



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**

CLUB NEWSLETTER www.somersetrc.org JAN-FEB 2021

A member helping member club for ALL AGES!

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domecqsmith@msn.com

Do you have something for the next issue?

Send it along to the editor's email above!

Next issue this March

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Domecq and First Lady Peach

From the President

With this issue marks year **three** of the Somerset RC Newsletter. Thank you to everyone who has contributed their wisdom, wit, and good humor to these pages. An index is included with this and

every issue for you to explore past contributions and topics. You will find much that will be of interest.

As we continue to hunker down in these cold dark days and nights of winter, we look out the window and notice the days becoming a bit longer, the sunlight a bit brighter. In your workshops, you may be in the midst of projects, and if not, in your mind you are thinking about what you may need to be doing. It is not too late to order that kit you always intended on building. Neither is it too late to start thinking about our club's pattern initiative. **Ernie Evon** in this issue writes about our plans to have a pattern challenge toward the end of this season. Several club members have already purchased and readied a Kaos for this purpose. And if you prefer a regular sport plane, no problem. Come to our meetings via Zoom (last Tuesday evening of each month) where we are discussing this initiative. Also, you may know that **Jim Vigani** is getting some cool **Somerset RC Apparel** ready for you to purchase in time for our **Opening Day** on May 22nd. For those of you who are interested in painting techniques, I contributed an article on how I recently **checkerboarded the cowl** of my current P-47 project. Please read it and tell me what you think. And do check out our **club calendar** at the back of this issue as well as **Bob Both's** calendar showing all area events. We continue our tradition of a member profile featuring **Jeff Randolph** contributed by **Paul Audino**. And as always, a **mystery plane** awaits you. Thank you for your interest in these pages.

We are family. We are Somerset RC.

-Domecq Smith

domecqsmithb@msn.com



Cowl Checkerboarding—in Words and Pictures

by Domecq Smith



This article will address a technique for applying a painted checkerboard pattern to a cowl. The cowl for this project was from a 1/6th scale P-47 Thunderbolt supplied with a Top Flite “yellow box” kit from 1976.

Owing to the geometry of the P-47 cowl (that being differing circumferences at the fore and aft of the cowl) the simple use of checkerboard stencil was not viable. Rather, in order to achieve the same number of squares for each row from front to back in smooth transition, I adopted the following procedure.

After priming and priming the entire cowl black, I masked-off the entire exterior. After measuring the circumference of both back and front (the front having a smaller circumference than the back), I determined how large the squares of the checkerboard should be. This was done by mocking up the side of the cowl onto a sheet of paper, and dividing the cowl’s

back circumference by a number of points that would achieve a desired size for each square, using the back circumference of the cowl as a starting point. Once the satisfactory number of points was obtained in order to approximate the desired square size, this same number of points was then used for the front circumference (dividing the front circumference by that number to achieve the distance between points). Next, was connecting back cowl points to front cowl points. I desired a diamond pattern, so pattern lines ran diagonally across the cowl. Assigning a number to each point starting from the top back of the cowl, point number one at the back ran diagonally across to point number five on the front; point number two running to point number six, and so-on (this pattern results in four columns of diamonds). Once all of the lines had been drawn around the cowl, this procedure was repeated, but in the opposite diagonal direction starting from point one on the back to complete the diamonds. A flexible metal ruler that can bend around the contour of the cowl used along with a clamp is very helpful in this step of connecting points. Also, a competent set of extra hands (supplied by my son Fred) makes this process more manageable, and more importantly in my case, helps to avoid mistakes with a second set of

