



# 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) **Sept-Oct 2019**

*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  
November



## From the President

**W**hen you were little, your mom or dad may have stood you up against a wall and marked your height on the wall with a pencil. With this mark your growth could be measured as time went on. Our club did just that, not by your Ma or Pa, but rather by the survey of our Treasurer **Dave Szabo** that collected demographic and other data from members of our club. To my knowledge, it is the first survey of its kind that has been undertaken by our club, and it will allow us

(like that mark on the wall) to provide a glimpse of where we are, where we might be going, and what we might possibly do to see that we're headed in a good direction, just like that mark did when you were little. Dave is to be commended for this work. Thank you, Dave.

So, no growth? "Feed him!" came the response from your mother. Yes, it seems many problems can be fixed simply with something good to eat.



And since we mention food, this newsletter has much of the model airplane variety of food for enjoyment.

**In this issue**, we wrap up **Bob Both's** build of his 34% Krill Extra 330 LX in Part II of an article that was begun in our July issue. \* **Dave Szabo** reports on his own epic build. No, not a plane, but the results and commentary of the **Club Survey** mentioned above that he created and disseminated. This is worthwhile reading, and I'm sure many clubs today will draw parallels. \* **Rich Blatt** once more appears in his column "In the Workshop." There, you will learn about taps, dies, and thread sizes—informative reading for those do-it-yourselfers out there. \* In our Member Profile, long-time modeler, metallurgist, and automobile tycoon **Jerry Lustig** writes about his forays, past and present, into model aviation (and more, too). \* And of course, our mystery plane challenge awaits you.

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



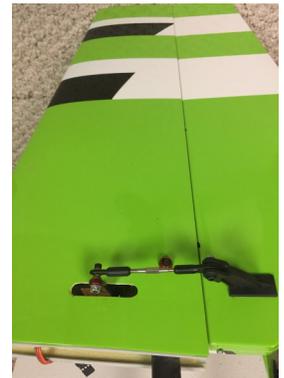
## Feature Construction Article

# Building a Giant—Krill Extra 330 LX Part 2

by Bob Both



**N**ew to this model were the control horns. They are molded like an APC prop, and have two six mm posts that are glued into the factory drilled holes on the flying surfaces—really slick when compared to past designs. No concern about height or distance from center line. I used Hysol 9462 as my go-to adhesive. I used removal painters tape around the base of the control horn for any excess and filled the holes and pressed in the horns, easily wiping away any excess and called it a day.



Motor cooling is a serious concern, and the size of the cowl intakes certainly suggested the need for louvers to direct the airflow over the piston jugs. There was a cutout on the bottom of the cowl with a lip to induce a vacuum of sorts for the air in the cowl to be drawn out, and I cut slots on the belly of the plane to let heat escape from the cans. I would have preferred the full dome baffle that forces air through and around the motor and jugs but that required a split cowl. I'm not too keen on splitting the cowl finished and painted from the factory.

I made patterns for direction control louvers out of balsa and reinforced them with a new material like fiberglass cloth that didn't shed to the touch. They fitted into the lip around the inlets on the cowl and force the air flow over the jugs. I also restricted the area under the cowl with a sheet of balsa on the firewall to the inside diameter of the cowl at that point, and gained additional directional control of the air flow.



The fuselage has 12 cutouts off the centerline for heat evacuation. They begin under the 3086 cans and extend past the exhaust. They are about  $3\frac{1}{3}$  long by  $\frac{3}{4}$  wide. Hope it's enough.

My radio of choice is my JR 9503. It has served me well with my planes and has enough adjustability to supply all the functions I require for this airplane. I'll be using conditions on my radio instead of separate high and low rates per function and switch. One flick of a switch and the three primary functions all increase in throw. The amount can be designated as well as the expo. I expect to need minimal mixes, but that will only be reviled once the plane is flying.

The MKS 777 servos are highly rated, but very noisy—they have a tight centering band. In talking with the manufacturer about this, they are in the process of producing a programming tool to loosen up the centering band to tone down the noise. I'm not too keen on loosening up the centering band on the servos, I've never had that issue before with other manufacturers. And my Hanger 9 meters that I used to show draw on the servos when using two on a flight surface didn't work on these servos, so I placed the wing vertical to take all of load off the servos and tuned them that way.

The airframe comes with a color matched spinner made out of carbon fiber. The back plate is aluminum with six screws to attach the spinner. I elected to use a 26x10 TH Mejzlik 3 blade prop. This will help with the RPM when landing. I anticipate an RPM of about 1700 for idle, and a 12 pitch with this thin wing would make slowing down a challenge. My Sukhoi had a similar thin wing and it was at times without a headwind a real bear to land.

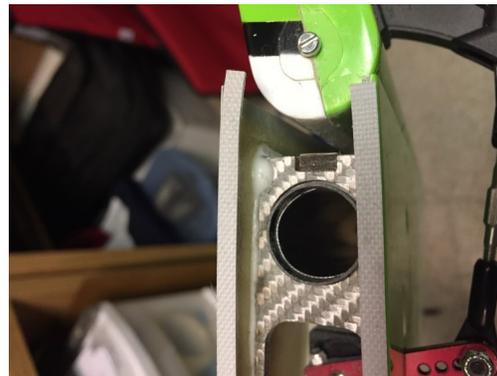
The reliefs for the prop blades on the spinner aren't cut out—not too difficult, but the reliefs have to be in the center of the outside bolt pattern on the spinner or it won't make an assembly. I used a paper clip as a fixture to match the outline of the prop, made a 90 degree bend, and used one of the screws for a starting reference for marking the cutouts. I cut the slots with my Dremel tool and it fits just fine. I realized the slots weren't machine cut, but the carbon fiber were very thin, and I couldn't be too far off to effect the balance.



The wing and horizontal saddle were both decent, and I dressed them a little for as flush a fit as possible to the fuselage. When I finished, I

wiped the edges down with denatured alcohol and applied 12 mill UHMW tape as a buffer between the edges and the painted fuselage. It worked with great success on my other composite planes. The main wing tube was a little loose, so I applied some CA to tighten it up. The horizontal was a tad looser. Ironically, the tube in the airframe for the horizontal was fine, so one would expect that what was used for the horizontal/elevator halves would have been the same? Not so.

As it turned out, I couldn't build up the tube as it wouldn't come out of the plane. Solution—shim the socket on the horizontal. I did an experiment with tape, seemed like about .004 would do it, but where was I get a small piece of .002 shim? Soda can, maybe? Yes. The final solution was a half-moon .004 shim off a soda can. Perfect!



I wrestled with the wing bolts. I forgot to tighten them all the way on my AJ and lost the plane. Not too likely I'll forget again, but I want something to eliminate the Murphy Rule.

With the plane assembly completed, only a few items were left, or so I thought. I needed to set the throws, balancing the relationship of the elevator halves and the ailerons so the plane pulls straight or rolls equally (as the ailerons are center hinged), and as I was working on the elevators, I noticed the fixtures I had on the elevators reflected the position that I was pulsing. WOW, that was a first!

I did a number of checks, reduced the sub-trim to zero, checked the connection, the batteries for power, and the regulator for power—nothing out of the ordinary. I checked with Chief Aircraft and they confirmed that sometimes the servos pulse on the elevators, but no problem—in the air it goes away.... “say what?” said I. I called Tom of MKS and he reminded me of our first talk about a clean signal through the servo wires. The wires I'm using are the same ones from the Sukhoi, and they were no problem with JR servos. So his solution was for a different servo or the use of high end German “Power Box” servo wire extensions.

Tom from MKS had the wires made for me at Aero Panda in Florida to my length, and sent them to me at no charge. Unfortunately, that didn't work, so now the second choice was for Tom to send me a different, more expensive servo on his nickel...and it worked.

With that issue resolved, I could finally balance and fly the plane. The balance was designated at the center of the wing tube. I anticipate nose weight, in addition to the original spacer I made for the mounting of the DA 120.

