



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 Building and Flying**

CLUB NEWSLETTER www.somersetrc.org May-June 2021

A “Member Helping Member” Club for ALL AGES!

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**Haven’t renewed for 2021? Renewal information is found at
the end of this newsletter.**

*Do you have
something for the
next issue?*

Send it along to
the editor’s email
above!

Next issue this
July



Domecq & Peach Smith

From First Lady Peach

“Why you should encourage your husband to fly”

When Domecq and I were first married 26.5 years ago, one of the first things I noted was a large glider in the apartment, and a couple of motors wrapped in an oily cloth—an unexpected contrast to the harpsichord and phonograph. When my new husband spoke about the plane, there was a special light in his eyes... I accompanied him as he flew that glider in Long Island, but he did not fly much after our children were born—it was a time of survival for both of us. But I remembered that light. Years later, I noticed that he was getting worn down with three jobs, three children and at *least* three honey-do lists a week. So I figured out what engines he had and gave him a kit for Christmas. He was incredulous, but since then, the planes have kept coming, until the whole garage has turned into his music studio/office/hangar/building site. A wife asked me once, “What you do *that* for?” Well, it is a trade-off. He has a garage full of plane things, and I get to fill the basement with lab equipment and school things, and the rest of the house with books. Fair, right? Plus, it gets my husband out the door (I get to clean and read and watch a show *alone!*) and gives him another creative outlet in the fresh air, doing something he loves. We do have moments in which he’s lucky I don’t mind his turning a whole bedroom into a spray booth, and the screaming of engines being tested in the back yard are just a great excuse to turn the music up to HIGH, but in all, while I never want to fly, I do enjoy watching the meticulous artistry that goes into building one of these planes. Plus, it is good to nurture that light all these years later. It was worth it!

Happy Father’s Day to Somerset RC.

Peach Smith

First Lady, Somerset RC (writing because Domecq asked me to...I guess he's tired!)



Treasurer's Chest

3D Printing the Simple Things

by Dave Szabo



Several weeks ago the screws holding the cowl on my U-Can-Do .60 loosened up causing the holes in the cowl to significantly elongate. It's no surprise since they were stainless cap head machine screws running into blind nuts located in the firewall. Nylon screws are a much better choice since they will not tend to walk out and are probably less abrasive to the cowl. So I ordered 50 for \$3 at fastener-express.com.

However, when they arrived I realized I did not have mating nylon washers. 4-40 screws are pretty small, and I wanted more surface contact between the screw head and the cowl. Instead of ordering washers online, I had the brilliant idea to use my 3D printer and print some PLA washers. After further thought, I decided to get fancy and make little button heads that would fit nicely around the cap head screws. They were simple to sketch up and took less than 10 minutes to print. It would be nice to have the matching blue color, but you can't have it all.

If anybody wants some fancy washers let me know and I can size and print them to your specs. You can have any color you want as long as its black.



—Dave Szabo



AMA Report

Tony Rossi, District II AVP



Facemask courtesy of
Connie

The AMA has been quiet as far as the FAA is concerned since they are on summer break. The important items that the AMA are working on are the restrictions from the FAA on the use of telemetry, and the ceiling of 400' for clubs near an airport.

The FAA is entertaining the idea of requiring everyone to have a telemetry device just in case they don't fly within the designated safe areas.

The buddy system at the field is an important issue. Don't fly alone. It's dangerous. Modelers have been hurt and vandalized, so always have a buddy when you are flying.

Enjoy the rest of the summer, Covid free.

Tony Rossi
District II AVP



Somerset RC
presents
Big Bird Fly In
Saturday, June 19 9:00am to 5:00pm

*Location: 355 Milltown Road
Bridgewater, N.J.
North Branch Park 08807*

You can unload at the flight line then park in the lot.