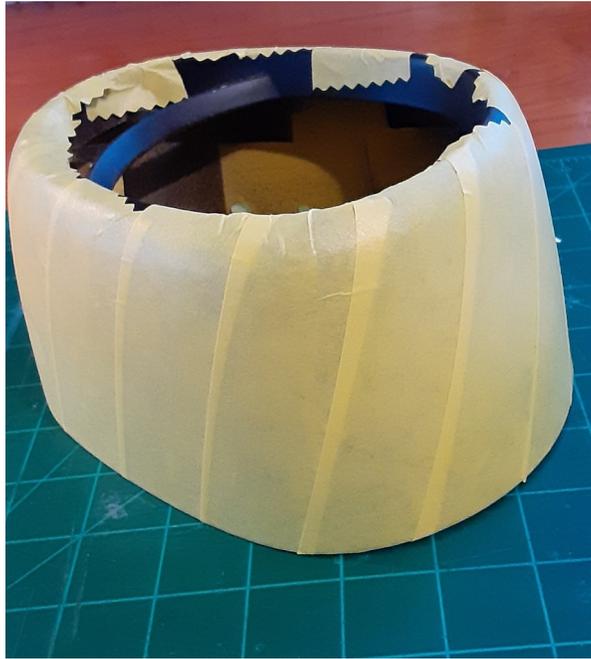
confirming eyes (It should be noted that the number of points naturally determines the number of diamonds, but also determines the shapes of the diamonds. For the first column from the back of the cowl, I desired diamonds that were as close as possible to having 90° angles to then elongate with each successive column of diamonds).

With the lines applied, the process was repeated with a sharp hobby knife by scoring lines from point to point atop the penciled guide lines. We replaced blades frequently to insure that the masking tape was scored consistently along the lines.

Next, was the step of lifting alternate squares of tape, careful not to poke into the painted surface below. With the alternate squares removed, what resulted was a sort of negative—exposed black squares to be sprayed yellow; yellow tape covered squares to remain black.

Once the cowl was sprayed yellow and allowed to dry, the remaining tape was removed to reveal the diamond pattern.

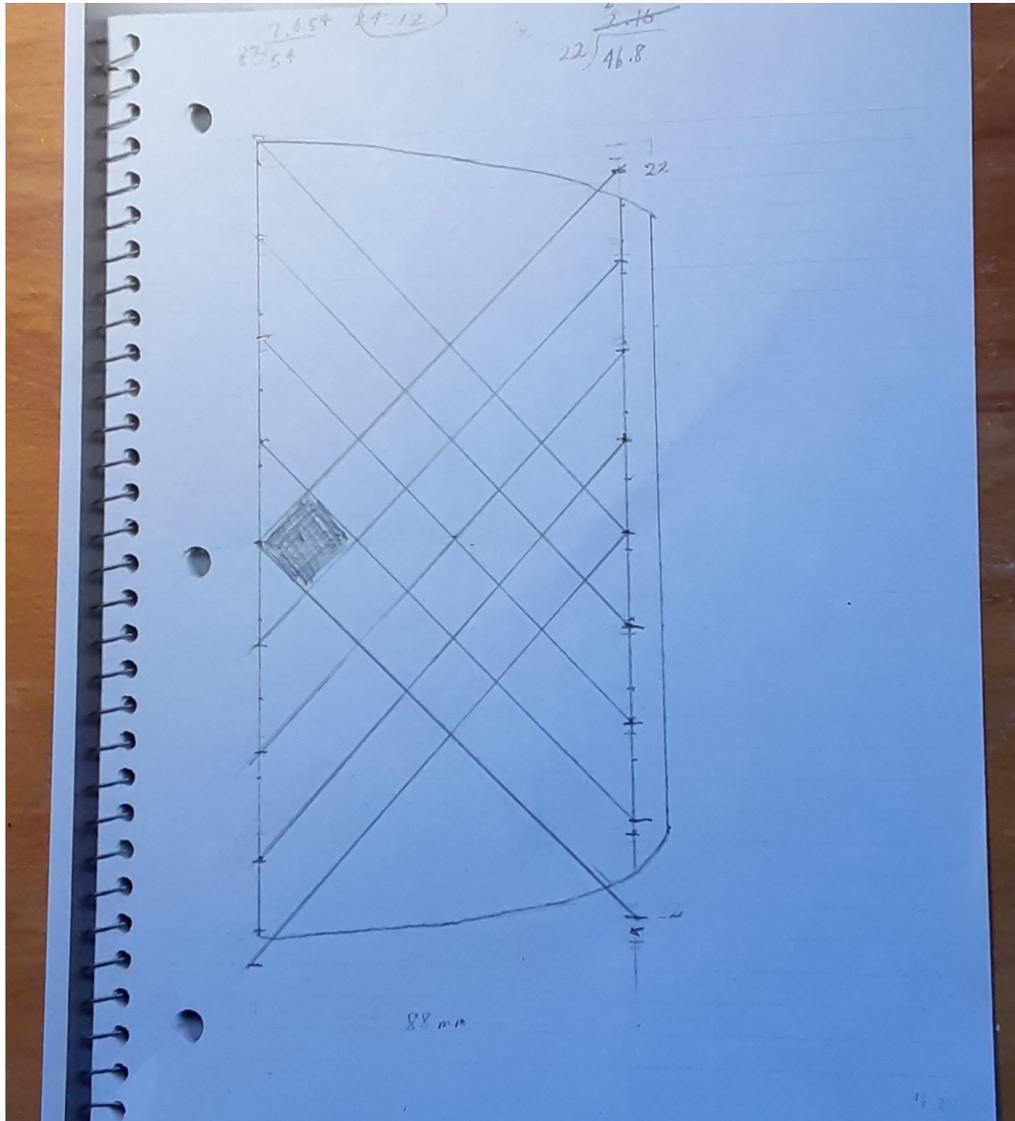
What follows will be a few pictures of the process.