I set up a new balance jig, and found the plane required about 24 ounces of nose weight. That seemed like a lot, but after checking a number of building threads, it seemed that I was spot on, so not to worry. So I looked up and purchased a block of aluminum 6x6x5/8 from McMaster Carr, and had it cut to the outline of the firewall. It came in at 20 ounces, and in mounting it, the balanced was confirmed that I needed another 4 ounces to center.

The plane finally balanced and was ready to go. The radio was set up with conditions, and the ailerons and elevator are matched in degrees of throw and centered to each other. The incidence was fixed, so there wasn't any chance to modify and I haven't read of any need.

So all that's left is some good weather during the week to test fly it at Burlington

Since I put the plane on the wheels, the DuBro didn't take the weight. They have since been replaced with 4" Fly Wheelz.



In conclusion....

So, the pros and cons as I see them:

## Pros

- Built in molds, generally straighter and truer than a conventional wood model.
- No prune wrinkles, as the airplane is completely painted.
- Being all composite, not easily effected by humidity.

## Cons

- Difficult to repair, if not impossible depending on the damage
- Extremely long lead on replacement parts
- Lack of instructions and general information
- Lack of support from the manufacturers

—Bob Both

## COSTS

Krill Extra 330 FX	\$2,499.00
Shipping	\$350.00
DA 120	\$1,199.00
KS 8036 Canisters	\$350.00
90 mm drop headers	\$140.00
Canister Mount	\$50.00
SWB Rudder assembly	\$119.00
SWB arms (7)	\$70.00
SWB offset (1)	\$15.00
JR 8711 (2)	\$200.00
JR 8611A	\$100.00
MKS 777 (6)	\$600.00
Mejzlik 27 x 10	\$149.00
Badger switch (3)	\$120.00
Relion 5200 mAh (3)	\$200.00

Fromeco Voltage Regulator	\$45.00
Smart Fly Power System	\$150.00
Smart Fly Equalizer (2)	\$85.00
Smart Fly Voltage Regulator	\$150.00
Tail Draggers Tail Wheel	\$75.00
4" wheels	\$60.00
Tail Draggers fuel dot	\$10.00
32 ounce fuel tank	\$15.00
Servo extensions	\$50.00
Misc. hardware	\$50.00
Hysol 9460	\$18.00
CA	\$25.00
Finishing resign	\$25.00
Wing Bags	\$180.00
Nylon cloth	\$18.00
Allen servo screws	\$4.69
4-40 Allen Screws	\$4.79
4-40 Elastic stop nuts	\$3.89
1/8 fuel tubing	\$10.00
Aluminum screws	\$11.50
Exhaust tube	\$17.00
Carbide burs	\$16.00
<u>6 x 6 x 5/8 aluminum</u>	<u>\$30.00</u>
<b>Total</b>	<b>\$7,070.00</b>



# Treasurer's Chest

## The Survey Says.....

by Dave Szabo

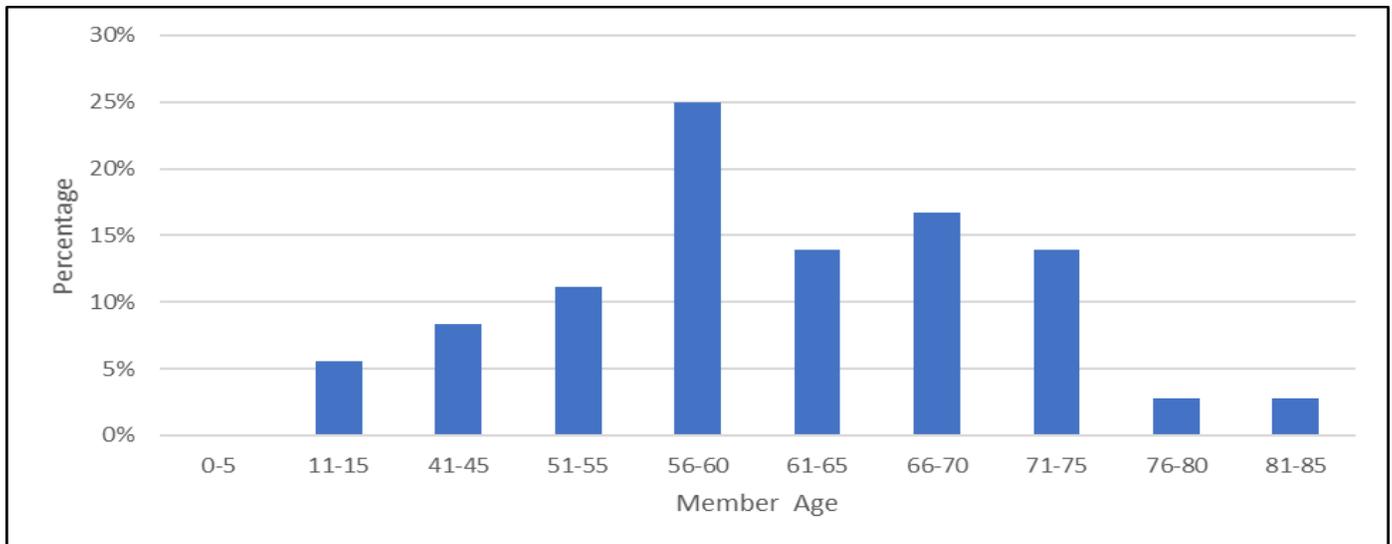


**F**or those reading your emails you would know a survey was sent out to all 85 active member with an email address in early July. The purpose was to understand the demographics of the club; some was just to get confirmation of what can be assumed. Most importantly, it was to gain insights into what the membership expects from the club and help guide the direction for future activities and events.

A total of 41 responses were received which is not a bad response rate. If anyone wants the raw data please let me know and I will be happy to send it to you.

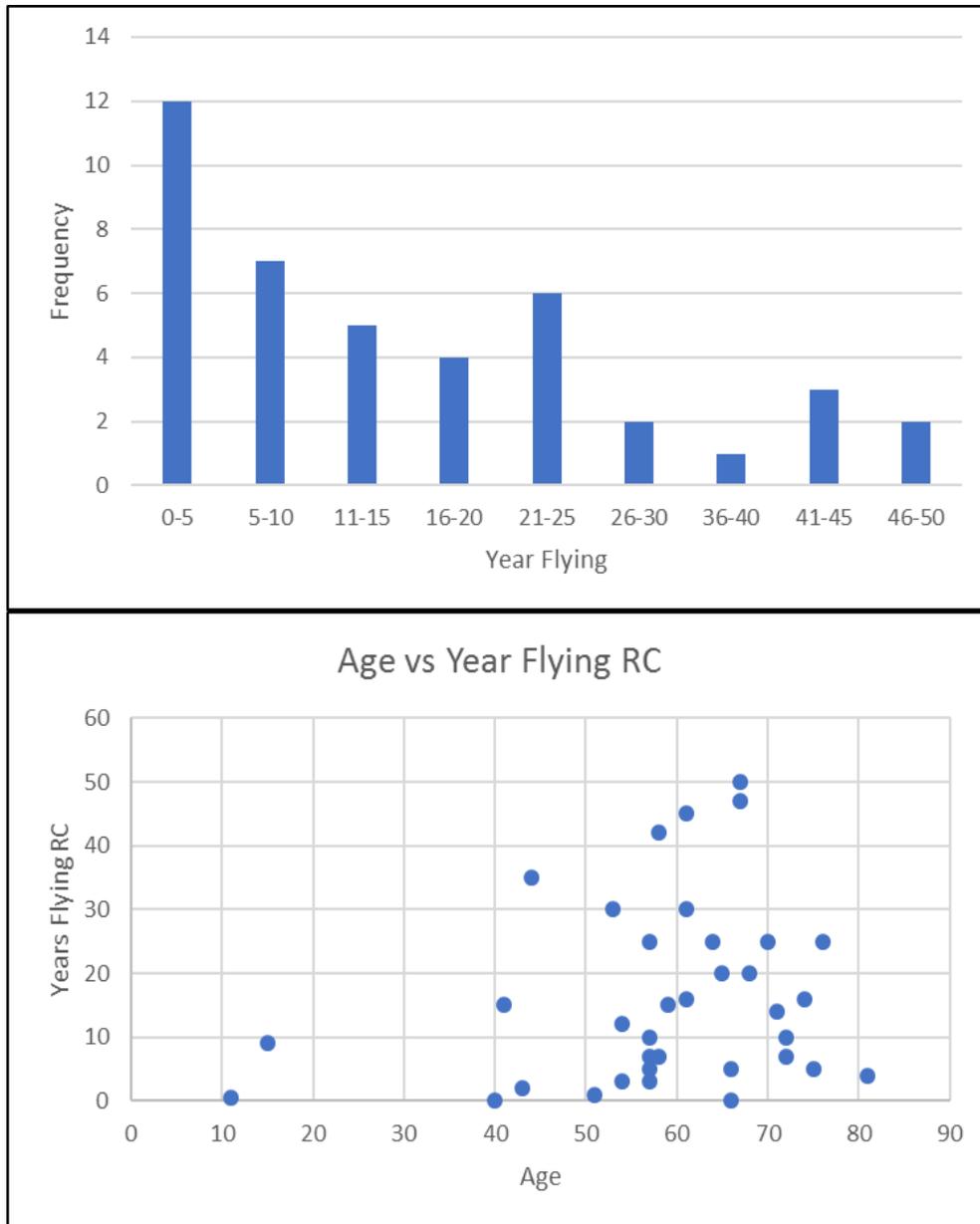
### Question 1 - What is your age?

