



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 Flying**

CLUB NEWSLETTER www.somersetrc.org **Sept-Oct 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
November

From the President



photo: Tony Rossi

It is September, and our annual End-of-Season club picnic at North Branch is coming soon. Some wonder if the flying season really even began. Many clubs cancelled events. Caution and uncertainty have kept pilots at bay. **Somerset RC** has endeavored to keep its events and even meetings, too. Our

last three club meetings have been at North Branch Park. Members have brought their planes for flying before and afterward. **Jim Barnes** and **Joe Lachowski** have entertained us with their LED lit planes flying in the twilight. Our remaining club events for this season are listed in the back of this newsletter. I hope you will join us.

In this issue, we have a scratch-build article from the stalwart **Jeff Randolph**. **Tim Cullen** contributes a thoughtful Member Profile, and **Domecq Smith** writes about the interest of pattern coming into our club. Pattern just may be the new thing in Somerset RC. Read and find out what's happening. Finally, a beautiful mystery plane is included to challenge you.

Happy flying to you during these beautiful days of autumn and beyond.

We are family. We are Somerset RC!

Domecq Smith

President, Somerset RC

domecqsmith@msn.com



Feature Construction Article

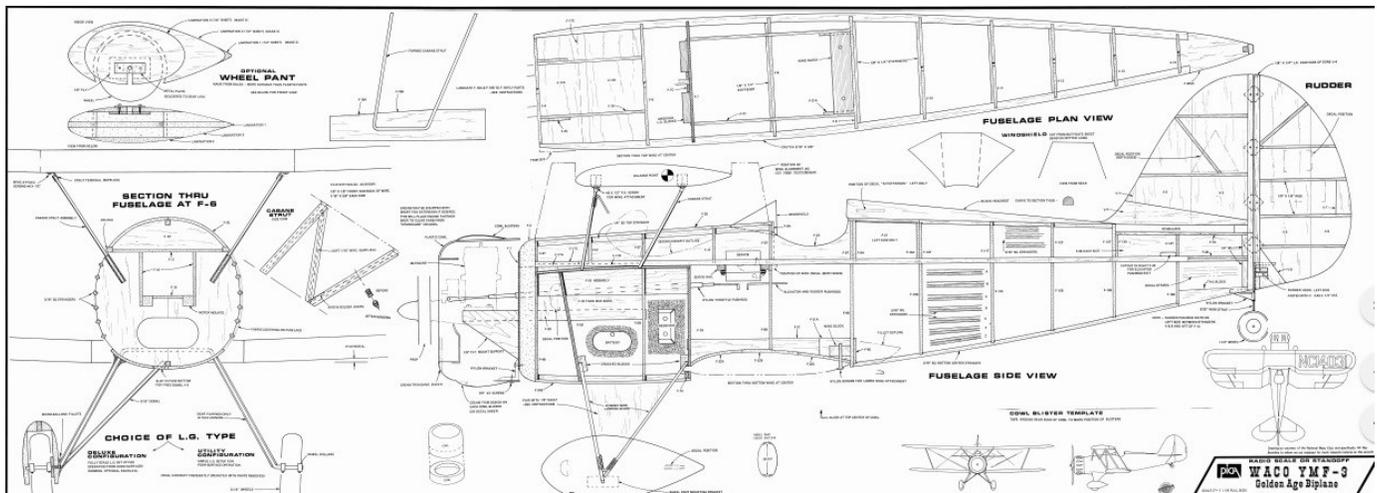
Pica Waco 1/6 scale YMF-3 Project

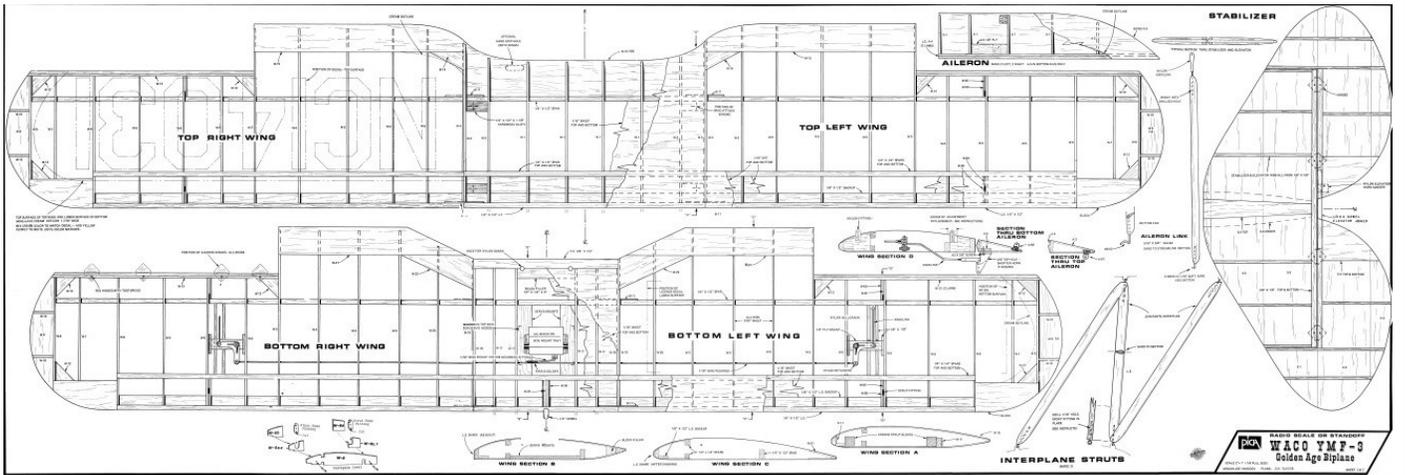
by Jeff Randolph



