



# 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)    **May-June 2019**

*A "Member Helping Member" Club for ALL AGES!*

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- PAST PRESIDENTS-**  
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Dave Rollino
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Tony Rossi
- EDITOR-**  
Domecq Smith  
[domecqsmith@msn.com](mailto:domecqsmith@msn.com)

*Do you have something for the next issue?*

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

Next issue this  
July

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Domecq & Peach Smith

## From the President

At Somerset RC's March club meeting, we had a **Learn to Fly Night**. We hosted 10 members from Boy Scout Troop 73, Westfield, NJ who are pursuing the Aviation merit badge

and are also learning to fly RC. Five of our club members served as instructors using Real Flite on five laptops (two scouts per instructor). Instructors included **Paul Gentile, Jon Gerber, Tony Rossi, Dave Szabo, and Jim Vigani**. Hats off to them for introducing young people to our hobby.

Our club member turnout for that meeting was great. One parent of a scout said, "My son can't get excited about much of anything, but this has really caught his attention."

This was a really fun night for everyone involved. We plan on it becoming an annual event for our club.

Our **Opening Day** on May 25th is near. We will be dedicating a new field bulletin board built by **Bill Brouillard** and a flag pole that will fly the flag during our events. Please plan on attending our Opening Day ceremony. More details to follow.

**In this issue**, we have Part 2 of **Tony Rossi's** recent F-86 Sabre build. He has added flaps to this plane and he shows us how he did it. \* **Jon Gerber** tells us about a cool indoor club called the Metropolitan Sports Squadron that flies in Westfield and in Teaneck. This club allows for year-long flying regardless of the weather. \* Have you ever tried renewing your flying permit online but couldn't? **Felipe Trucco** shows us how to do it. \* Our hobby uses potent power sources which include lithium batteries. **Jim Vigani** outlines in a handy checklist procedures for safely handling, charging, and storing of LiPo batteries. \* **Michael Ahlff** shares his notable aviation journey with us in a member profile. \* And of course our mystery plane challenge awaits you.

See you at Opening Day on May 25th.

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



# Feature Construction Article

## E-flite F-86 Sabre 15 DF ARF—Part 2

by Tony Rossi, Master Builder



In the previous article, I showed you how to construct the E-flite F86. After test flying the jet, I found out that because of the narrow airfoil and the swept back wings, it takes a bunch of



runway to take off, and it lands in excess of 50mph. Once airborne, the jet flies great. Yet, in order to correct the problem of the long takeoff and fast landing speed, I decided to add a set of split flaps to the model. I did not split the bottom of the wing, but rather just added them to the airfoil. They are 1/16" thick and laminated from 1/32" plywood. The epoxy lamination made them very strong, so I don't anticipate any problems. Let's begin.

First, I created a template of the shape I wanted.



Then I located where on the wing I wanted to add the servos.



I took the cut out hatch and laminated it with 1/32" plywood and it is very strong.

I then mounted the servo on the hatch and cut an exit for the control horn.



I test fitted the cut out flap on the wing.



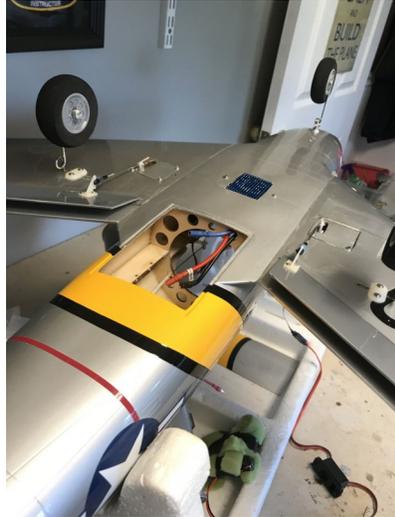
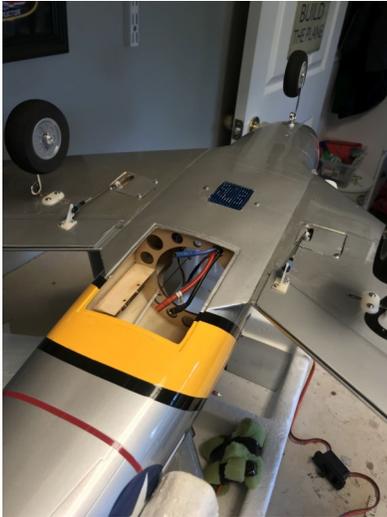
Then, I used Monokote to create a hinge for the flap onto the wing.