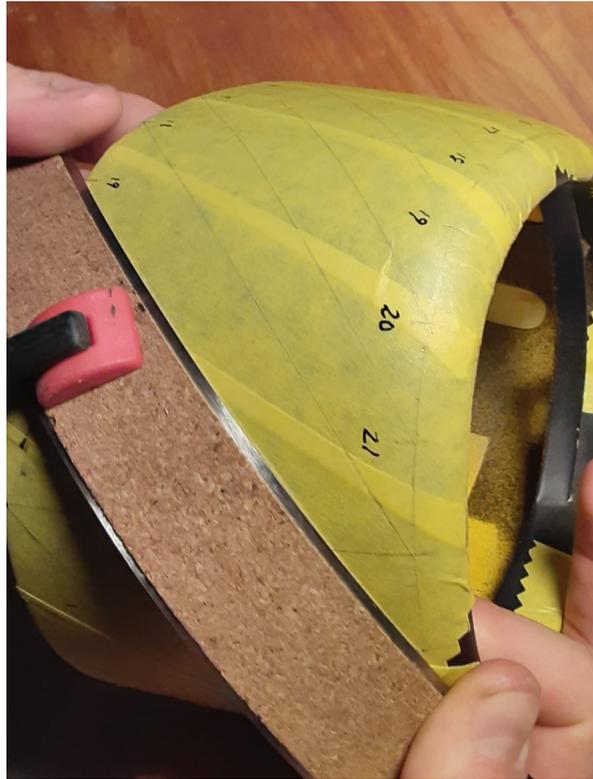
The primed and painted cowl is masked and ready for pencil lining.



The cowl was turned against a stationary pencil to apply a front circumference line. Back circumference line was along the top edge.



This is a sideview mockup of the cowl. The number of points around the back and front of the cowl determined the shape of the diamonds that would be either elongated, compressed, or approximating squares, depending on the number of points. Since squares were desired, taking the rear circumference and dividing by 22 yielded diamonds that came closest to approximating squares along the rear column (shaded) to gradually elongate towards the front of the cowl. The number of points are the same for the back and front circumferences; only the distances between the points are different.



With the points marked and numbered along the back and front of the cowl, a metal ruler is bent diagonally to connect points one to five, two to six, and so on. A clamp with a second pair of hands keeping the ruler flat will yield straighter lines. The process is reversed in the opposite direction.