The average member age is not much of a surprise. Most of our members are well above 50. 58.3 is the average age with a median of 59. It's obvious the 20 – 40 age bracket is a big void. I theorize that kids take up a lot of time for this age group which prevents them from actively participating in RC. The 20-and-under members are destined to take a hiatus once they have a young family. Let's hope they come back to their roots. Note that five responses did not indicate an age.



### Question 2 How many years have you flown RC planes?

There is a big spread in RC experience with many of our pilot having less than 5 years of experience. This may account for several members looking for more instruction and how to's as noted in the last question. When you look at Age vs Years Flying RC there is not much of a correlation. There are new pilots each age group for members greater than 40 year old. This seems to indicate that the many of the new generation of fliers did not start as kids like many of the older generations.

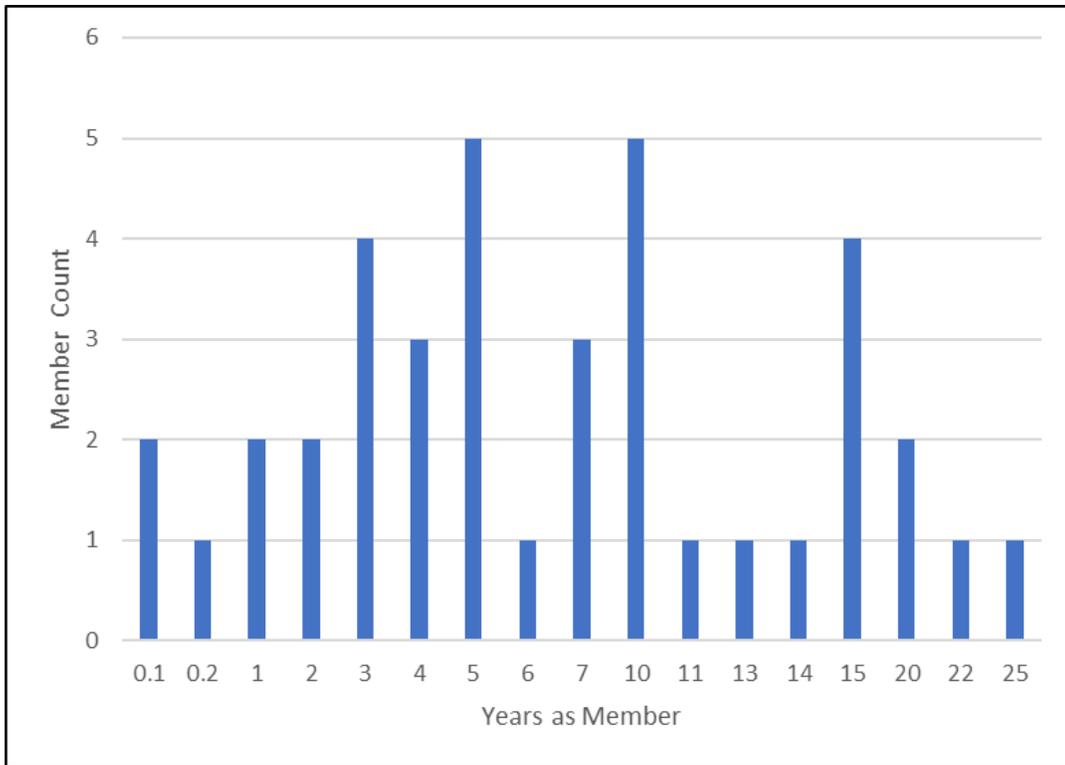


**Question 3 - Do you have a "P"?**

4 of 42 respondents don't have a "P." Member needing a "P" spans from the youngest respondent to 66 year old. We do have a member with 5 planes and 10 years of flying experience that should see one of the check pilots and get their "P."

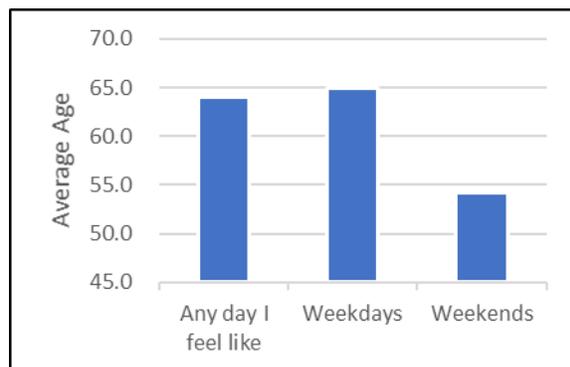
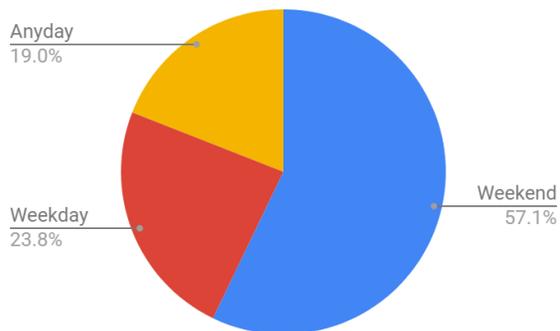
**Question 4 - How many years have you been a Somerset RC club member?**

The average membership tenure is 8 years with our most senior member serving 25 years.



