



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 **May-June 2020**

A "Member Helping Member" Club for ALL AGES!

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Tony Rossi
- EDITOR-**
Domecq Smith
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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Haven't renewed for 2020? Renewal information is found at the end of this newsletter. Don't miss out on future club information and announcements. Be a part of it. Renew now.



Domecq & Peach Smith

From the President

It is May, and as I write this, the sun and some lifting of social distancing has invited many into the outdoors for the first time in months. That includes modelers.

Undoubtedly, our individual quarantines have produced some model airplane builds, rebuilds, overhauls, and the like. How the quarantine will impact the season, the hobby, and the industry has yet to be fully seen. Many clubs have cancelled everything for May, but hopefully the season and its activities will be in bloom by this June.

Our club has not remained totally idle. Taking advantage of technology, our club had its first **Zoom meeting** for our April club meeting. It was new and unfamiliar territory for us as a club, but once the meeting started, it really took off with lots of banter, laughs, and rewarding show-and-tell. If our May meeting is held via Zoom, I hope you will join us. You will receive a simple link in your email that once you click will take you straight to our meeting.

This issue reflects some of what has been going on in shops during this time as well as the recent outcome between the AMA and FAA. Former Somerset RC president and current District II AVP **Tony Rossi** gives us a report on the follow-up of AMA's membership-wide petition in protecting our hobby from proposed FAA regulations. Although we are not yet out of the woods, the immediate outlook for now may appear a little more optimistic than was previously anticipated. **Tim Cullen** updates us with his **Big Hot's** build. **Domecq Smith** demonstrates how he cut a cowl for the muffler for his current **P-47** build, and **Bill Brouillard** contributes our Member Profile for this issue. And as always, a mystery plane (an oldie but a goodie) awaits you.

We are Family. We are Somerset RC

Domecq Smith

President, Somerset RC



Feature Construction Article

Big Hots Update

by Tim Cullen



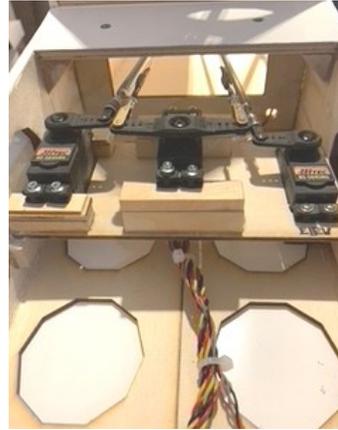
Scratch building has its ups and downs even on an easy build such as the Hots series.

On the plans, the center of the wing leading edge area is supposed to be cut out to make access for the fuel tank and other stuff. Unfortunately, I didn't account for the canted fuselage top area. This open area was on both sides and the wing was already covered. I did not feel like starting repairs. It was time to practice some fillet fabrication. This did not take long and actually added to the overall appeal.



Next was installing the servos and trying to put as much weight forward for balancing. I used graphite arrow shaft rods for the elevators and a pull-pull system for the rudder. Again, the fuselage gets pretty narrow in the back and getting everything aligned was proving to be a challenge.

In the middle of the fuselage where everything had to cross over I had to provide clearance. Solution was to stagger the heights of the servos. Worked perfectly.



And finally on to the covering. Big Hots have a traditional layout that I like. The twin Hots I had last year had a similar layout.



I'm still working on a few items. cowling, graphics, test run and balancing, but she will be ready once this virus thing passes. Turns out, the extended building season didn't go to waste. Looking forward to this maiden.



—Tim Cullen

AMA Report

by Tony Rossi, AMA AVP



Prototype facemask
courtesy of Connie

The AMA District II AVP's had an information meeting to discuss some concerns of the membership, bring us up to date on the FAA, and any other items of interest.

1) FAA Required Telemetry in Every Model and Drone

The FAA received over 58,000 letters of concern, over 70% were AMA members, from many modelers and companies including the large corporations about what a burden it would be on the individual, cost wise, and the FAA to try to keep track of the individual models and drones be it recreational or commercial. The corporations also added it would not be the individual who complied with the law they should be worried about. The feeling of if and when this will take effect would be three to five years from now. The FAA meeting of 73 attendees from all aspects of the private, model, and commercial aviation areas was divided and at present the FAA along with the SRM(Safety Risk Management Council) is rethinking this proposal. The FAA may modify it, rewrite it or just go with it as it is. In any event, it has to pass the branches of the legislation to be implemented into law.