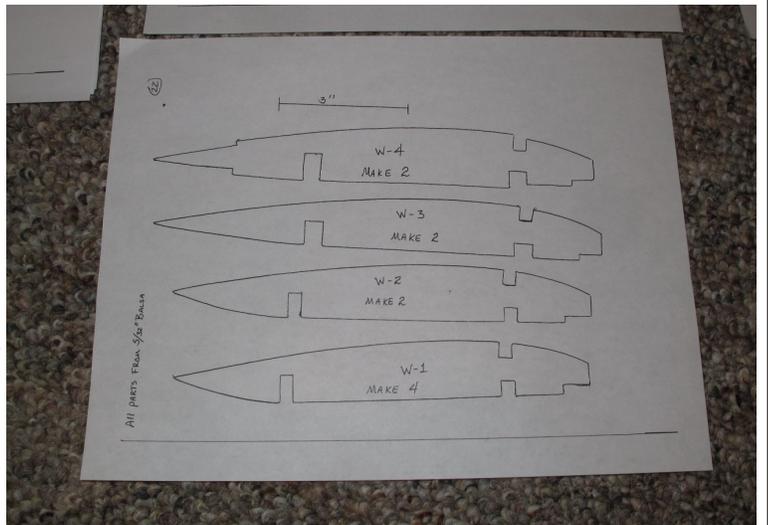
After completing my Robin Hood .25 (Old School Models), I started casting about for a new project. Maybe another model ship (not a sailing ship - no more rigging for me!); maybe a nice HO scale caboose kit (I used to build wood train cars as a kid); maybe a steam powered RC tugboat (that would surely be something new). Then I remembered the Waco that I built, flew (and ultimately crashed) about 30 years ago.

An online search revealed that I was not going to get the kit, they were long gone. But, I had the two plan sheets and I had the instruction pamphlet - nothing else. I started thinking about making my own “kit,” and then putting it together. I had done this once before with the Sig Ryan STA, so why not again?





What would make this too difficult for me? For starters, the two plan sheets did not have all of the rib outlines nor all of the fuselage former outlines (the Ryan plans from my previous “scratch build” were very complete). Without those outlines, I could not see how I would proceed. Luckily, an internet search found a file where someone had carefully traced every piece as he took it out of the kit box and the die cut sheets, marking each tracing with the part number, material used, grain direction, etc. But, his file drawings were in $\frac{1}{5}$ scale, not $\frac{1}{6}$! In some cases the material used for the $\frac{1}{5}$ scale piece was different than for the $\frac{1}{6}$ scale piece. I knew this by carefully cross-referencing with the “bill of materials” supplied with my original kit.



