



# Somerset RC

A Chartered Club of the Academy of Model Aeronautics  
est. 1972, AMA 1001

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

**CLUB NEWSLETTER    [www.somersetrc.org](http://www.somersetrc.org)    JAN-FEB 2020**

*A member helping member club for ALL AGES!*

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*Do you have something for the next issue?*

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

Next issue this  
March



Domecq and First Lady Peach

## From the President

Our club newsletter is now in its second year. Some may wonder at the utility of a newsletter. Why? With all of the information one can get off of the internet and social media, the idea of a newsletter would appear quaint and old fashioned in an era that is saturated in multi-media.

My justification of a newsletter boils down to one word. Family. Our newsletter is unique to our Somerset RC family. If you look in the past issues of 2019 you will read building articles, how-to's, and enlightening member profiles that you can only get here in the newsletter, all from the people that you know and fly with. If you have not looked at any past newsletters, they are all available at our club website [www.somersetrc.org](http://www.somersetrc.org). Take a look! An index listing every article that appeared in last year's newsletters is included with this newsletter. You can quickly see who contributed, the planes they wrote about, unique and entertaining modeling stories, and useful how-to information. Our newsletter is a unique possession of Somerset RC.

In this issue, we read about **Tim Cullen** revisiting an airplane which is dear to his heart, the **Hots**. At this writing, he is constructing a **Big Hots**. Tim, being an accomplished scratch builder, explains to us how he went about constructing the wing for this build by using a jig to align ribs and spars for guaranteed, warp-free alignment. What would appear to be additional work in the end offers superior results with no guessing and worry free assembly.

Somerset RC club treasurer **Dave Szabo** who has contributed frequently to our newsletter is featured in this month's member profile. I particularly enjoyed reading his story because much of what he wrote mirrored my own journey in model aviation. I know many in our club will enjoy reading Dave's account.

**Ernie Evon** is the contributor of the plane for our **Mystery Plane Challenge** for this issue. I'm still trying to figure it out. Please send in the name of the plane or your best guess and we'll include your answers in the next newsletter.

Finally, our **Event Schedule for 2020** appears in the back of this issue suitable for framing.

Thank you, and I look forward to flying with you soon. And yes, keep up the building for our club's **Expo** on Saturday, April 25 at 11AM.

We are family. We are Somerset RC.  
-Domecq Smith  
[domecqsmith@msn.com](mailto:domecqsmith@msn.com)



# Feature Construction Article

## Using a Wing Jig to Construct the *Big Hots*

by Tim Cullen



After the unfortunate demise of my **Twin Hots**, I really wanted to build another version of the Hots model series. Acquiring the collection of plans, balsa, glue, and covering was all set in motion, but the one part of scratch building I was dreading was the thousands of pins needed to nail the balsa down to the plans. The **Big Hots** has a big wing and getting it straight was mandatory.