2) Wavers for When Trump is in Bedminster

Mike Wong is working with the NJ Office of Homeland Security in order to show them exactly what "line of sight" means and how it really works. Also, Eric Williams and Chad B. are trying to work with the FAA to establish a permanent waver for all LOS flying sights in the NOTAM

vicinity. They are using the agreement that the Florida club has with the FAA as a model and hope the FAA buys into it throughout the nation. Unfortunately because of the pandemic, this probably will be put at the end of the list.

3) Flight Ceilings of 400', 750'and 1200'

Chad and Mike explained that the requirement is based on where you are in respect to controlled air space. They likened to an upside down wedding cake:

- within 5 miles of the controlled air space is 400'
- between 5 and 10 miles of the controlled air space 750'
- further out or no controlled airspace 1200'

Also, the FAA has agreed that they will not enforce the 750' and 1200' (gliders) altitude requirement at this time in order for us to fly safely. Of the over 2,400 AMA clubs, there are only 60 in controlled airspace and 30 of them negotiated a higher flying ceiling with the airport.

4) The Provision from the Department of Defense Not to Allow Any New Flying Site Once a Site has been Lost.

This provision was added in order for the military to keep tabs on all activities and to try to limit the need to change their information. This is now under review by the FAA and probably will be revised or disregarded.

5) Covid-19 AMA request

The AMA requests that everyone abide by their local county and state rules to keep everyone safe.

—Tony Rossi
AMA District II AVP

Cowl Cutting for a Muffler

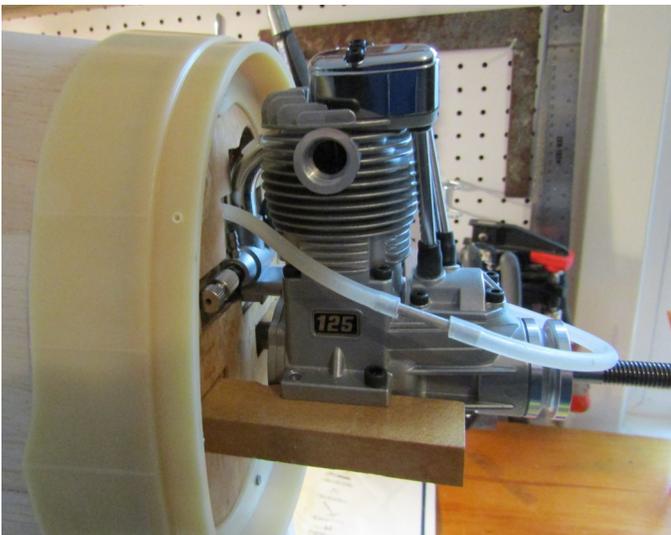
by Domecq Smith



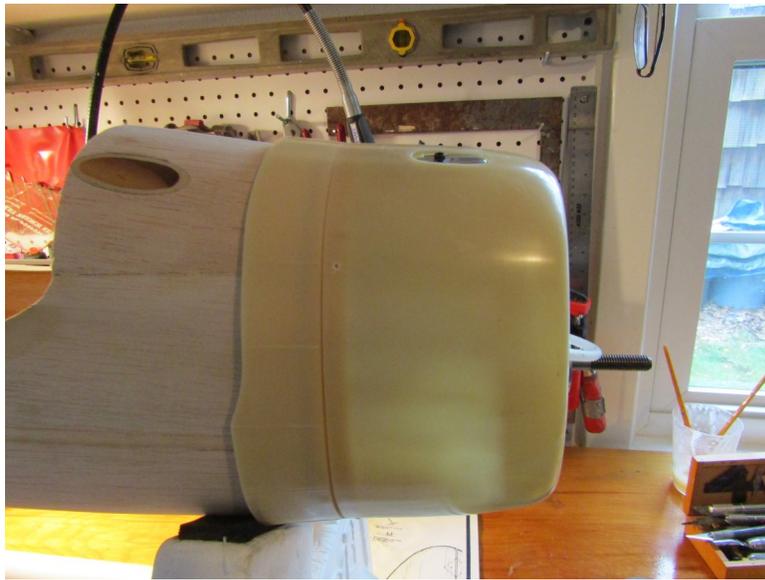
Cowl cutting has never been my favorite part of a build. From the measuring, cutting, hoping everything will line up... it can be a stressful part of the process.