Using a little math, I determined that $\frac{1}{6}$ scale is really $\frac{1}{5}$ scale times 0.8333. I had access to a nice office-size printer so I asked it to reduce each sheet by that amount. I cut a few printed pieces that matched my plans and laid them over to check the sizing. I tried six

or seven different “pieces” and they fit my $\frac{1}{6}$ scale plans just fine. Therefore, I assumed that ALL the pieces would be correct.

Next, I searched Fiberglass Specialties for the cowl; Yep, they had it. The rest would be wood, wire, glue, fasteners, hardware, covering, etc. But, I was uncertain about my ability to make wire cabanes, struts, landing gear, etc. (with kits, this is usually supplied pre-bent). These would have to be exact so as to preserve the proper wing incidence and lateral “bi-wing” spacing.

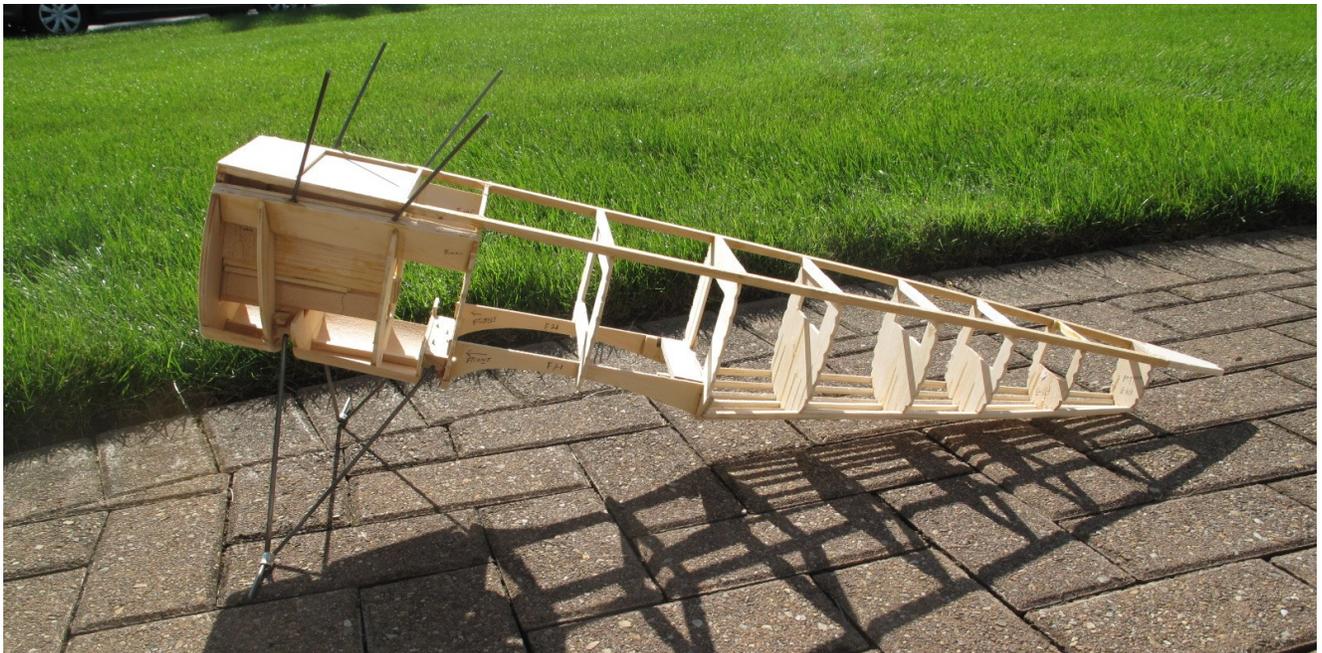


I decided to start with fabricating the wire parts; if I failed, I could bale out before getting in too deep. Alas, I was able to bend the $\frac{5}{32}$ and $\frac{1}{8}$ wire just fine, - so no off-ramp there.



I started cutting fuselage parts on my band saw. As of now, the fuselage is partially complete.

When the fuse is complete, it will be two wings, the tail pieces, all the small stuff, covering, assembly, engine and control installation, etc. Hopefully I end up with an aerodynamic bi-plane. In several areas, the techniques used by Pica for attaching wings, struts, etc. are “old fashioned” and I will improve them by mimicking the methods that Balsa USA (the king of bipe kits) taught me while building my Sopwith Pup.