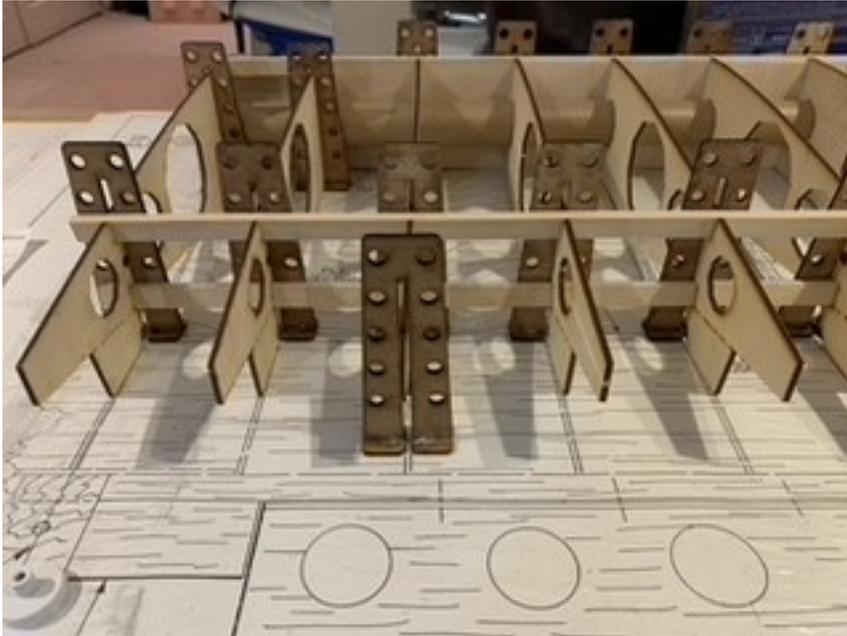


**"The Big Hots 91"**

While looking at an RCG forum, a seller was advertising a magnetic wing rib holder that really looked promising. No pins... I was pretty much sold on the idea. Off to Home Depot I went and purchased a slightly damaged luan door (a perfectly straight building surface). They gladly sold the door for a huge discount. I also purchased two 24 inch square sheets of .030 steel (anyone who builds scratch models knows the setup is the most expensive part). I then placed my order for 48 of the rib holders.

Zooming ahead to the building, I didn't realize the full advantage of using the magnetic holders—the plans would not have one-thousand holes in them from the pins. This also prevented the CA glue from transferring through the plastic sheet onto the plans. Lastly, CA does not stick very well to steel. I'm happy to report that the rib holders worked

great and when I lifted the wing off of the table nothing stuck to the plans or the table.



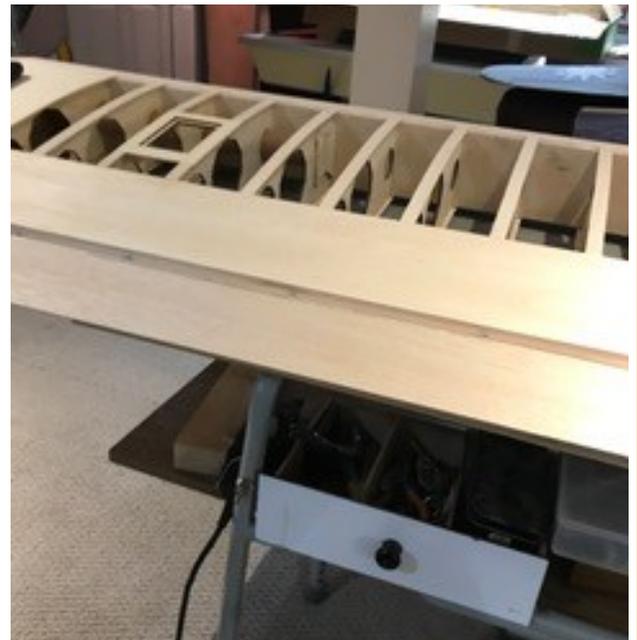
**Magnets at the base of each rib guide grips to the metal sheet beneath the plans. Ribs are held in perfect 90° alignment for gluing.**

Here are some shots of the holders in action. The seller was able to custom cut the height for no extra cost and the magnets really held the ribs securely to the steel sheets. If anyone is planning on building a big model and would like to borrow my magnetic building kit just send me an email. You'll be happily surprised and your fingers will thank you for going pin free.

**—Tim Cullen**



**Ribs in place along fore and aft spars.**



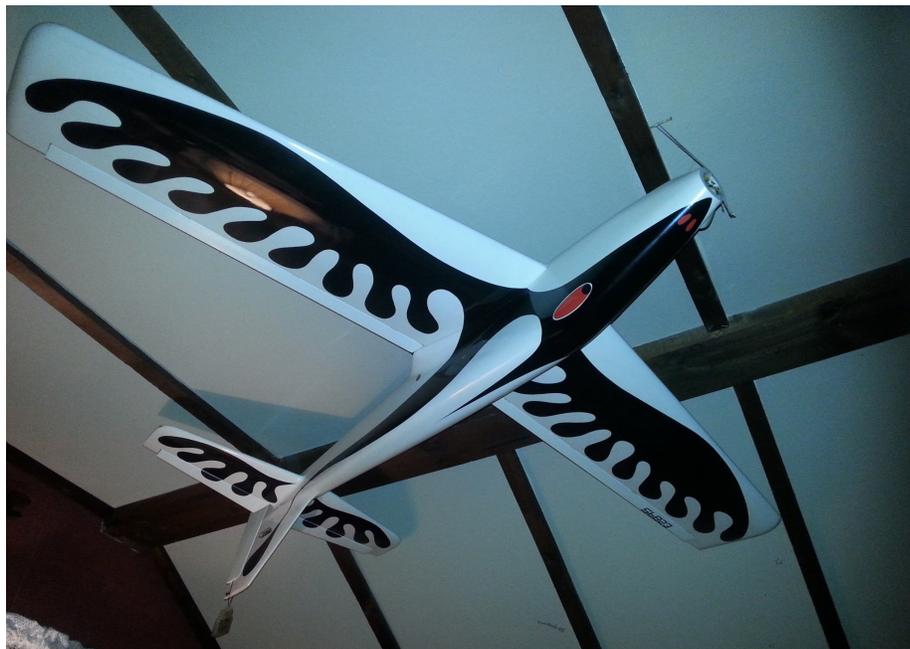
**A true and warp-free wing out of the jig.**