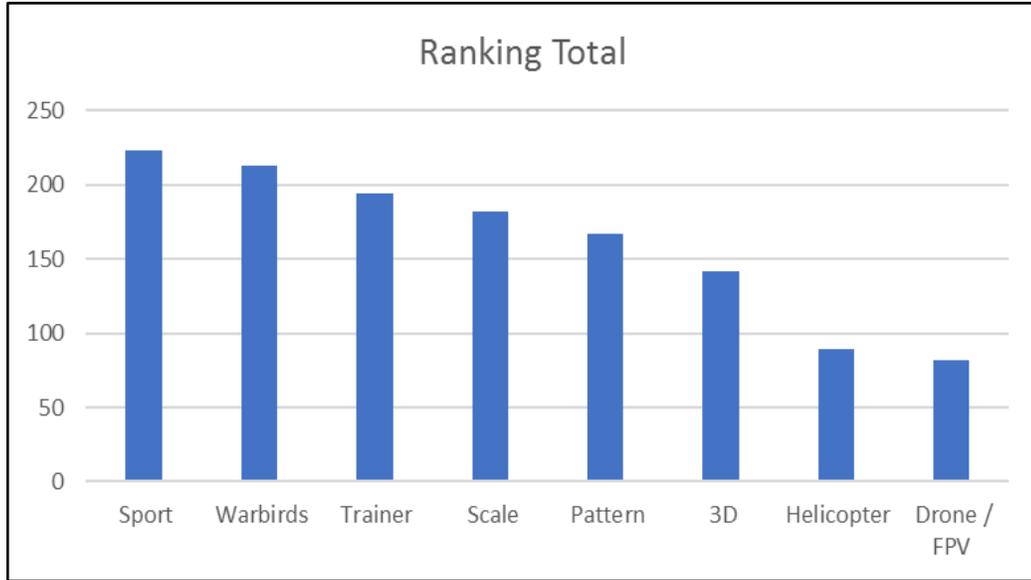
**Question 5 - How often do you fly during the season?**

How often do you fly?	% of Members	Average of age
Once a week	36%	59.4
Once every few weeks	50%	57.8
Several times a week	14%	57.5



**Question 7 - Force Rank the plane types in order of your preference.**

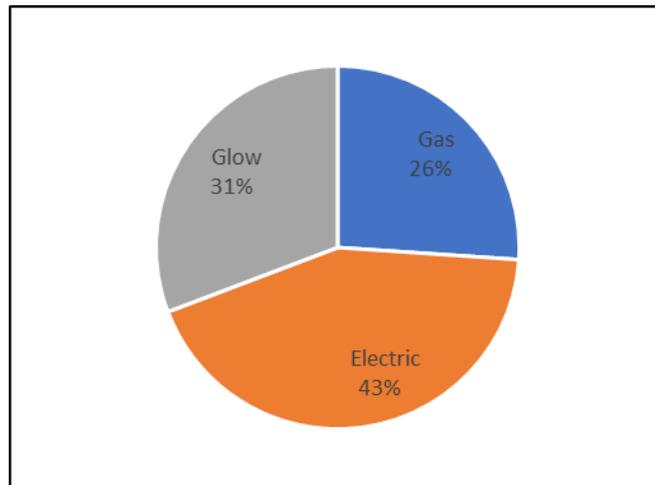
The club is fairly diverse in flying genre. By far "Sport" is the most favorite plane type followed closely by "Warbirds." "Drones / FPV" bring up the bottom, but I am sure that will increase as time goes.



The numbers on the y axis is a sum of the rankings for each respective plane type.

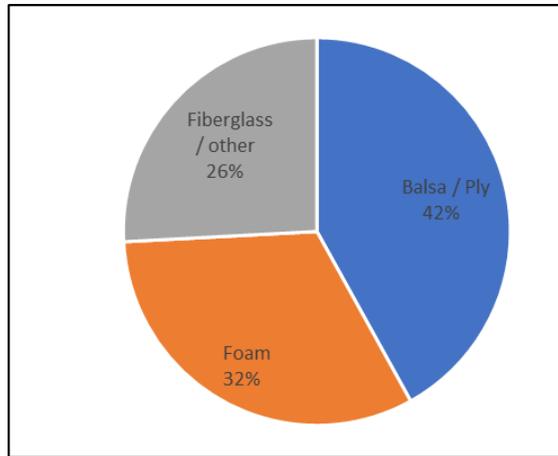
**Question 8 Force rank your power plant in order of preference**

No surprise that electric is the most popular power plant.



**Question 9 Force rank your air frame construction type in order of preference**

Considering all the e planes out there, balsa/ply still rules for air frame construction.



**Question 10 Do you enjoy building kits? Question 11 Do you enjoy scratch building?**

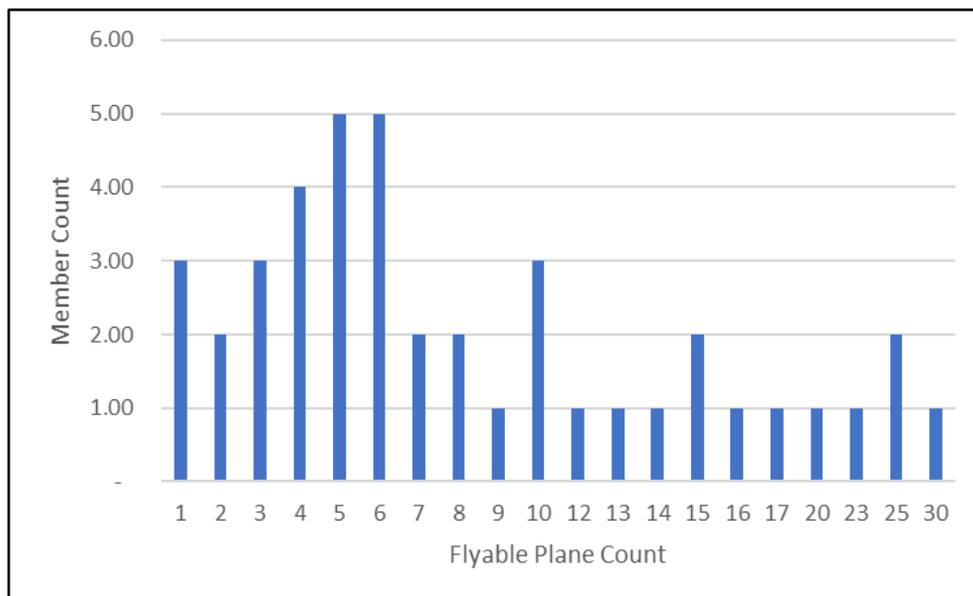
Very surprising that 76% of the members enjoy building kits. However, the same can't be said for scratch building. They are 180 degrees apart.