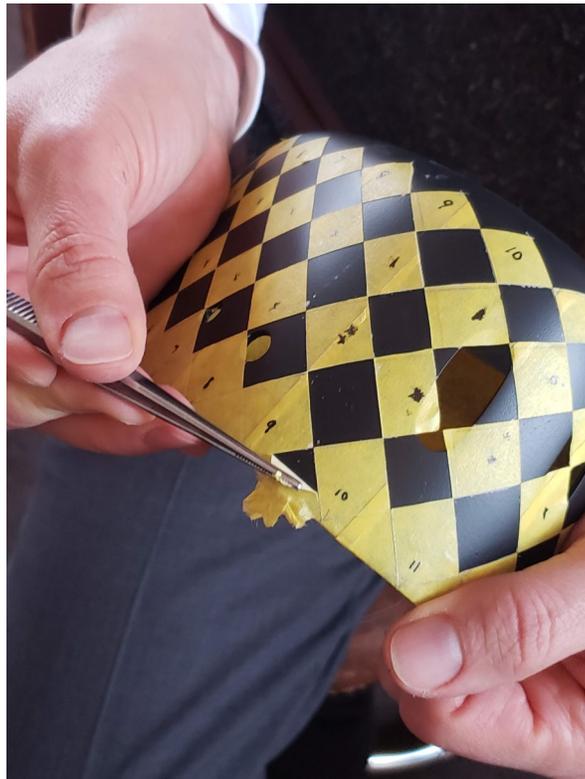
Once the cowl was lined, the process was repeated by scoring with a knife between the points, replacing the blades at intervals. Although one could skip the previous pencil lining step and go directly to scoring with a knife, the penciled lines helped to prevent mistakes.



My second pair of hands came from my son, Fred.



After marking the diamonds that were to remain black, the edges of the remaining squares were carefully lifted with a hobby knife and removed with tweezers.





With the tape removed, the cowl was ready to receive yellow paint. What is seen here is a sort of negative, with black exposed areas to receive yellow paint, and the yellow masked squares covering the black surface beneath.



Following the spraying of yellow paint (above), the remaining squares are carefully removed (below).





Once the paint cured, the cowl was carefully wet-sanded to remove paint ridges along the diamonds.

—Domecq Smith

Somerset RC Pattern Challenge

By Ernie Evon



Hello to all!

As you may already have heard, we are planning a pattern contest towards the end of this season. First of all, let's not call it a "pattern contest." I would like to refer to it as a "pattern challenge." When I first started flying back in the day, I was always interested in watching pattern fliers. It seemed to be more popular then, maybe because things were a little simpler. The Novice Class had restrictions on engines and no tuned pipes or retracts. Planes of choice were the Kaos, Dirty Birdy, and the infamous Ugly Stick. Soon, I was practicing the basic maneuvers and thought I was ready for my first contest. Well, the way I looked at it, someone had to come in last! Well needless to say, I practiced more and I became a competitor. Well, those days have passed but when I do get out and fly, I still remember some of the maneuvers, and that's what I fly. I am not a 3D flier or a speed demon. I like to bring out some of my older planes from time to time. So enough about me, let's talk some basics.

For those of you not having been exposed to pattern flying, it involves flying a set of sequence maneuvers. We will be flying the maneuvers listed as “Club Class.”



Modern version of the Kaos

These can be found on the NSRCA website. So, anyone who can take off and land can learn to fly a pattern. Flying a pattern is nothing more than discipline to fly a maneuver as described with the precision it warrants. What does this mean? Well, most of us take off and tear up the sky with a .40 to .60 size plane or a ducted fan jet, but who just takes off and tries to fly straight and level? This is most likely the hardest to learn to do. When flying straight and level, this means that the wing is not moving and the plane is not pitching up or down. However, you must be compensating for any cross wind with as little input from your surfaces as to not be visible to a judge. The old saying was that wind has no effect on the plane. Right!

Let's not get fancy on the plane you want to use. No need to go out and invest in a multimillion dollar pattern plane. You can use whatever you feel

comfortable with. However, I would recommend avoiding using a 3-D type plane unless you really cut down the throws.