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# MYSTERY PLANE CHALLENGE

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This month's Mystery Plane was given to us by **Ernie Evon**. He writes, "Here's a picture of the plane hanging in a room. This is a pattern plane from the 70's. It has been modified with a little longer wingspan than the original." Send your answers to [domecqsmith@msn.com](mailto:domecqsmith@msn.com). Answer will be in the March newsletter.



Our last mystery plane was Carl Goldberg's **Falcon 56**, so named for its 56" wingspan. It proved to be a popular first choice with many fliers.



Congratulations to **Ernie Evon** and **Joe Lachowski** for correctly identifying the plane! Joe relates that this plane was his first trainer.

# Member Profile

## *Dave Szabo*



As many of the members in the club, I started my love of the hobby as a little kid still in grammar school. Back then in the late 60's, the trainer of choice was the Cox blue and yellow PT-19 control line trainer. Made of plastic and held together with rubber bands, it was pretty tolerant to crashes and abuse. Mine certainly had its fair share of crashes but held up well. My brother and I would go to the nearby schoolyard every night after dinner and fly until it was too dark to see. There would always be a crowd of kids around to watch us fly. Those were the days and we had tons of fun.



Like now, none of us are happy with having only one plane, and soon my hanger of control line planes was filled with cheap balsa kits covered in tissue and dope, powered by the ubiquitous Cox .049, the engine of choice for the day. Since there was no such thing as an ARF, and the goal was to fly not build, I would just make a simple scratch built wing with an .049 mounted on the front, two booms made of flat stock balsa that stuck out the back used to support an elevator. My brother being older and wiser went big time and moved up to the .35 size planes. Unfortunately, the bigger the plane the bigger the crash.

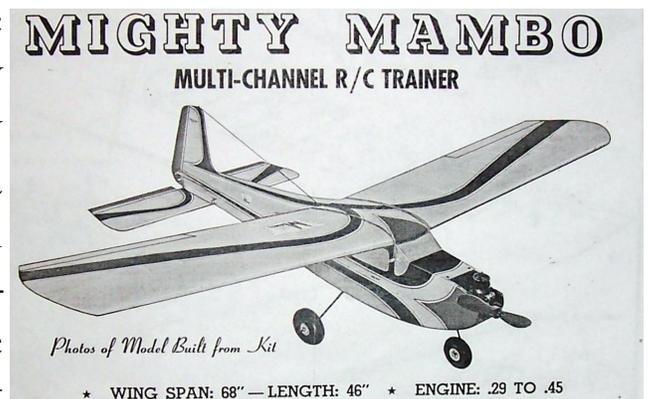
In grammar school, we actually had a class called "Library." The whole class would go to the school library and you were supposed to spend the time reading books of fine literature. I, however, chose to read

all the RC model airplane magazines. RC seemed so much more challenging and fun. Unfortunately, it was expensive for a kid with limited income.



Finally in 1972, after lots of saving I got my first radio—a World Engines Blue Max MKII 6 channel radio set which I still have today. This was like a Heath Kit and you actually had to assemble it including soldering all the components and wiring.

Tiny Tots in Greenbrook was the Tower Hobbies of the time. They had everything for the model airplane enthusiast and that's where I bought my first RC plane. It was the Mighty Mambo, a perfect trainer plane with a 68" wing span and huge dihedral. A Super Tigre .51 was the power plant—that's when Super Tigre's were still made in Italy. Although larger than the kit recommended, it was certainly not over-powered.



There were probably many RC sites around Mountainside NJ back in the early 70's but the internet was not even a word, so finding a place to fly was not easy. My parents ended up having to drive me all the way out to the intersection of 22 and 78 to a big corn field located on the top of a hill in Lebanon, NJ. The Exxon headquarters sits on the site now. I have no idea if it was a club or just a place for the locals to fly, but they were not very friendly nor too anxious to help a young kid learn how to fly. I may have gone out to field four or five times, and I doubt I had but a few minutes of stick time in total. I never did learn how to fly RC as a kid.