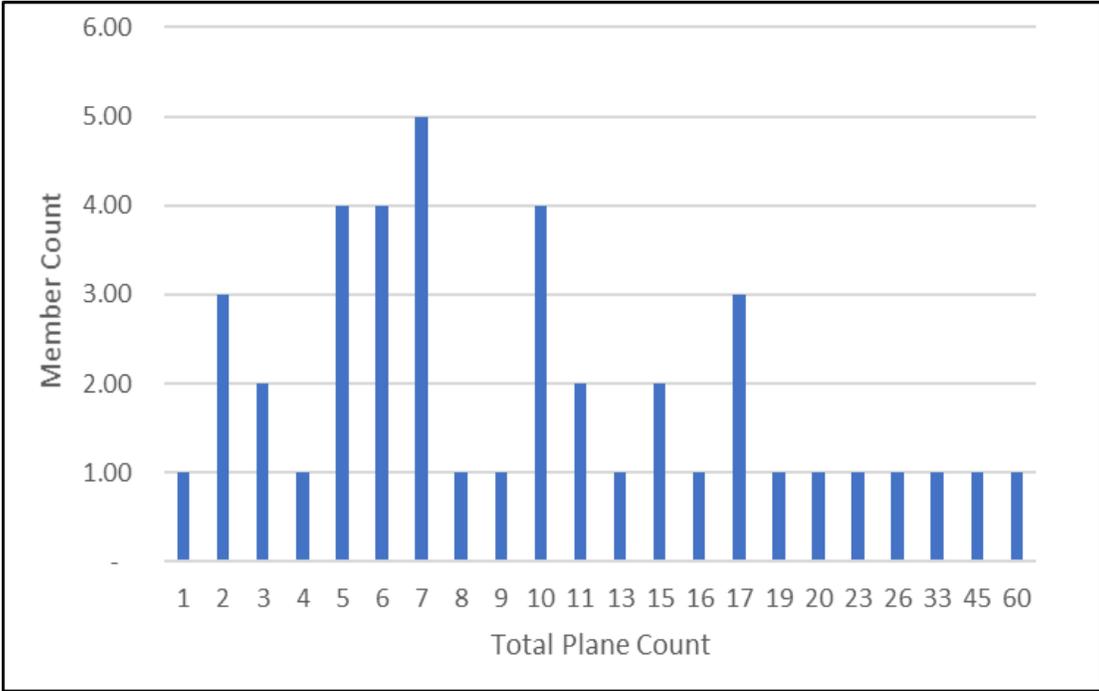
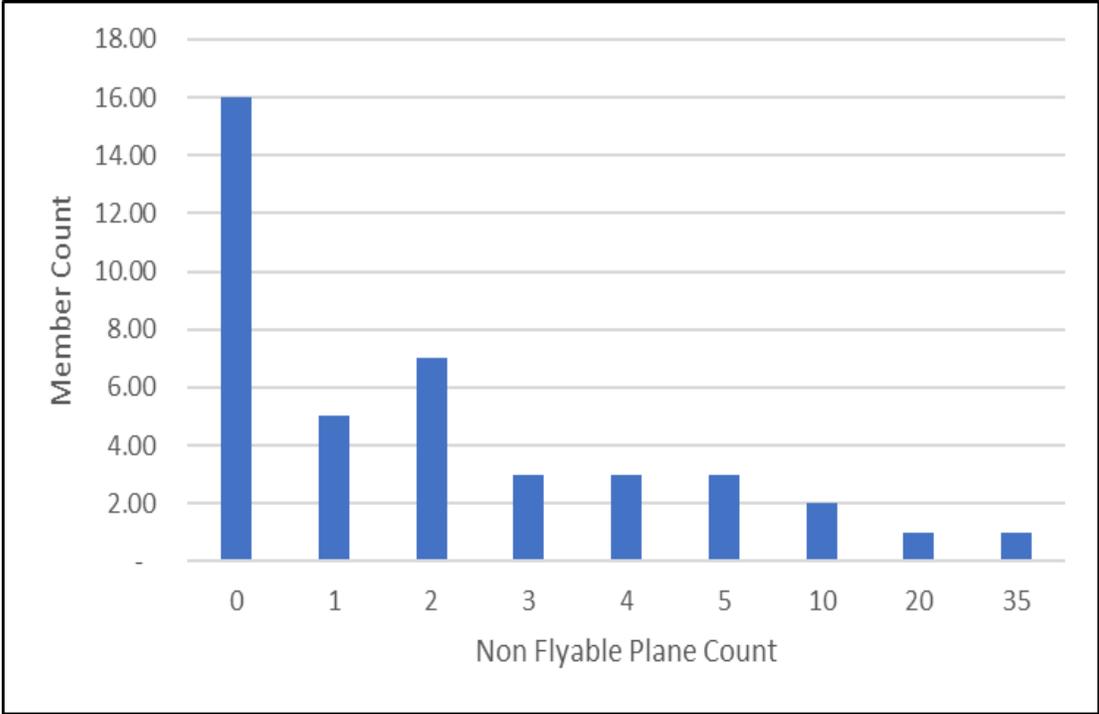
Kits	Member %
No	24%
Yes	76%
<b>Grand Total</b>	<b>100%</b>

Scratch	Member %
No	62%
Yes	38%
<b>Grand Total</b>	<b>100%</b>

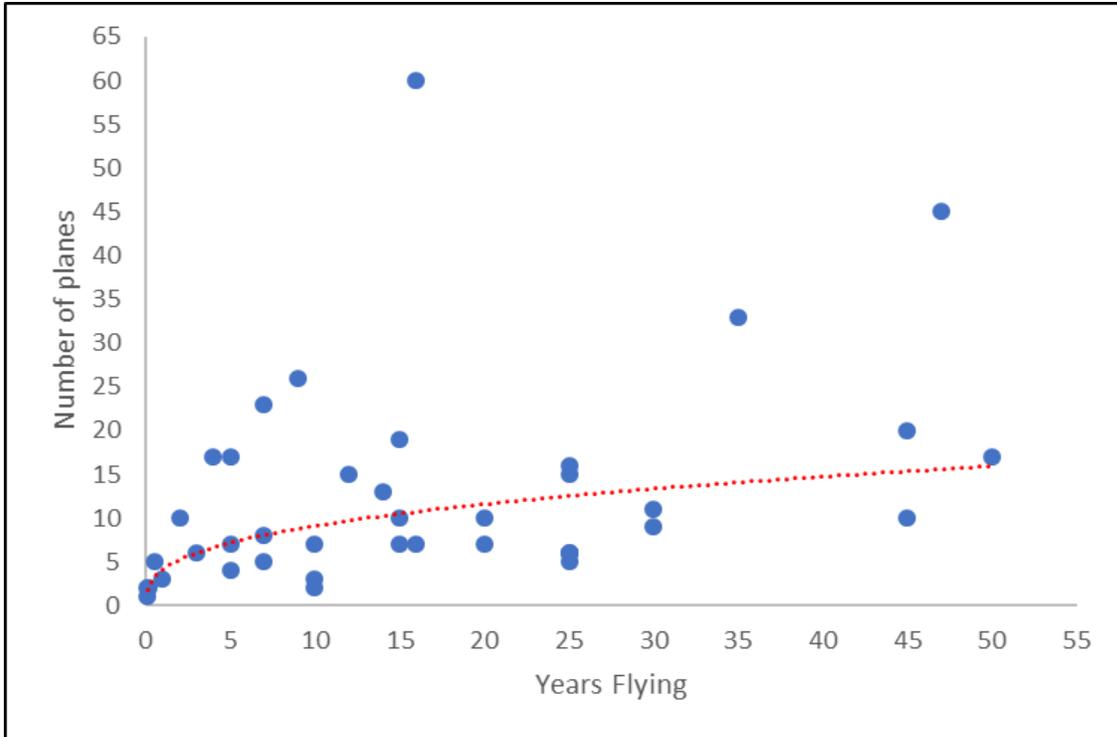
**Question 13 How many flyable planes do you own? Question 14 How many planes do you own that are not flyable?**

The average number of flyable planes per member is nine planes and most members have zero to five non-flyable planes in their hanger. There are a few members that have 10 or more non flyable planes. With this many non-flyables, I doubt any of them will ever get in the air again. Perhaps they should be marks on the Crash Log?



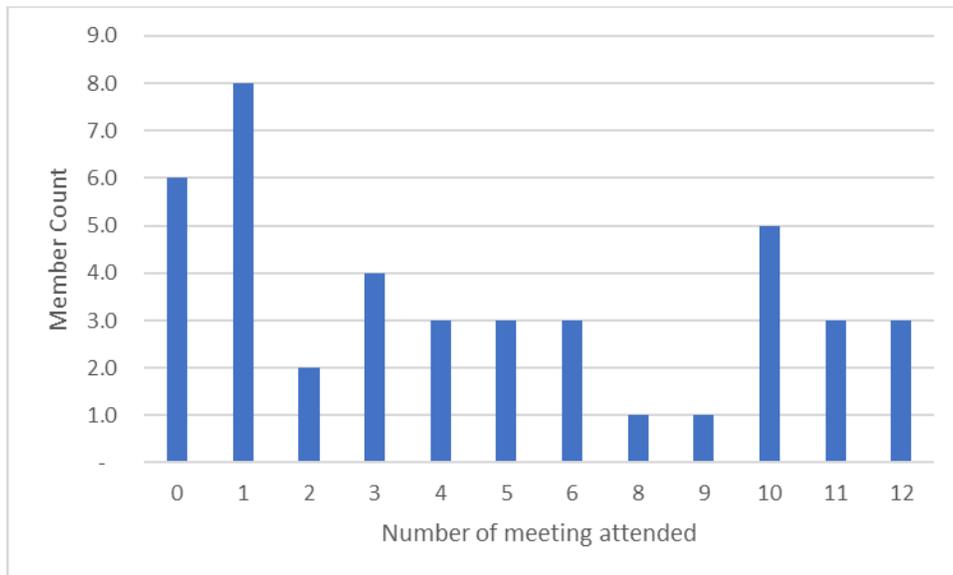


Plotting the number of years flying to the total plane count shows that most member end up with 10-15 total planes within the first 5 year of flying. However, there are some of us that have a hard time keeping the hanger clean and throw off the correlation.