The Waco YMF - 3 I built years ago from the kit flew fine, so this one should too - if I pay attention to the details.

I guess we'll see next spring.

—Jeff Randolph

So, *This* is Pattern

by Domecq Smith



I hope this article will show you that anyone who can fly sport, can fly pattern.

What images are conjured up in your mind when you hear that word— pattern? “Yes! I see it,” you say. “\$4,000 composite planes with counter-rotating Ginsu knives—a Benihana with airplane attached; gazillion-dollar radio systems...”

Those images came close to my preconception.

So why did I try pattern?

Why on earth would I show up to a meet with my .40 size Kaos like a kid on the way to the playground wondering what the big boys would say about his Keds? Pulling my homeboy balsa and Monokote job out of the back of my van amidst a host of composite planes with enough resin to make several Corvettes?

Quite frankly, the mystique and lines of those 70’s vintage pattern designs is what really led me to pattern. The Blue Angel, Dirty Birdy, Kaos, even the antique Taurus all with their long, sleek tail moments, short noses with piped .60s tucked inside, tapered

wings and graceful canopies were calling siren-like to me, ancient voices from my childhood from visits to flying fields long, long ago.

After I started flying my **Kaos**, I tried a few of the maneuvers in the play book. I found out that the first stage in pattern, known as Club Class, has only ten simple maneuvers flown in succession. One of the required maneuvers is simply flying from one end of the field to the other inverted. I was now forced to give inverted flying a try. I was a bit nervous flying upside down over an extended distance for the first time. But pilot, **Kaos** (and those within a 100 yard radius) all survived it.

With the help of **Bob Both**, I strung the ten maneuvers together into a kind of piece-of-music, with the first note being take off, the last note being the landing.

So, why not an event?

When I arrived at my first event at Pemberton this past July 11th, I was wondering if my balsa and Monokote entry would even be welcome. But how welcome I was made to feel! Whether the big boys were looking for another warm body to enter their event or found the sound (and smell) of a glow engine a welcome change, any apprehensions I had soon vanished.

The first thing I must say about pattern is the community. They took me under their wing, were quick to affirm that the plane does not matter in the beginning. In fact, their elder statesmen don't sanction buying the composite jobs in the beginning. What a relief that was! If I could just make it past the first round, I'd be

okay, I thought.

The first round did come and go. I was happy just to have gotten the plane back to the pits thinking it was all over. When I learned I had two more rounds to fly, I was relieved; now that the worst of my unknown fears were vanquished, I could relax a little and enjoy the next rounds.

The next event I flew was at Augie's this past September 12th. I was not alone in Club Class this time! Joining me were two fellow Somerset RCrs, **Tom Tiarks** and **Bob Roseman**. These amiable, affable folk were great to fly with. And Tom flew with an internal combustion engine, too! Again, the big boys didn't mind. All in good fun. Along with Tom and Bob was **Joe Lachowski** who flew in a class several levels beyond ours with his familiar Ginsu knives wielding Alchemy. He was enthused that the three new pilots paid the entrance fee. He, too, is an easy presence with us beginner folk. **Bob Both**, a familiar pattern presence from SomersetRC was also in attendance and flew a round before having to withdraw due to a mechanical issue.

And then there was **Tony Rossi** with his good humor entering scores round after round with **Jim Barnes** collecting score sheets with his unique brand of unfiltered stream of consciousness commentary sprinkled liberally throughout the day.

It felt like a family event.

I urge all you sport flyers to give pattern a try. Don't let that word intimidate you. My suggestion is go to the links at the bottom of this article and watch the video of what Club Class looks like.

Ignore how the pilot turns the plane around with his half-cubans. Excepting the Procedure Turn (it's a piece of cake) you can get your plane turned around in the other direction any way you want as long as it does not hit the ground or anything else.

Finally, and perhaps most importantly, when you come to an event, you will find the pattern community welcoming and helpful. You just really might be surprised.

You can bring any crate to an event you want for Club Class as long as it has a fixed wing and can defy gravity. Trainer, foamy, whatever. Give it a try.