Just recently, I tried out a new idea that came to me. Maybe you have tried this one before. This is how I lined up the hole for the exit of the elbow for the Saito 125 that will power my Top Flite P-47.

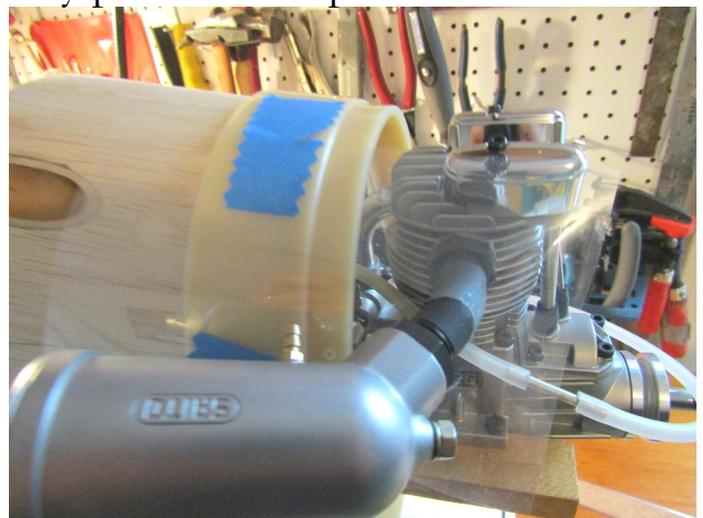
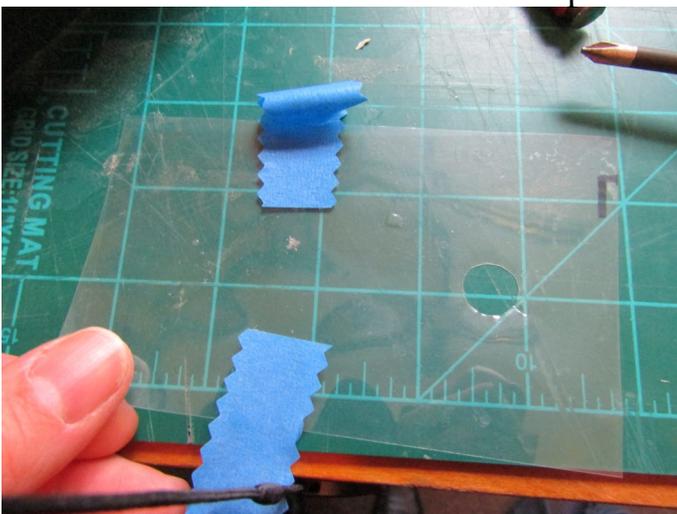
Here is the Saito as it sits on the inverted fuselage beam mounts. The second photo shows the exhaust elbow that leads from the engine to be connected to the exterior muffler on the outside of the cowl.



Here is a picture of the cowl in place with the elbow removed.



In order to create the needed exit-hole, I began with a piece of thin, transparent plastic sheet. I cut out a hole whose diameter was the same diameter as the elbow. Then, the elbow was placed through the hole of the sheet and reattached to engine. Tape was provided to mount the sheet onto the fuselage. The position of the elbow was carefully considered with the muffler attached before the tape was firmly pressed into place.



Keeping the plastic sheet secure and unmoved on the fuselage, the elbow is carefully removed and the cowl is then replaced.