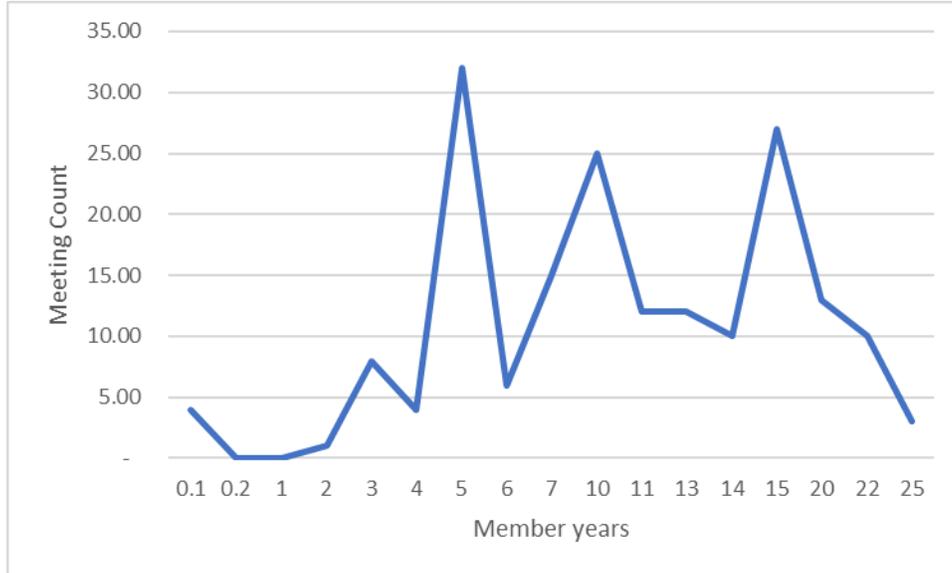


**Question 15: How many club meetings do you attend per year on average?**

Meeting attendance is low with almost 50% of respondents only attending 2 meeting or less per year.

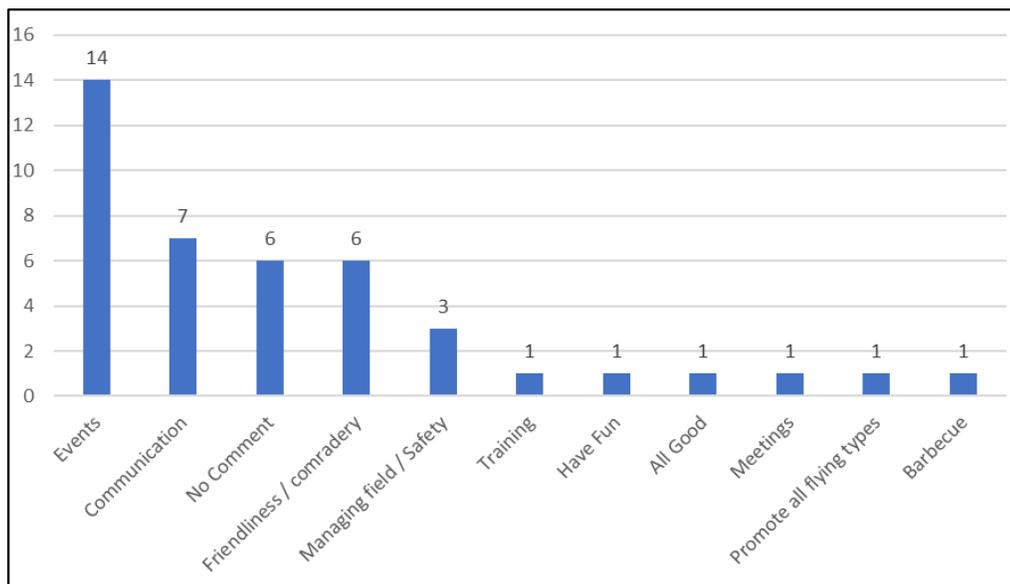


Looking at the meeting count by membership years, it can be seen that new members are the least likely to attend a meeting. The numbers are still low for the more senior members.



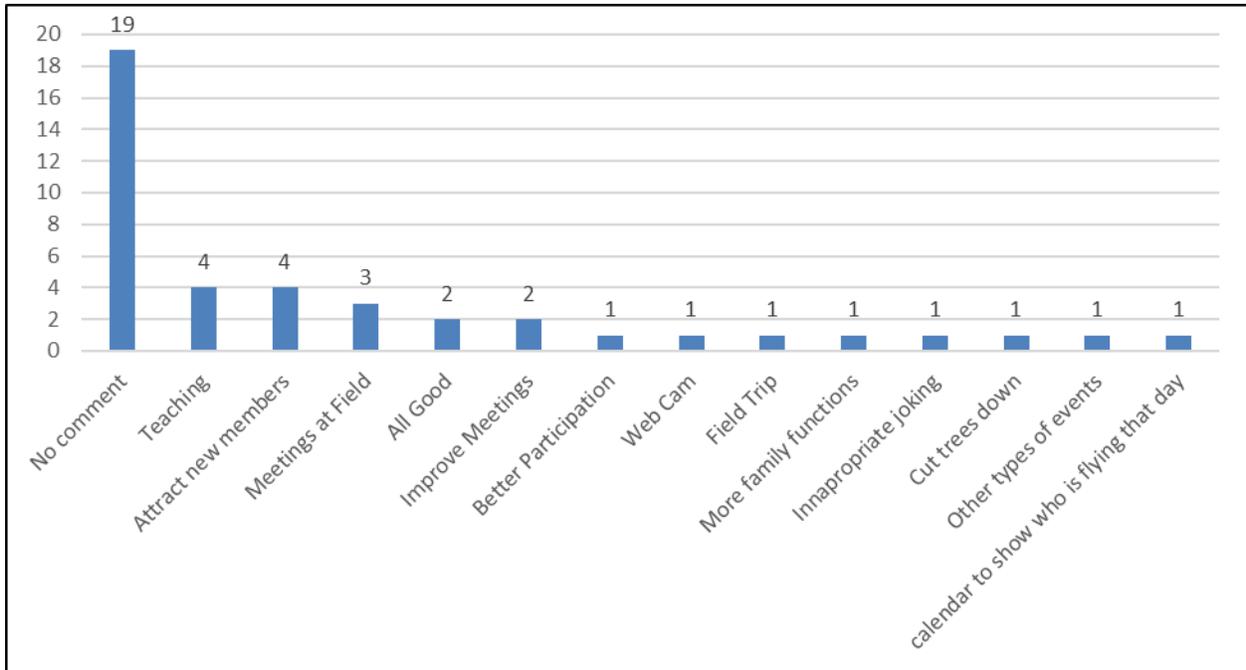
**Question 16: Name one thing the club does well**

I took the comments and combined similar thoughts into the categories as shown in the Pareto chart below. The table at the end of this article lists all the comments as written in the survey with the mapping to the charted category. It was very evident that the members enjoy events with it getting over 33% of the responses. Communication came in a distant second followed by various other themes. Camaraderie and friendliness of the club members seemed to be the tone of many of the responses.



**Question 17: Name one thing you think the club can do better.**

There was a greater diversity in the answers which limited how much I could categorize them into like themes. The mapping can be found at the end of the article. Having “no comment” on just under 50% of the responses can be considered a good thing. I don't think members were afraid to express their opinion, especially on a blind survey. Attracting new members and teaching were tied as the second highest themes.



**Conclusion**

The survey was interesting and informative. Much of the information collected was for fun of it, but there are some nuggets of useful information. It's obvious the membership is satisfied with how the club operates and is not expecting a significant change. However, this does provide some insights, and in the future you can expect some follow-up surveys to drill down and collect ideas. Thanks for your participation!

