



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 **March-April 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
May



Domecq & Peach

From the President

Can you feel a little spring in the air? If you're glad it hasn't snowed, you can thank club member **Bill Brouillard** for selling me his snow blower last fall.

At this writing, our **Club Expo** is a mere seven weeks away. Many of us are looking forward to seeing club member winter projects at the April meeting.

In this issue, the use of the rudder is discussed in a feature article. It comes by way of **Joe Lachowski** who sent me a copy of **Don Ramsey's** original piece as it appeared in the *K-Factor*, the official publication of the NSRCA.

The rudder may rightly be referred to as the Cinderella of the control surfaces. Many of us limit her, like Cinderella, to her hands and knees for our planes to merely get around on the ground. Put the glass slipper on her! Don Ramsey's article will open an added finesse and dimension to your flying, whatever style you fly.

Also in this issue is a covering article by **Jeff Randolph**. I have heard from some in our ranks that they are intimidated by kits not because of construction, but because of covering. Jeff will show you that it's not a mystery and can be done easily. Next time you see him at the field, have a conversation with him about covering.

We are happy to present a member profile of prolific modeler **Rich Blatt**. In addition to his willingness to lend you a helping hand either at the field or in his shop, Rich is a walking file cabinet of model airplane lore. A visit to his shop never gets old from the first waft of castor, to the myriad engines in his displays, to the well-crafted models that hang from his rafters, to his congeniality. His story makes for interesting reading.

And finally, a mystery plane awaits you, all of this in this month's issue.

We are family. We are Somerset RC
—Domecq Smith, President, Somerset RC
domecqsmith@msn.com



Feature Construction Article

Comments on Covering the Robin Hood 25

by Jeff Randolph



Recently, I was asked if I would contribute a “Build” article to the Club Newsletter. Since I was already at the covering stage, I decided to comment on the process I use. There are hundreds of covering technique articles, and everyone has their own methods. These are some of mine.

I have covered probably 25 - 30 models, and I have been forced to make countless repairs. My two choices for heat-applied materials are UltraCote (film) and Solartex (fabric). Both are very flexible around corners, and they have great shrink properties.

Pictured here are the tools I use - iron, trim iron, razor blades, X-Acto blades, heat gun, and straight edges. As time went on, I discovered that I used fewer & fewer tools; now I am down to the iron (with sock) and cutting blades. I buy razor and X-Acto blades by the hundreds. If I have too few, I tend to use them beyond their ideal condition. At the first hint of a “pull,” I change to a new blade.



Regardless of which material I choose, I apply everything with two

temperature passes. First, low temperature to adhere the material to the wood/open frame. Second, high heat to bend around corners, adhere tightly to solid surfaces, and shrink the material over the open areas. I do not shrink the material over the open wing, etc. until all sides are covered. Only then do I shrink, top to bottom, side to side, back & forth. I am attempting to avoid warping the open framework.

Here is a picture of the wing partially covered. At this point, the material is still “loose.” I have reduced my use of a heat gun to a minimum: I have gotten into irreparable trouble too many times. (You name it: scalloped pulls, burnt holes, even **Smoke!**).



Since I was changing colors along the length of the fuse, I measured and cut stencils (see picture) that allowed me to neatly overlap the material in a uniform manner. When applying UltraCote over UltraCote, eliminating bubbles is essential. I first moisten the base

covering with water & a drop of Dawn, then I place the top cover down and squeegee all the moisture out using a dry towel. Only then do I apply very low heat to adhere the material. Once I have it down, without bubbles, I can increase the heat as necessary.

Generally, I cut my own lettering from the same material that I am covering with. I use the Amarillo USAF font to make stencils to cut the letters.

Here are some pictures of the “small parts,”



and completed wing and fuse.



—Jeff Randolph

Developing Rudder Skills

Reprinted from *The K-Factor*, February 2020

by Don Ramsey, DonRamseyPattern.com



When you first start flying pattern you don't even think about it. Once you've had a little time in the sport, you start to notice some people never seem to need to correct their line while others are constantly banking to reestablish their heading. Rest assured the pilot that always seems to be on heading didn't get there by just having a well trimmed plane and being lucky in his maneuvers.

OK then, how do you go about making these less noticeable corrections to heading. It's that other control that you only use for takeoff and stall turns, the RUDDER. I competed a season without using the rudder to any real extent and placed in the middle of the pack in most contests. Once I started using it reasonably, I started to score much better. This is a necessary control if you want to compete effectively in Sportsman and Intermediate and essential in higher classes if you want to keep your shinny pattern plane in one piece. The point is, learn this control when you start and you'll be far ahead of your competition.

