteries	Jim Vigani	May 2019
Taps, Dies, and Thread Sizes	Rich Blatt	September 2019



Somerset RC Membership Application

Name: _____ Date: _____

Address: _____

Phone: Home: _____ Cell: _____

AMA Number: _____ Email: _____

To obtain an AMA Membership go to:
<http://www.modelaircraft.org/>
Membership is \$30.00 for adults \$4.00 for
students up to the age of 21

Mail all applications with check to :
Dave Szabo
12 Shoshoni Way
Branchburg NJ 08876
Make check out to "Somerset RC Club"

Paying by PayPal send to:
Somersetradiocontrol@gmail.com
Put your name in the notes and use the":
"send to a friend option.

Meetings are 8:00pm every last Tuesday of the month at:
American Legion Post 306
707 Legion Place
Middlesex, NJ 08846
732-356-9699

For full club information, please visit SomersetRC.org