I also did this on the inside of the aileron. These are very strong and allow no air between the surfaces making them very efficient.



I installed the servos and the control horns on the wing. You must cut off the screws on the control horns so they don't interfere with the flaps retracting.

I then connected the control rods and adjusted the throws. I used 15% for takeoff and 35% for landing.



The next step is to test-fly the F86 with the mods. I'll let you know how they worked.

—Tony Rossi

# METROPOLITAN Sport Squadron

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**THE METROPOLITAN SPORTS SQUADRON** is a club that flies indoor RC planes at two sites during the week. Each site is an Armory that provides an excellent venue for flying our aircraft all 52 weeks during the year. It provides a great rainy-day alternative or a means of maintaining your fling skill during the winter. It is also a *whole lot of fun*.

The Westfield Armory is available on Tuesdays from 9:00am to 2:00pm. Prior to going to the Armory, a group meets at the Galaxy Diner on Route 35 for breakfast at 8:00am. The Teaneck Armory is available on Wednesday—hours are the same.



While there is no shortage of models you can purchase, many members choose to design and build their own planes. The venue also includes a series of special events, including a day we hold a demonstration for our Disabled Veterans



and several spot landing contests. If anyone is interested in getting more information about this club, you can call me anytime at (718) 984-8060. I hope to see you soon.

I would also like to take this opportunity to share this picture with everyone. It was taken at an office located in a hospital . Looks a whole lot like a bi-plane wing to me. It confirms my belief that the influence of aviation is everywhere and it can be found in the most unexpected of places.



Thank you.....See you at the field. And always remember:

**WE ARE FAMILY, NEIGHBORS, FRIENDS...**

**WE ARE COMMUNITY.**

**Jon K. Gerber**



# How to Renew Your Flying Permit Online

by Felipe Trucco



**In this enlightening article, club prodigy Felipe Trucco instructs the unlearned in how to successfully navigate the Parks Commission website to renew a flying permit.**

## Flying Field On-Line Permit

1. Visit: [www.somersetcountyparks.org](http://www.somersetcountyparks.org)
2. Select On-Line Registration



3. Select: Flying Field



4. Flying Field Registration:

- a. Enter your Household number as your username and Passcode. If passcode is a phone number, drop the parentheses and hyphen.
- b. Select Login

WebTrac Login

Username \* 26333

Password \* .....

[If you have an account with us, but you've forgotten your username, please click here.](#)

[If you have an account with us, but you've forgotten your password, please click here.](#)

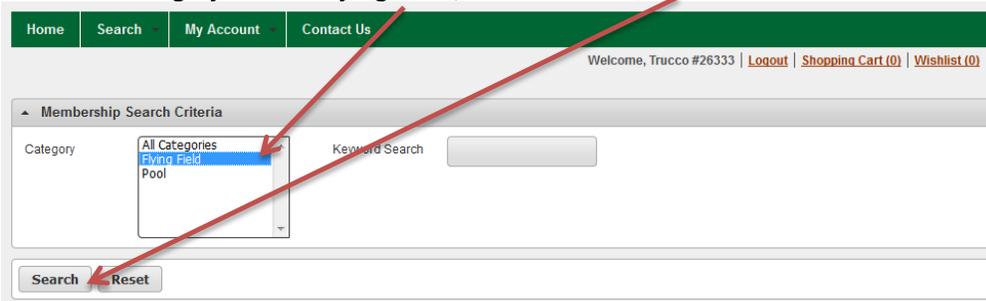
[If you're a brand new patron with us, please click here to register for a new account.](#)