To learn to use rudder, you must have a starting point. The plane does manage to get into some reasonably strange positions

sometimes and knowing what rudder to push isn't always intuitive. Well, it's almost never intuitive to a new pattern pilot. I'm going to give you two ways to think about rudder. It's not the only way and maybe not the best way, but you have to start somewhere.

Ideally, you want your model to have a pure response to rudder (when you push the rudder, the plane only yaws and does not roll). If you have a computer radio, the mixing functions will take care of this, otherwise you may (will) have to use some aileron to get the necessary response (harder!). Your position in the pilots box is also important. I strongly recommend you stand with your shoulders square to the flight line with the radio's antennae pointed down the centerline. Assume this position and don't move for the entire flight. This position also gives you the best chance to develop a mental picture of the required corrections.

These suggestions may seem a little mechanical, and they are, but with practice they become easy. Rules:

1. Rolling from upright to inverted, the sticks go in opposite direction. Right roll, left rudder; left roll, right rudder. This will always give you top rudder when you are knife edge.
2. Rolling from inverted to upright, the sticks go in the same direction. Right roll, right rudder; left roll, left rudder.
3. When the line needs to be corrected and the plane is upright, I find it easy to visualize myself in the cockpit and push the nose of the plane in the direction it needs to go. Standing square to the

flight line makes this easy. If the plane needs to move the nose right, push right rudder.

4. If the model is inverted and the line needs correcting, I again go mechanical (can't seem to get myself in an inverted cockpit without going goofy). If you're coming in toward center, inverted, push the nose in the direction it needs to go. If the nose needs to move right, push right rudder. Use your eyes as the direction for the rudder. Your head is turned to the plane so push the rudder toward the eye that would put the nose where you want it. Think about it! Once past center, going away, push the tail in the direction it needs to move. If the tail needs to move left, push left rudder. Push it toward the required eye or simply push the tail the direction you want it to move.

5. Here's another way to get it done and this works every time for top rudder when the model is in knife edge. When rolling, if you see the top of the plane, push the rudder stick toward the tail when you need top rudder to hold the nose up. If you see the bottom, push to the nose. Learn this and you will be far ahead.

That's it for the mechanical part. Pretty easy huh? Now let's put these rules to use and talk about practicing.

- Correcting your line while upright; straight flight out, straight flight back, setting up for and exiting maneuvers, etc. Do a complete flight of just flying a straight line along the path you will use for your maneuvers. Use the rudder coming in and going out

while visualizing yourself in the cockpit and note the aircraft movement. About a tank of fuel and you should have this down.

- **Half Reverse Cuban Eight:** You're always looking at the tail of the airplane when you start this maneuver. As you pull up into the 45 degree climb note the position of the nose as if you are sitting in the plane and make any needed correction. Release the correction and roll inverted, note the tail position and go mechanical. Since you are going away from yourself inverted, push the tail in the direction it needs to move. Do this a couple of times and the correction becomes automatic. This is already getting easier.
- **Loops:** Starting loops can be visualized just like starting a take-off. When I start a pull up for any looping maneuver I push the nose in the direction it needs to go. As the plane comes inverted, I assume I'm looking at an inverted airplane coming toward me and push the nose the direction it needs to go. Use your eyes as suggested above.
- For Intermediate flyers rolling inverted and upright, try making the rolls a little slower and use the rudder going in and out of inverted. Do this for your straight inverted flight and reverse outside loop. Use the mechanical inputs suggested above for these rolls.

Start all corrections very gently as soon as you notice the need and gently release as quickly as possible. Experience and practice will make a big difference. Burn the fuel and it will pay dividends!

MYSTERY PLANE CHALLENGE

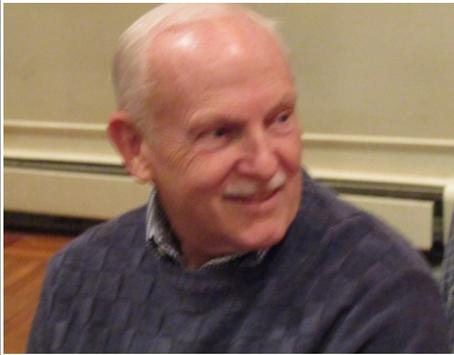
This month's plane comes from **Joe Lachowski**. Joe writes, "I scratch built one of these back in the 70's as a member of the 4-H Broken Props. My brother, myself and a couple of other members got together at one of the adult leader's homes and cut out a bunch of kits for all the club members to build. Mine had a power pod with a Cox Tee Dee .049 on it. Mine was covered in transparent yellow and metallic purple Monokote." Send your answer to Domecq Smith at domecqsmith@msn.com. The answer will be published in the May/June Newsletter.