*Come out and enjoy the day!
All 1/4 scale, Mono winged aircraft 72in or Multi winged
aircraft 60in welcome. No turbines
Pilot briefing at 9:00am. Hangar fee: \$10.00 donation.
Current AMA Membership required.
Raffle, 50/50.
Food and public facilities on site.*



*For information contact:
Domecq Smith
Domecqsmith@msn.com
732-215-8371
www.Somersetrc.org*



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

MYSTERY PLANE CHALLENGE

For this issue, identify the brand/name of the following items in the picture: 1—transmitter; 2—flight box; 3—fuel can in box; 4—plane to the left of box; 5—person in foreground; 6—plane as part of the right-center tail group. (picture ca. 1977)



Walter Good launches Guff at the 1947 Nationals. Bill is at the controls; his feet are behind Wall.

In the last issue: This is where successful RC flight began, with the efforts of the **Good brothers**, Bill and Walt, here flying their design, **The Guff**, now on display at the National Aerospace Museum. Once again, congrats to **Ernie Evon** for identifying the Mystery Plane.

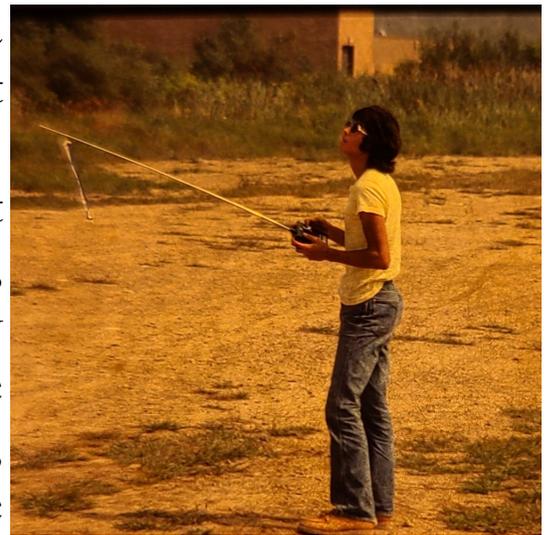
Member Profile

Paul Audino



It all started back in 1976, after admiring my uncle Leon's R/C airplanes hanging in the rafters of his basement ceiling. He flew at a field in Orangeburg, NY and I tagged along watching him fly on an old Kraft radio with slide servos the size of small cigarette packs. An Aeromaster built in '72 immediately caught my eye, which at that time appeared to have the biggest engine I'd ever seen – a .60 Super Tigre. Compared to the .049 cox engine control line planes I was flying at the time, it was intimidating. I actually continued to fly that Aeromaster 'till 2018. But, because I was too lazy to switch out the original 12 oz. tank, after 46 years the seams of the tank finally gave way, in flight at our North Branch Park field. As the fuel shorted out my receiver, I witnessed some of the best maneuvers I'd never intended to perform. I think I saw a Lomcovak in there somewhere before it finally death spiraled to the ground.

So, that was my inherited plane, but my first plane (1977) was a Falcon 56, powered with a .40 Enya along with my first ever radio, a 3 channel MRC. The throttle consisted of a simple trim tab, the antenna was about six feet long (see pic), and the set was powered by *EVEREADY* batteries -nicads came



Paul at the Philips Parkway field in Montvale, ca. 1977



3-channel MRC radio with slider-tab throttle on left

later. This was a fantastic plane, and with this Enya .40, it was grossly overpowered for a beginner – something I learned about 20 flights later. The old-timers at the club up in Montvale, NJ (Philips Parkway) where I learned to fly, kept telling me that my wing was buckling from the tight loops I was doing. No matter... at age 16, I knew better, so I kept performing full power loops, until suddenly my wings tore in two, fluttering away into the next town. The rest of the Falcon 56 torpedoed full bore straight into the ground. In retrospect, I should have beefed up that main wing spar. From that point on, I flew nothing but

sheeted foam, fiberglass joint wrapped wings – strong enough to sit on. Some of you may recall my yellow Sig Kougar (built in '93) which met an untimely death last year, after Jeff and Dave convinced me to dump my old 72 MHz sets which never got “shot down” and upgrade to the “reliable” Futaba 2.4 GHz. But seriously, I don't blame them – I happen to think there might be some strange forces affecting 2.4 GHz in the SW corner of the field.