**—Dave Szabo**

**Answers to Question 16 mapped to Pareto categories.**

<b>Name one thing you think the club does well. (As written in survey)</b>	<b>Category - Good</b>
allowing all types of flying types	Promote all flying types
barbecue	Barbecue
camaraderie	Friendliness / comradery
Club eventsall hood	Events
communicate	Communication
Communication	Communication
email info is complete and informative	Communication
Events	Events
everything	All Good
Flying Events	Events
Friendliness to new members	Friendliness / comradery
Has fun	Have Fun
Host events (Trump notwithstanding)	Events
Keep the field open and safe...	Managing field / Safety
Keeping it all together, dealing with the NB Field	Managing field / Safety
Meetings	Meetings
News letter	Communication
No Comment	No Comment
Organize events	Events
parties/events	Events
post on facebook	Communication
Safety	Managing field / Safety
special events	Events
Special events	Events
Supplies information at meetings	Communication
The club is a pleasant surprise to me and my son. Because of the people and their patience in teaching and answering questions, we both are always eager to join the group on all possible weekends.	Friendliness / comradery
Training new members	Training
We have good events (when we can have them)	Events
Welcome newbies like us!	Friendliness / comradery
Welcomes new members, very friendly	Friendliness / comradery
On field support and camaraderie	Friendliness / comradery
Communicates well on field updates, activities...	Communication

**Answers to Question 17 mapped to Pareto categories.**

<b>Name one thing you think the club can do better. ( As written in Survey)</b>	<b>Improvements-Category</b>
All good	All Good
Am new to club no comment	No comment
Attract younger pilots	Attract new members
Can't think of anything	All Good
Club does a fine job	All Good
Communicate best way to get hands-on instruction	Teaching
Cut some trees down so I don't hit them :)	Cut trees down
field trips	Field Trip
get a live webcam at the field... could be done w/ free wifi already there and battery powered unit don't need the county's help or permission	Web Cam
Get Younger Members	Attract new members
getting more people to participate/contribute	Attract new members
Have a couple of meetings at the field on a weekend morning...	Meetings at Field
have more family functions	More family functions
Have to think about it	No comment
Hold meetings at the field	Meetings at Field
Make meetings more interesting maybe guest speakers or show and tell contest	Improve Meetings
More dialogue on building tricks, engine tuning tricks, flying hints	Teaching
More interesting meetings	Improve Meetings
More membership contest like fun fly, old time pattern and sailplane compete for flyer of the year	Other types of events
more on engine tuning hints, flying trimming hints, building tricks	Teaching
Na	No comment
No Comment	No Comment
Not a member long enough to answer.	No Comment
Promotion of the hobby	Attract new members
Reign in the old crowd. A lot of inappropriate joking going on	Inappropriate joking
teaching events	Teaching
web site calendar that allows you to show that you will be at the field so others can see who and how many will be flying that day	calendar to show who is flying that day
Work with the county park to run special public events to show off our hobby	Attract new members
Designate a couple of weekday evenings for flying so we have enough flyers	Meetings at Field

# In the Workshop

## Taps, Dies, and Thread Sizes

by Rich Blatt



**T**here are two basic thread styles used in the United States – SAE ( Society of Automotive Engineers) and Metric. Both can be made with a tap which produces internal threads and a die which creates external threads.

Taps can be manufactured from carbon steel or high speed steel, HS being the better material. The same goes for dies.

There are three styles of basic hand taps: taper, plug, and bottom. The taper is used for starting purposes. The plug can be used for continuing a thread, and the bottom tap produces threads to the bottom of a blind hole.

Two styles of dies are available: the solid and split which is adjustable for different classes of fit.

All taps and dies have two kinds of information which is usually printed on each tool. The first number indicates the O.D. diameter. The second states the pitch or threads per inch. Examples: 1/4 - 20 2-56 4-40

When using taps you must have a chart available so the proper hole size is produced by using a tap drill which is usually 75% of the O.D. Example: 1/4 - 20 tap requires a #7 drill as seen in the chart provided.

Dies require a rod which is the same size as the first number listed. Example: 1/4 - 20 requires a 1/4" diameter rod.

There are different thread forms. Basic are the NF—National Fine and the NC—National Course series. There are others such as NS—National Special and NPT—National Pipe Thread.

Drill bits are available in Metric, Number—(1-80), Letter—(A-Z}, and Fractional size (1/64 and up).

When using taps and dies it is best to use some type of cutting fluid. The tools will work better and last longer.

—Rich Blatt

The chart is a reference table for tap and drill sizes. It is divided into two main sections: 'TAP DRILL SIZES' and 'TAP DRILL SIZES - METRIC'. The 'TAP DRILL SIZES' section lists various thread types (e.g., 1-84 NC, 1-72 NF, 2-56 NC, 3-48 NC, 4-40 NC, 5-40 NC, 6-48 NF, 8-32 NC, 10-24 NC, 12-24 NC, 14-20 NF) and their corresponding drill sizes (e.g., #7, #8, #9, #10, #11, #12, #13, #14, #15, #16, #17, #18, #19, #20, #21, #22, #23, #24, #25, #26, #27, #28, #29, #30, #31, #32, #33, #34, #35, #36, #37, #38, #39, #40, #41, #42, #43, #44, #45, #46, #47, #48, #49, #50, #51, #52, #53, #54, #55, #56, #57, #58, #59, #60, #61, #62, #63, #64, #65, #66, #67, #68, #69, #70, #71, #72, #73, #74, #75, #76, #77, #78, #79, #80, #81, #82, #83, #84, #85, #86, #87, #88, #89, #90, #91, #92, #93, #94, #95, #96, #97, #98, #99, #100). The 'TAP DRILL SIZES - METRIC' section lists metric thread sizes (e.g., M1.6, M2.0, M2.5, M3.0, M3.5, M4.0, M4.5, M5.0, M5.5, M6.0, M6.5, M7.0, M7.5, M8.0, M8.5, M9.0, M9.5, M10.0, M10.5, M11.0, M11.5, M12.0, M12.5, M13.0, M13.5, M14.0, M14.5, M15.0, M15.5, M16.0, M16.5, M17.0, M17.5, M18.0, M18.5, M19.0, M19.5, M20.0, M20.5, M21.0, M21.5, M22.0, M22.5, M23.0, M23.5, M24.0, M24.5, M25.0, M25.5, M26.0, M26.5, M27.0, M27.5, M28.0, M28.5, M29.0, M29.5, M30.0, M30.5, M31.0, M31.5, M32.0, M32.5, M33.0, M33.5, M34.0, M34.5, M35.0, M35.5, M36.0, M36.5, M37.0, M37.5, M38.0, M38.5, M39.0, M39.5, M40.0, M40.5, M41.0, M41.5, M42.0, M42.5, M43.0, M43.5, M44.0, M44.5, M45.0, M45.5, M46.0, M46.5, M47.0, M47.5, M48.0, M48.5, M49.0, M49.5, M50.0, M50.5, M51.0, M51.5, M52.0, M52.5, M53.0, M53.5, M54.0, M54.5, M55.0, M55.5, M56.0, M56.5, M57.0, M57.5, M58.0, M58.5, M59.0, M59.5, M60.0, M60.5, M61.0, M61.5, M62.0, M62.5, M63.0, M63.5, M64.0, M64.5, M65.0, M65.5, M66.0, M66.5, M67.0, M67.5, M68.0, M68.5, 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# MYSTERY PLANE CHALLENGE

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Can you name the model airplane below? “Yes! Yes!” you exclaim, “It’s a trainer.” But which one? Hint: it was the feature build in RCM’s influential book “Flight Training Course” by Don Dewey, and was a respected trainer during the 70s and 80s. Don Dewey and Joe Bridi were its designers. Send your answer to Domecq Smith at [domecqsmith@msn.com](mailto:domecqsmith@msn.com). The answer will be published in the November Newsletter.