Dirty Birdy

Here are the Club class maneuvers in the sequence they must be flown. Please note that “U” is flown up wind and “D” is downwind.

1. Takeoff Sequence (U)
2. Straight Flight Out (U)
3. Procedure Turn (U)
4. Straight Flight Back (D)
5. Stall Turn without Rolls (U)
6. Immelmann Turn (U)
7. 45 Degree upline (U)
8. Straight Inverted Flight (D)
9. Two Inside Loops (U)
10. Landing Sequence (U)

It is advisable to have another person calling the maneuvers for you so there is no need to memorize the correct order or forget a maneuver.

You can visit the NSRCA website and get a complete description of each maneuver and how to set up and finish. There is also



Ugly Stick

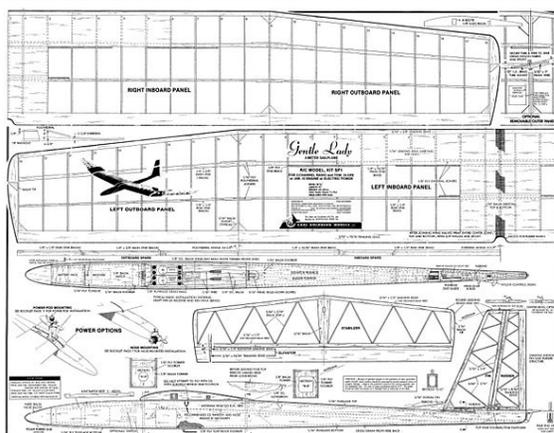
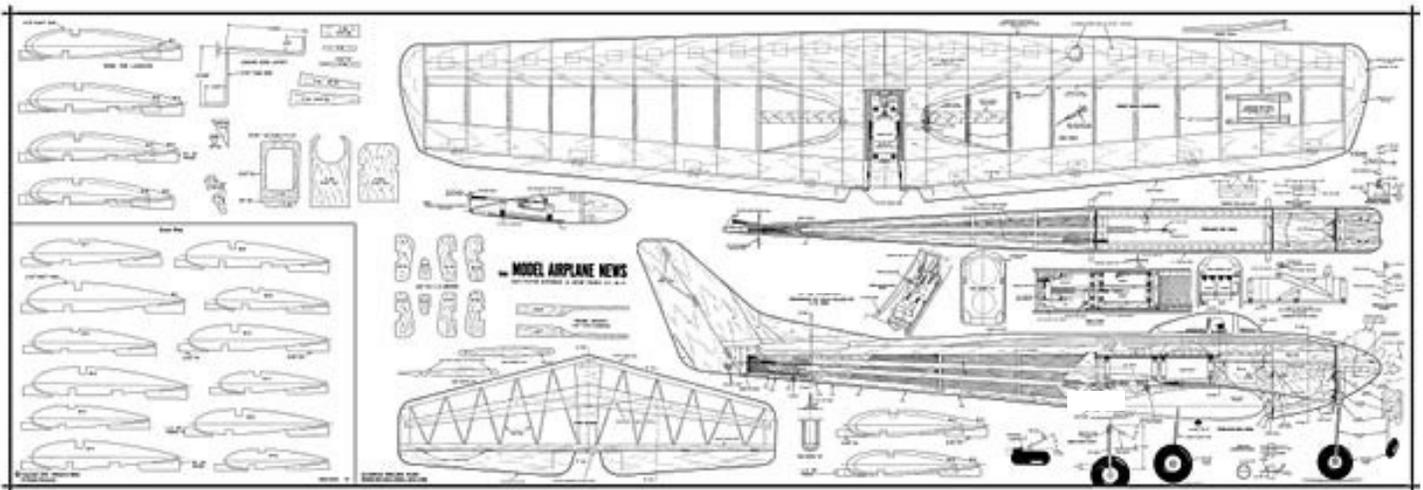
information that will let you know how the maneuver should be flown correctly and what the downgrades would be. The whole intent of this contest/challenge is to introduce pilots that there is more to flying than just burning up the skies and making that low inverted pass at 100 mph.