Along the way, there were many rookie mistakes. Like the time I covered my Bridi SunFli in black solar film (the cheap monokote at the time) and after takeoff,



**Aeromaster (top)
Falcon 56 (bottom)**

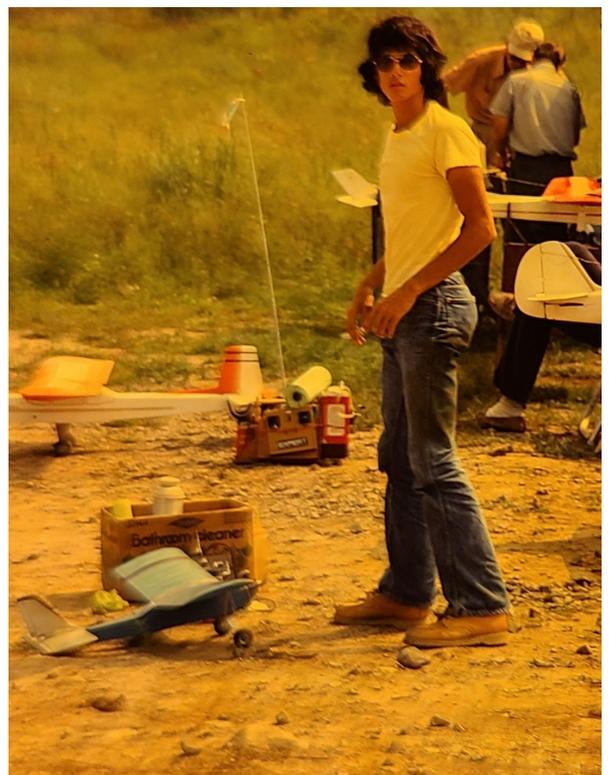
realizing how impossible it was to orient the plane against the sky – it was literally a shadow in sky. Days later, I recovered the entire plane in cub yellow – Monokote this time! Throughout the years I would fly wherever I could, often in very compromising, tight fields, many with power lines directly behind us. There was just no room up in Bergen County. We continued to get chased out



Bridi SunFli, originally in black (bottom), later recovered in yellow (top)

and shut down – it’s how I discovered North Branch in ‘92. The Elmwood Park, NJ field was a memorable example. With my trusty Futaba AM radio, flying practically over route 80, navigating past the smoke stack of the Marcal Paper factory, we had to drop in over an enormous mound of dirt at one end of the runway. Thankfully, those days are gone – although they made for interesting times. North Branch has endured as a fine place to fly and socialize. Good flying. Good people. That’s what the sport is all about.

—Paul Audino



Club Event Schedule, 2021

*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 24 11:00AM
(doors open at 10AM)
American Legion Post 306
707 Legion Place
Middlesex, NJ 08846

Opening Day, Saturday June 5

Big Bird Fly-In, Saturday June 19

E-Fly, Saturday July 24

Larry Gray Memorial Warbirds Over North Branch,
Saturday August 28

End-of-Season Picnic, Saturday September 25

Turkey Fly, Saturday November 13

please refer to SomersetRC.org for event updates

Article Index

all newsletters archived at www.somersetrc.org

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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
Waco Wing Attachment	Jeff Randolph	March 2021

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Field Accessibility Update	Domecq Smith	July 2019
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So <i>This</i> is Pattern	Domecq Smith	September 2020
How to Renew Your Permit Online	Felipe Trucco	May 2019
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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

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Member Profiles

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Shop Articles

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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



Move over Clipped-Wing Cub.....



Clipped-Wing Tiger's Comin' to Town!