The July Mystery plane was the **Tri-Squire**, kitted by Midwest. It was a first RC plane for many who began either (rudder only) proportional elevator, throttle) radio with pulse or (rudder and optional systems.



Congratulations to **Ernie Evon** who once again correctly identified the Mystery Plane in our newsletter. —Domecq Smith

# Member Profile

## *Jerry Lustig*



**I** occasionally wonder what brought our diverse membership into the aircraft modelling hobby. My path, however, is well defined for me.

My dad was a high school football coach, and one of his star players remained a friend and would visit our house often. At the outbreak of World War II, the former player, Dave Fast, joined the Army Air Forces and became a bombardier on a B-17. Sometime around early 1945, Dave returned to the USA and made a visit to his coach. He brought me a present of a small, fabric-covered, rubber-powered plane and spent an afternoon in my backyard showing me how to make the thing actually fly. Perhaps even more spell-binding were his stories of the missions in the B-17. Football star and flier.....that was more than enough to get this seven-year-old hooked!

I managed to convince my parents to get me a simple model kit so I could actually build a plane. Now, I don't think many of you readers are old enough to have experienced the fun of cutting out formers and ribs printed on thin sheets of pine, using a broken double edge razor blade. Balsa wasn't available for models in wartime America, with it all going to things like life rafts for the US Navy. It was a steep learning curve! There was enough success, though. To keep my appetite whetted until I approached my teen years.

The first big leap forward came when I decided I was ready for something with an engine that could be flown via U-Control. An accommodating aunt celebrated my birthday with a gift of an ignition Buzz .35! In retrospect, I'm not sure if it was act of affection or an attempt to get me to find a new hobby. More steep learning curves. I don't recall ever having much success with that engine, and I can't remember into what plane it found its way. The mind tries to block out painful memories.

Through my local hobby shop I learned of a club in nearby Hillside (I lived in Newark at the time). Interestingly, I remember the name of the shop owner, Art German. Why is that interesting, at least to me? Because I can forget to take out the garbage 5 minutes after my wife tells me to do so, but I remember Art from almost 70 years ago. I was now in my early teens and had a bike that could get me to meetings.

Membership in the Hillside Aeronuts really moved the needle. Now I had people with experience and knowledge available to help me. Taking someone's advice, I bought a ready-to-fly Jim Walker Firebaby. The .049 engine started easily and the simple plane was a great U-Control trainer. Back in the Ice Age days of the late 40's and early 50's there was serious snow in winter, so a few months of shoveling driveways allowed enough earnings to get an occasional plane and engine, without having to resort to rolling drunks in downtown Newark. I graduated from the Firebaby to Ringmasters to scale P-40's to true stunt models. Want proof? The attached photo is my Veco Thunderbird, built circa 1951, which I still have (minus engine).



The Aeronuts members were involved in almost every facet of model flying, except for R/C, and contests were regular events. Over the years of my early to mid-teens, I expanded my interests to U-Control combat, stunt, team racing and speed. Team racing was my favorite event, and after building two kits, I scratch-built a plane of my own design. I learned a lot about things like tail moments, airfoils and fuel mixing, and wound up with a fairly competitive plane. It would have been even more successful had I not stubbornly stuck with my beloved K&B engine, when deep down I knew the Fox ( I think it was the 29R) was the way to go. I also learned a bit about economics with the speed models. For instance, don't try

to put a Brown Jr in a speed model and try to compete with the big \$\$ Dooling .61. Those were good years, though, and I went to loads of contests, everything from the Haddonfield Polar Bear Meet to the Willow Grove Nationals. Along the way I branched out to free flight, both rubber-powered and 1/2A, PAA Load and hand launched glider. The last was a good event for me, because I had a pretty good arm and a fellow club member designed a great glider, of which I built several.

All of the above came to a grinding halt in 1955, when I left for college. I actually started out as an Aeronautical Engineering major, having romantic visions of spending my days in White Sands, NM, with Wernher von Braun, shooting rockets everywhere. But then I saw a picture of the engineering drawing loft at Boeing, with a zillion young AE's hunched over drawing boards, developing the intersection of a cooling flap with an inboard engine nacelle, and I decided that wasn't for me. I switched majors and graduated as a metallurgical engineer. During those years at RPI, I had a life-changing event. I saw a new 1957 Corvette on the streets around the campus. Now, that was cool! And it's not only true that "faint heart never won fair lady," but the same can be said of Ambroid glue and an airplane flying in circles on a 60 ft pair of wires. Trust me, the 'Vette attracts more women. So, my new goal in life was to own a Corvette as soon as I had a real job.

After graduating in 1959, and then earning the princely sum of \$6000/yr, I was able to order that Corvette. The next two years were spent drag racing with the cool red Corvette, and model planes didn't make the cut. Drag racing gave way to Closed Circuit Road Course

racing, and the time needed for that made model planes a distant memory. Sometime around the late 1970's, though, I had started a new career in the retail automobile business and was living in a new house with a basement. I had technicians who could maintain the race cars and the basement was a place where I could build planes. Maybe even those R/C planes that were way too expensive (and crude) when I was a kid. My business was in Somerville, and a trip to Tiny Tots in Greenbrook scored a Super Champ kit and info on a club that flew at the park on Milltown Rd. The Champ was built and I found a willing pilot at the North Branch Park to give me a lesson. One lesson was all, though, because I found the business taking all my time, and I found myself once again basically out of the hobby, although I managed to stay in touch a little by building two new planes, including a Telemaster which I still have, as you can see from the new picture of the 40+ year-old plane.



Fast forward to about 2012, and I was now spending winters in Florida, with lots of time on my hands. I still had that urge to learn R/C flying, and found a large club that flew at a great field just eight miles from home. Technology had sure changed, and I was dazzled with 2.4 gh radios, foamies and LiPo batteries. I joined the Palm Beach Radio Control Club, met an instructor, took his advice and bought an Apprentice. By the time I returned to NJ, I was actually flying without doing repairs after every session. I was hooked again, so I found and joined the Somerset Signal

Senders, bought an Apprentice like the one I had in FL, and met at the field with my new instructor. He took one look at my foamie, stared at me in disbelief and questioned whether I actually intended to “fly that thing,” which he dismissed as a “toy.” At his “suggestion,” I bought an Avistar Elite and up the steep learning curve we went again! My harried instructor, who will remain nameless, ran out of time and I was handed off to Mike Ahlff. Mike taught me the important aspects of aeronautics, like “coming troo da guttah” and getting proper CG by using wheel weights manufactured in Stuttgart.

At this point, my hangar has about 16 planes, some electric, some nitro. I'm not sure if I'm still climbing the steep learning curve or sliding down it. But I'm never bored!

**—Jerry Lustig**

# 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*

## *Quotes*

“Last week, I stated this woman was the ugliest woman I had ever seen. I have since been visited by her sister, and now wish to withdraw that statement.”— Mark Twain

“The secret of a good sermon is to have a good beginning and a good ending; and to have the two as close together as possible.”— George Burns

“Santa Claus has the right idea. Visit people only once a year.”  
— Victor Borge

“By all means, marry. If you get a good wife, you'll become happy; if you get a bad one, you'll become a philosopher.”— Socrates

“I was married by a judge. I should have asked for a jury.”  
—Groucho Marx

“I have never hated a man enough to give his diamonds back.”  
—Zsa Zsa Gabor

“My luck is so bad- if I bought a cemetery, people would stop dying.”  
—Rodney Dangerfield

“Until I was thirteen, I thought my name was SHUT UP.” —Joe Namath

“We could certainly slow the aging process down if it had to work its way through Congress.”— Will Rogers

“Don't worry about avoiding temptation. As you grow older, it will avoid you.”— Winston Churchill

“The cardiologist's diet: if it tastes good spit it out.”—Billy Crystal





## **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)