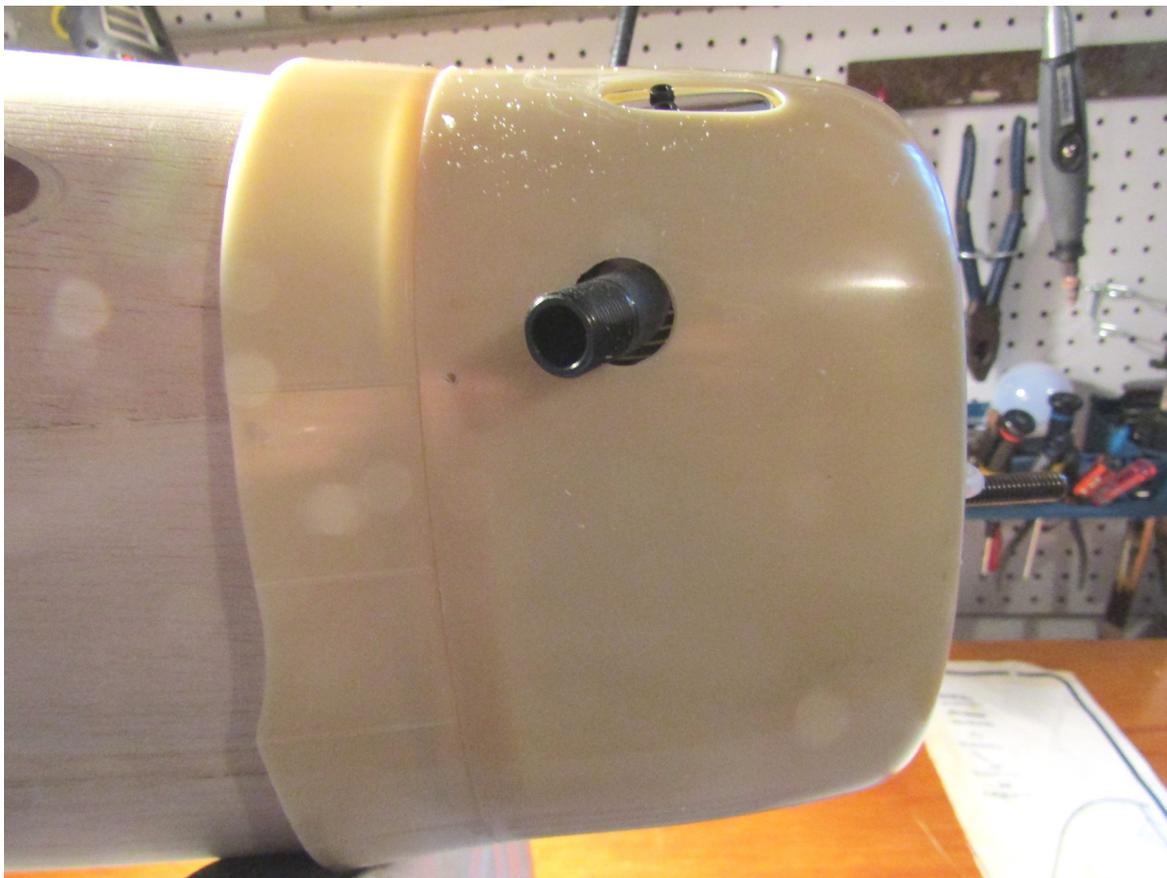
A pilot hole is drilled into the cowl in the center of the hole.



At the drill press, a bit is selected slightly larger than the elbow diameter.



Replacement of cowl and elbow installed.



—Domecq Smith

MYSTERY PLANE CHALLENGE

This iconic design first appeared in 1966. The man holding the plane is its designer who was inducted into the AMA Hall of Fame in 1981. This model could be built in a swept or straight wing configuration. Many of these kits were built and are still revered today. And did you know that its designer in 1948 was the first person to use a Fox .35 in competition? Interesting stuff. Send your answer to domecsmith@msn.com



Last newsletter's mystery plane was a Marks Models "Windward" provided by **Joe Lachowski**. Thank you, Joe, for this submission. It provided a real challenge to **Ernie Evon** who correctly identifies our mystery planes without fail. Ernie was able to correctly identify the model.

Member Profile

Bill Brouillard



I was born in Bound Brook, NJ in 1945. I went to grammar school and the beginning of high school in Westfield, NJ. I was introduced to control-line flying when I was 13.



My father and uncle were motivators, so I scratched built a Ringmaster when I was 15. I flew it until I tried to fly it inverted.

Next, I built a high-wing plane that I don't remember the name of, but it did have the same engine as the Ringmaster: a .McCoy. .29 It was radio-controlled with a pulse system and escapements. Wow! It didn't get any better! I learned about torque with that one.



I finished high school in Danvers, Massachusetts and Cedar Rapids, Iowa, and finished school



at RCA Institutes in NYC. I was working part-time at an auto repair business when I was offered a position at Rotchford Pontiac in Westfield, NJ that paid much better than my education could, so I went there for the next nine years. In the meantime,

I bought houses and was fixing them, and found a profession that I was really into.

As time went on, I gravitated to building cabinets. I eventually had to retire because of health reasons. I was bored to death, so I thought back to my days with my father and uncle, and I



stopped by North Branch Park.



The rest is history.

—Bill Brouillard

Club Event Schedule, 2020

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

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

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
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
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
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
The Survey Says (club statistics)	Dave Szabo	September 2019

Literature

STS-51-L	Jon Gerber	March 2019
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Member Profiles

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

(continued)

Shop Articles

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