Login

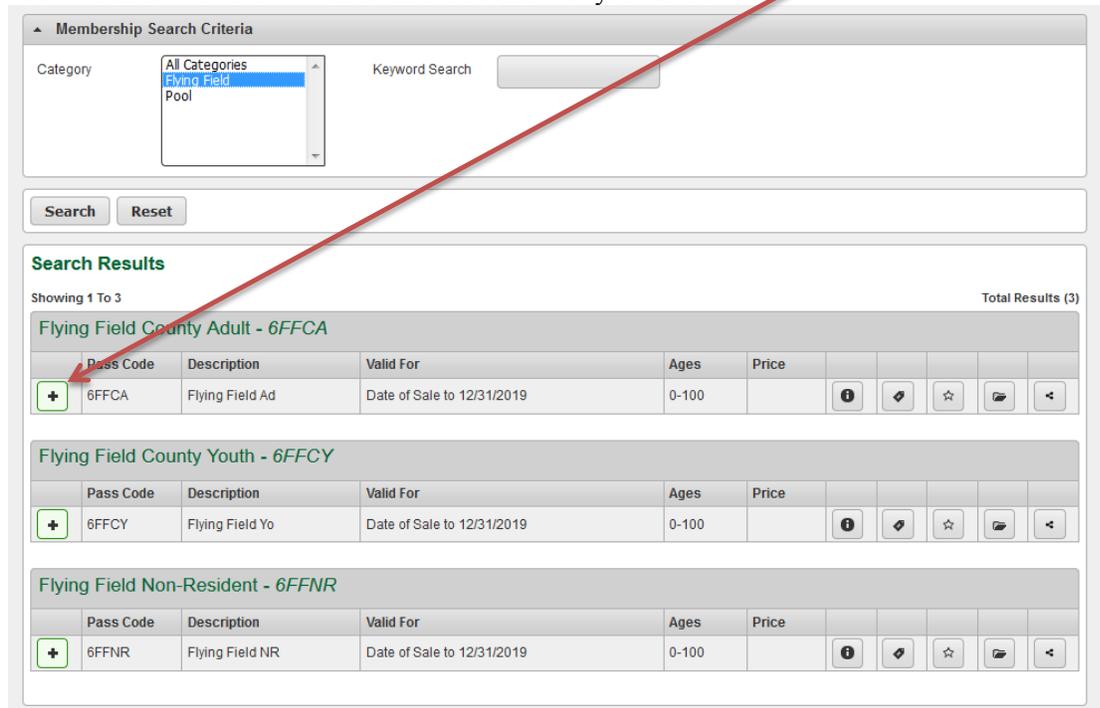
5. After logging in, Click “Search” and then “Membership Search” or “Membership Renewal”



6. Under “Category” select Flying Field, then click on Search



7. Select the appropriate option by clicking on the + to add it to your cart. You’ll need to then click “Add to cart” at bottom of your screen



8. You’ll get a screen asking to proceed to checkout and payment options. Once paid, you’ll receive an email confirming your transaction. Finally, you’ll need to email or fax your current AMA membership card and FAA certification to Dina Healey at [dhealey@scparks.org](mailto:dhealey@scparks.org), 908-722-6592 (fax)

## On Electrics

# Safely Handling and Charging Lithium Batteries

by Jim Vigani



**As we all know**, electric power systems have proliferated in model aviation. The biggest driving factor of this revolution has been the lithium-polymer (LiPo) battery. Modern LiPo batteries offer a high power density that allows for a very competitive power to weight ratio for an electric setup when compared to glow or gas power systems. The downside to this high power density is that LiPo batteries **MUST** be handled with care. While we all have heard the horror stories of

LiPo batteries catching on fire, the good news is: when handled and stored properly, LiPo batteries are very safe.

Outlined below are some fundamental rules one should always follow when considering using LiPo batteries.

### **Purchasing LiPo Batteries:**

- ◇ Always purchase your LiPo batteries from a reputable manufacturer or supplier.
- ◇ Always inspect new batteries for possible damage during shipment.
- ◇ Safely dispose of any damaged batteries.

### **LiPo Battery Storage:**

- ◇ Visually inspect each battery before placing in storage.
- ◇ Get in the habit of storing the batteries with approximately a 50% charge. This will prolong the life of the batteries and makes charging them easier when they are to be used.
- ◇ Store the batteries away from combustible materials preferably within a metal fireproof container. Recycled military ammo cans are great for this and can be purchased from any number of retailers for a reasonable price.
- ◇ Store the batteries at temperatures between 40°F and 70°F.