So how did we three do in Club Class at Augie's?

Tom Tiarks took 1st with his Carl Goldberg "Tiger." Bob Roseman took 2nd with his A-J-Craft "Ars300" electric 12-cell setup , and I took last with a plane straight out of the pattern pedigree; my big bad King Kobra came in last! It just goes to show you that it's not what you fly but who's flying it.

Afterwards, Bob Roseman was gracious to tell me that I got the award for Best Dressed Pilot! Thank you, Bob. At least I was good at something! But I had fun, too.

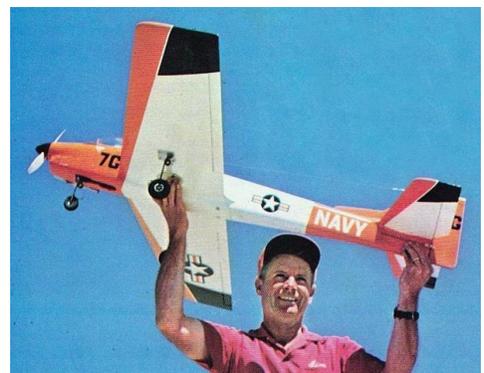
Have fun! Fly pattern!

—Domecq Smith

Club Class demo video: <https://youtu.be/S65d3ObrxAg>

MYSTERY PLANE CHALLENGE

This is a design from the early 70s and is still kitted and flown today. This plane with its designer/pilot below took 1st Place at the 1973 F3A World Pattern Championship in Gorizia, Italy, drawing 78 competitors from 28 countries. Many consider it to be among the most graceful expressions of line and form to come out of the 1970s pattern era. Do you know what it is? Find out so you can build one! (I'm going to!) Send your answer to domecqmith@msn.com



July's mystery plane was truly a mystery. Only after a hint was the expert **Ernie Evon** able to identify it. It is James Kirkland's **A-6 Intruder**. Kirkland is pictured above holding his plane.

Member Profile

Tim Cullen



It's that time of year again. Cleaning up the fleet, thinking about the times spent flying and talking with each other and what to work on next. This got me to thinking about my family and how airplanes became an important part of my life.

Growing up in New York City didn't lend itself to radio control. My Dad was a bus driver and my Mom was a bus matron who worked with handicapped kids. Pretty modest upbringing. I had five brothers and sisters and there was really no money for hobbies. But my Dad had some friends who apparently flew. One gent I remembered was Bill Sterk. He had model planes; RC planes I think. Never got a chance to see them fly but thought it was cool. Surprisingly, I would learn much later that Tommy Jederlinic actually worked with my Dad for many years. Tom probably knew Bill Sterk, too.

Model builders seem to gravitate toward each other even in big cities. For me, I attended Aviation High School in Long Island City, got my degree in Aeronautics from Dowling College on Long Island, and then worked nine years for Eastern Airlines in Miami, Florida. During my time at Eastern, it seemed to always be in some labor dispute. Deregulation didn't help. United Parcel Service was starting a new airline and I was able to get in on the ground floor. This is when my connection to radio control took off. After four years with UPS in Louisville Kentucky, we moved back to New

Jersey. That was 1992. I think I first met Tommy that year as he was always at the field. All the great people that come down to North branch have made RC such a special hobby. It's given me many memories. It's allowed me to raise my kids teaching them about some of the important things in life. At a recent birthday party, it was compared that building models and building a family kinda went together. Putting the glue in just the right spot made all the difference. Today, I've got 10 grandkids and certainly want to pass down the hobby. So, as you pack up for the season, take a moment to think of how RC has impacted your life. A great hobby.

P.S. The Ford Flivver has been a favorite model for me. This fine example took about two months to build from plans and has an FA-30 4-cycle up front. We'll maiden it this weekend.



—Tim Cullen

Club Event Schedule, 2020

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

****Upcoming Events****

End-of-Season Picnic, Saturday September 26

Warbirds Over North Branch, Saturday October 10

Turkey Fly, Saturday November 14

Freeze Fly, January 1, 2021

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

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How to Renew Your Permit Online	Felipe Trucco	May 2019
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The Survey Says (club statistics)	Dave Szabo	September 2019

Literature

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continued

Member Profiles

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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