Soon, other activities took over—headed to college, girl friends, marriage and babies. The Mighty Mambo and the collection of control line

planes sat hanging in my parent's garage forgotten but not lost. It all changed though, when my middle son turned 10 or 11 years old. We were at his grandparent's house and he asked, "Dad, when can we fly those airplanes?" The fire was lit!

By now I was living not too far from North Branch Park, and I often would see the planes flying as I drove down Milltown road. I figured there was a chance the Mighty Mambo would have another opportunity to fly. I bought a new radio for the plane, cleaned up the engine, and off I went with my son to North Branch, so **He** could learn how to fly.

At first, my son did all the flying, but eventually I started to take a turn at the sticks. I still had the bug. Thanks to all the members back then that taught both of us, Mike Woodbury being one of them, my son learned much faster than I did and he had his "P" in one season. I, however, had a few challenges. On my first attempt at getting my "P," I put the Mighty Mambo in the top of a tree while making a landing approach from the right. A call to the local tree service man and \$50 later, I had the Mighty Mambo back with only a broken prop. I took the test soon after and got my "P."

It's almost 20 years later since the Mighty Mambo was back in the air. The air frame is still in my attic but unfortunately dumb thumbs were the demise of the wing and horizontal stabilizer. I have crashed countless planes since then, and they are all long gone into the infamous circular hanger at the field. For some reason I can't bring myself to giving the Mighty Mambo the same.

Everyone has their favorite style of plane and style of flying. Whether it be pattern, warbirds, or scale, but for me 1/2 planes are my passion. I try to get to the field at least once a week, but I am often there on Saturday and Sunday. However, maybe some day, you won't see me with a 1/2 plane, but with the big orange and black plane called the Mighty Mambo.

*—Dave*

# Club Event Schedule, 2020

*All events at North Branch Park Flying Field, 355 Milltown Road,  
Bridgewater, New Jersey 08807, unless otherwise noted.*

**April Meeting and Expo, Saturday April 25 11:00 a.m.**

American Legion Post 306

707 Legion Place

Middlesex, NJ 08846

**Opening Day, Saturday May 23**

**Big Bird Fly-In, Saturday June 20**

**E-Fly, Saturday July 25**

**Warbirds Over North Branch, Saturday August 29**

**End-of-Season Picnic, Saturday September 26**

**Turkey Fly, Saturday November 14**

*please refer to [www.somersetrc.org](http://www.somersetrc.org) for updates of event dates and informatino*

# 2019 Article Index

all newsletters archived at [www.somersetrc.org](http://www.somersetrc.org)

## Construction Articles

Extra 330 LX, Krill—Part 1	Bob Both	July
Extra 330 LX, Krill—Part 2	Bob Both	September
F-86 Sabre 15 DF ARF, E-flight—Part 1	Tony Rossi	March
F-86 Sabre 15 DF ARF, E-flight—Part 2	Tony Rossi	May
P-47D Razerback Giant Scale, Top Flite	Larry Gray	January
P-47 (1976) 1/6 Standof Scale, Top Flite	Domecq Smith	November

## General

AMA Expo East 2019 (photos)	Tony Rossi	March
AMA Report	Jon Gerber	January
A European Summit	Domecq Smith	November
Field Accessibility Update	Domecq Smith	July
Freeze Fly 2019	Domecq Smith	January
How to Renew Your Permit Online	Felipe Trucco	May
Metropolitan Sports Squadron	Jon Gerber	May
My Other Vice (MS Access and club records)	Dave Szabo	March
The Survey Says (club statistics)	Dave Szabo	September

## Literature

STS-51-L	Jon Gerber	March
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## Member Profiles

Michael Ahlff		May
Robbie DeVergillo		November
Jerry Lustig		September
George Mariasz		July
Tony Rossi		March
Domecq Smith		January

## Shop Articles

How to Take Care of Your Glow Engine	Rich Blatt	January
Installing a Speaker in Your Transmitter	Dave Szabo	July
Model Airplane Assembly	Rich Blatt	March
On Electrics	Jim Vigani	January
Safely Handling and Charging Lithium Batteries	Jim Vigani	May
Taps, Dies, and Thread Sizes	Rich Blatt	September



## **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](mailto: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](http://SomersetRC.org)