So, select one of your favorite planes you are comfortable with and start practicing and have fun. This should be a no-pressure fun day of flying.

—Ernie Evon

MYSTERY PLANE CHALLENGE

This design can be considered the grandfather of RC pattern design. When it was developed, proportional radios were still in the future. A visit to the July 2020 newsletter will give you some background on this influential airplane. Send answer to domecqsmith@msn.com



Last issue's Mystery Plane was Carl Goldberg's **Gentle Lady**, one of the most popular two-meter glider kits ever to be kitted.

Congratulations both to **Ernie Evon** and **Jim Vigani** (Jim pictured above with his own Gentle Lady) who correctly identified the plane.

Member Profile

Jeff Randolph

contributed by

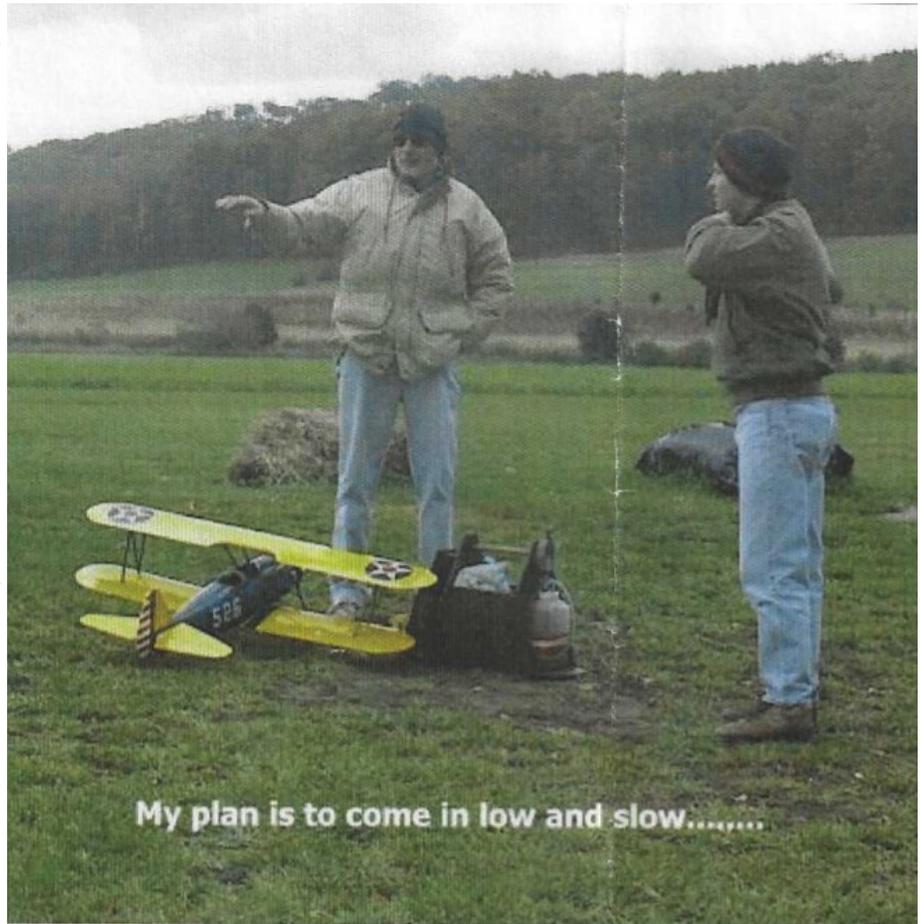
Paul Audino



Jeff is a very funny guy. Most of all, Jeff is a very observant guy.