### **Chargers and Charging Practices:**

- ◇ **Never charge batteries unattended.**
- ◇ Use a quality balancing charger specifically designed for charging LiPo batteries. Money spent here is a great investment. The best chargers check the health of the battery as it's being charged and do a good job keeping the cell voltage balanced.
- ◇ Let the batteries cool down after each use before recharging.

- ◇ Never charge a battery at a rate higher than recommended by the manufacturer. The “C” rating of a battery is its capacity in amps. A 3000 mA battery for example has a 1C rating of 3 Amps. Some modern batteries can be safely charged at 3C+ amps. However, I find it best to charge around 1C.
- ◇ It’s best to charge the batteries on a fireproof surface rather than on a wooden table.
- ◇ Place the batteries in a fire-retardant container like a high quality LiPo Sack when practical.
- ◇ Disconnect the batteries from the charger immediately if, during charging, they get hot, develop an unusual smell, change shape or otherwise behave abnormally. Safely dispose of any batteries that appear distressed.
- ◇ Remove the batteries from the charger promptly after charging is complete. Don’t leave the battery on the charger trying to keep it at full charge for the next use.
- ◇ With the proper charger and charger accessories, multiple batteries can be charged at the same time. However, all batteries need to have the same cell count and should be in a similar a state of discharge (voltage).
- ◇ Do not overcharge (typically 4.2 volts) or over-discharge (less than 3.0 volts) the batteries. Over charging and discharging and discharging damages the batteries and can severely limit their life span. It can also cause the batteries to overheat causing a fire.

Since I fly a lot of electrics, I personally built a charging station that includes a CellPro Powerlab 8 charger with a 6-port parallel accessory board. The power supply was configured with two repurposed server power supplies wired in series. The power supply provides a 72 Amp, 24-volt output for the CellPro charger which has a maximum output of 40 amps. This setup allows me to safely charge six batteries at the same time. Well worth the cost and effort.



Until next time.  
—Jim Vigani

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# MYSTERY PLANE CHALLENGE

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Can you name the model airplane below? It influenced a generation of airplanes as did its pictured creator. He was the manufacturer of a widely used radio brand, and is a member of the AMA Hall of Fame. One of his designs is often seen at fields today as an ARF in varying sizes. Send your answers to Domecq Smith at [domecqsmith@msn.com](mailto:domecqsmith@msn.com). Answers will be published in the July/August Newsletter.



*Last month's  
Tony Rossi's Great  
from 1998. The  
plane is Tony's wife  
Lady of Somerset*



*mystery plane was  
Planes Extra 300  
lady holding the  
Connie, former First  
RC.*

# Member Profile

## *Michael Ahlff*



I first became interested in airplanes in the late 1950s when I first did an apprenticeship, and later earning a degree in Mechanical Engineering at Blohm & Voss in Hamburg, Germany. After completing my degree, I worked on the manufacturing of a German transport plane.



Following my days as a riveter on the assembly line at Blohm & Voss (a sub-division of Lufthansa), I worked for a short time on another assembly line for the Grumman F9 Panther that Germany purchased from the Netherlands to re-establish their jet-fighter inventory. Germany was allowed to fly these planes without the gunnery section.

I moved to the United States in 1961, and lived in New York City. I was unable to find work related to airplanes, so I moved to Wayne, N.J. and worked in a machine shop assembling sonar systems for the Navy.

During the early sixties, I became interested in model airplanes and started the assembly of my first transmitter made by Radio Shack. Due to problems with range and the drifting of adjacent channels, I moved on to Pro-line and Kraft transmitters. In the late sixties and early seventies, I built several planes, bi-planes, F3-A pattern ships, and competed in Lakehurst, N.J. with my son Joe and my friend Floyd (picture is a Mach 1 by Norman Page with .61 engine and tuned pipe).



In the early seventies to the early eighties, I founded my own club called "GCA-RC Club." We had 35 members and flew on an old air strip in Boonton, N.J. Most planes were scratch built and designed for scale and F3-A pattern.

In 1983, I moved to Flemington, N.J. and started flying at North Branch Park almost immediately. I joined Somerset RC in the early nineties and have been a member ever since. I've been a flying instructor and helped another member of the club publish a



training manual that is currently on the Somerset RC website.