Congratulations to **Thomas Murray** for identifying the Mystery Plane in January's newsletter. The plane is a **Teros**. According to **Ernie Evon** (who contributed the photo), the plane is the result of the original Tony Benniti **Trouble Maker** kitted by J and J Models.

Member Profile

Rich Blatt



Hello. My name is Rich Blatt. I was recently asked by our club president Domecq if I would consider writing my biography for the next club newsletter. After 75 years, I guess I can fill a page or two.

My building interests with model airplanes started back around 1949 when I was building StromBecker, Comet, Monogram, etc. models. Most of these models were table display models which were made from hard/soft woods and plastic. I had a pretty good-sized collection which was put on display at the Irvington Public Library.



PJ-295



Updraft .45

During the 50's, I became involved with control line models. This occurred because my uncle, Henry Orzech, who was a full scale glider pilot and head machinist at Westinghouse in Newark, New Jersey, was my mentor. An interesting fact is that my uncle's license was signed by Orville Wright. My uncle designed and machined his own 45 sized up-draft engine which was installed on a control line trainer

which he and I took to the local school yard and had many hours of enjoyable flight. To this day, I still have this engine. Around this time, we joined the Union Model Airplane Club. The Union club had a yearly event which had stunt, combat, balloon-bust, limbo, and carrier events. My favorites were the carrier class I and II. Many great years were spent with this activity.

1962 saw me entering Trenton State College where I majored in Industrial Technology. I spent many hours flying control line at the college football field where I was surprised to have many spectators.



In 1966, I accepted a position—

The shop

Industrial Technology Instructor at

Watchung Hills Regional High School where I taught Metal Working, Auto Mechanics, Power Mechanics, and Woodworking. I had some really great students over the years. I still have some which keep in contact.



At the office

During the 60's, we got involved with R/C. Somehow, my uncle picked up an old R/C Citizen-Ship radio, a 48" wingspan Taylor Craft type model, and an O.S. Max 35 R/C engine. We took it to the old Hadley airport to try it out. No luck. It would not take off. The following week, my wife and I took the model again. The model flew and flew and flew and finally disappeared heading west towards Somerville. My wife and I jumped in the car and tried to follow. When it was the size of a mosquito, we gave up chasing. Being new



**Famous H&R
fuel filter**

to R/C I never thought about checking the battery. I lost everything except the transmitter.

Around this time, my uncle and I started making fuel filters for our engines. People started asking where they could obtain one. After several requests, we decided to manufacture these filters in his shop. We decided to try several other items such as spinners, glow plug wrenches, needle valves, control horns, and wire wheels. All items had a very good reputation for quality and function.

My next club was the Central Jersey RC Club which had a field in Piscataway, NJ. A great bunch of guys who really enjoyed the hobby. Many of the fliers were into glider flying. We had some really great contests and fun times together. After many years without problems, we lost the field because of one lady. The field



**Engines, engines, and
more engines.**

is now a golf course. Unfortunately, when a club loses a field many of the members go elsewhere. During this stretch of time, I attended the Sussex Airshow Fly-In. For those who are not familiar, the air show was held each year at the Sussex airport. What a great show. It was a three-day affair which invited R/C pilots to use the airport runway on Friday and have a full-size show on Saturday and Sunday. I was fortunate enough to win first place prize with my giant scale PJ-295.

H&R Engineering

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**Made by hand in
the U.S.A.**

My last club on the list is SOMERSET RC. A number of years ago, I was invited to speak about engines to the club. The club heard that I had over 500 engines in my collection. We had a very good turnout with many questions. I presented all types of engines including 2-stroke, 4-stroke, jet, co-2, ignition, and multi-cylinder. After this presentation, I decided to join the club. I still build my own models, assemble models for others, and continue to rebuild engines. As for flying, I still enjoy flying any type of model. I do not enter contests, it never was one of my favorite things to do. As for flying electric models, I have flown electric models. They are okay. I still prefer the sound, the smell, and flipping the prop.

Well that's it for this biography. The past 75 years did fly by.

—Rich Blatt



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 Club 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 SomersetRC.org for event updates

Article Index

all newsletters archived at www.somersetrc.org

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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

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AMA Report	Jon Gerber	January 2019
A European Summit	Domecq Smith	November 2019
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Freeze Fly 2019	Domecq Smith	January 2019
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My Other Vice (MS Access and club records)	Dave Szabo	March 2019
The Survey Says (club statistics)	Dave Szabo	September 2019

Literature

STS-51-L	Jon Gerber	March 2019
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Member Profiles

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Robbie DeVergillo		November 2019
Jerry Lustig		September 2019
George Mariasz		July 2019
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Shop Articles

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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