I've known Jeff for 25 years. Anyone that's spent enough time listening to Jeff can tell he's a very worldly guy. He's altogether entertaining, informative and sarcastic, and despite what follows, we all learn a little something from Jeff by the time we've packed our last plane in the car. At times the discussion tends to drift off into all sorts of subject matter, like the biography of Abraham Lincoln, the invention of bread or even electron-ion colliders. Take for instance the obscure history of *Wicked Bugs: The Louse That Conquered Napoleon's Army and Other Diabolical Insects*. Yes, Jeff has likely read that novel too. And... Jeff will gladly tell you all about it. These stories typically occur around the time you're trying to pack the car and are already running 30 minutes

late. Or, when the wind has just died down, your tank is full, and it's the first flight of the day. All you want to do is fly, but Jeff is deep into the discussion of the insect that took down a 5' 6" French military leader. The engine could be running full bore, you can barely hear Jeff, but he's still talking. These kinds of stories really do define Jeff. Or his sarcastic observations. "See that kid over there? He's been flying for only three weeks and already he's better than me" or, "Paul, it's not a faulty radio that's the problem. The problem lies somewhere between the guy moving the control sticks and not seeing the friggin airplane!" Or, "Paul, you're stuck in the 90^s flying the same old airplanes, using a wall wart charger" (he's actually right about that – he and Dave regularly enjoy beating me up over it). Or a clever Jeff-ism, like when you really have to cut off the conversation





‘cause the wife is calling, Jeff will say something like, “I can see you’re trying to disengage me.”

But seriously, Jeff is that one-of-a-kind friend that if he’s not reciting *War and Peace*, he will inevitably say something so unexpectedly funny, he’ll make your day. Flying with Jeff is never a dull moment. Just ask him about his neighbor Angelo – plenty of great material there!

—Paul Audino



Event Schedule 2021

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

April Meeting and Expo

(date and place to be determined)

Opening Day, Saturday May 22

Big Bird Fly-In, Saturday June 19

E-Fly, Saturday July 24

Warbirds Over North Branch, Saturday August 28

End-of-Season Picnic, Saturday September 25

Turkey Fly, Saturday November 13

please refer to www.somersetrc.org for updates of event dates and information

Area Event Schedule

contributed by Bob Both

2020 events	Pattern	IMAC	Somerset	Burlington	Augies	Special
April	3 & 4 10 & 11 18 & 18 24 & 24					
May	1 & 2 8 & 9 15 & 16 22 & 23 29 & 30	Pegasus, MD State College, PA Talbot City, N.C.		Opening Day 16th opening day		
June	5 & 6 12 & 13 16th - 20th 19 & 20 26 & 27	Haverstraw (one day) 5th SkyChiefs Concord, NH Vienna, MD NATS Quebec, Air Modeliste		Buy & Sell	Augies 7th food	
July	3 & 4 10 & 11 12 to 19 17 & 18 24 & 25 31 st	LVRCS World FIA Muncia Pattern Nats ARCS		Beauce, Quebec Plum Island, Maine	chilly dogs	IMAC Nats World FIA Pattern Nats
August	31 & 1 7 & 8 14 & 15 21 & 22 28 & 29	Kutztown (one day) 7th Aero Guidance BCRCC (one day) 21st Mohawk		Warbirds E flight	War Birds	Haverstraw Show Thunderbirds (AC) 19th
September	4 & 5 11 & 12 18 & 19 25 & 26	Vienna, MD Concord, NH Frankford Regionals		Warbirds	Augies	
October	2 & 3 9 & 10 16 & 17 23 & 24	Hagerstown, MD		end of season picnic	end of season	

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
Somerset RC Pattern Challenge	Ernie Evon	January 2021
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
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George Mariasz	July 2019
Jeff Randolph (contributed by Paul Audino)	January 2021
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Shop Articles

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Checkerboarding a Cowl	Domecq Smith	January 2021
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



Turns out it was a marble in the ashtray....

**THOUGHTS AND PRAYERS
GOING OUT TO ALL THE
MARRIED MEN WHO'VE SPENT
MONTHS TELLING THE WIFE
I'LL DO THAT WHEN I GOT TIME**



Model airplane flying is the ideal sport for a pandemic. Everyone is outdoors AND more than six feet apart at the flight line. If you're flying glow, you're even safer— glow fuel sanitizes your hands.