My favorite flying style is F3-A pattern planes. Below are examples of iconic pattern planes that I have built and flown (Dirty Birdy, King Kobra, and Curare).



However, I also have branched out to war planes. I changed over to flying electric planes a few years ago due to a medical condition.



I also have many other interests that include model trains and boats, German sports cars, and building go-carts for the grandkids.



Over the years, I've made many friends through this hobby and have enjoyed flying and building very much.

In closing, I'd like to refer you to the sentiments that Tony Rossi expressed in the last newsletter—that building (either kit or from scratch) is fun and very satisfactory, and all that one needs is patience and passion.

—Michael Ahlff



# Club Event Schedule, 2019

*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 27 11:00 a.m.**

American Legion Post 306  
707 Legion Place  
Middlesex, NJ 08846

**Opening Day, Saturday May 25**

**Big Bird Fly-In, Saturday June 22**

**E-Fly, Saturday July 27**

**Warbirds Over North Branch, Saturday August 24**

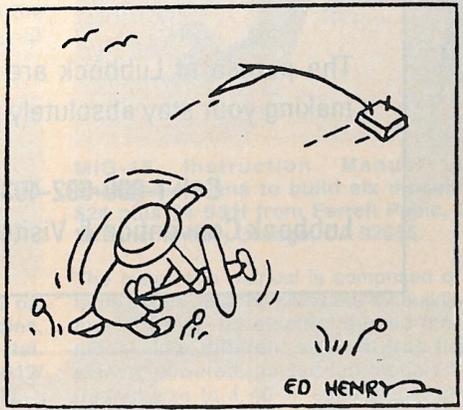
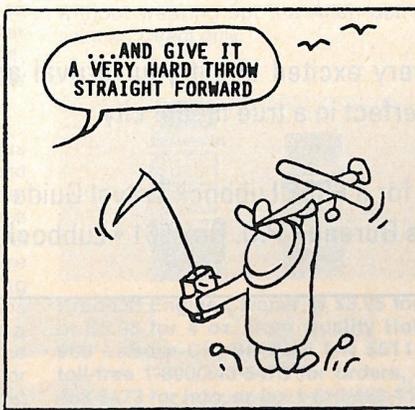
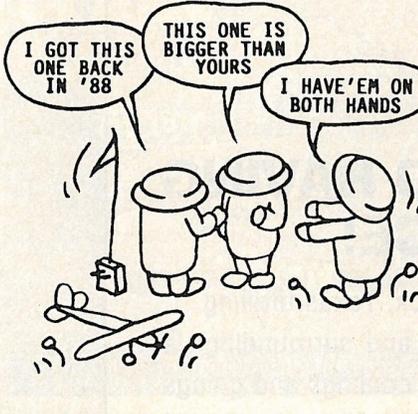
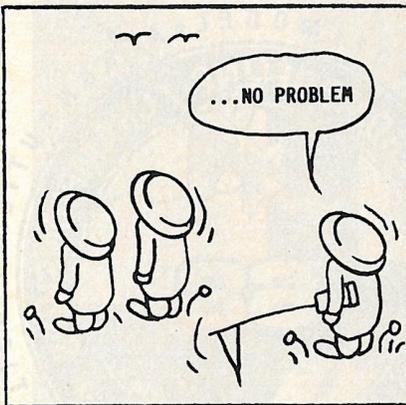
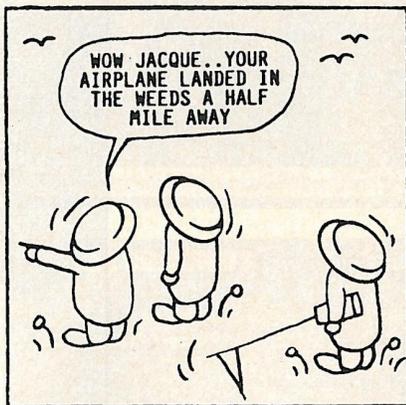
**End-of-Season Picnic, Saturday September 28**  
(make-up October 5)

**Turkey Fly, Saturday November 16 (make-up November 23)**

*please refer to [SomersetRC.org](http://SomersetRC.org) for event updates*



# The Microhenrys by Ed Henry





## **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)