



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 2021

A "Member Helping Member" Club for ALL AGES!

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IN THIS ISSUE

From the President.....	2
Using a Phone App to Check Incidence <i>by</i> Tim Cullen.....	3-7
Water. And More Water.....	8-9
Mystery Plane Challenge.....	10
Member Profile <i>by</i> Felipe Trucco.....	11-16
Club Schedule.....	17
Article Index.....	18-19
Club Application and Information.....	20
Humor.....	21-25

***End-of-Season Picnic on Saturday, September 25
at North Branch***

*Do you have
something for the
next issue?*

Send it along to
the editor's email
above!

Next issue this
December



From the President

We hope this finds you doing well.

I am a school teacher. It is great work. Sometimes when I am outside of the school and look up into the deep blue sky that often accompanies late September days, I'll think of flying. It inevitably happens that as the

weather cools down, I am back to the classroom. Yet, I hope that many of you are enjoying these marvelous days, and that you are having some great flights.

The picture above is of me at Augie's pattern event last September getting ready for my third flight. Not a great flight. But the picture of the Sig King Kobra, built by the great Michael Ahlf with its screaming .60 at full bore ready to head into the sky is a happy sight for me. I'm grateful that we can still run these engines, messy as they are. There is a music to them. Especially in that Doppler effect when the plane approaches, rising in pitch to then go away descending in pitch, made even more dramatic during a dead stick when silence ensues.

We have some great content in this newsletter. **Tim Cullen** shows how a cell phone can be used to check incidence. **Felipe Trucco** gives us a member profile spanning many years and areas of modeling excellence. And as usual, a Mystery Plane awaits you. Wishing you all well.

We are family. We are Somerset RC!

Domecq Smith

President, Somerset RC

domecqsmith@msn.com



Feature Construction Article

Using a Phone App to Check Incidence

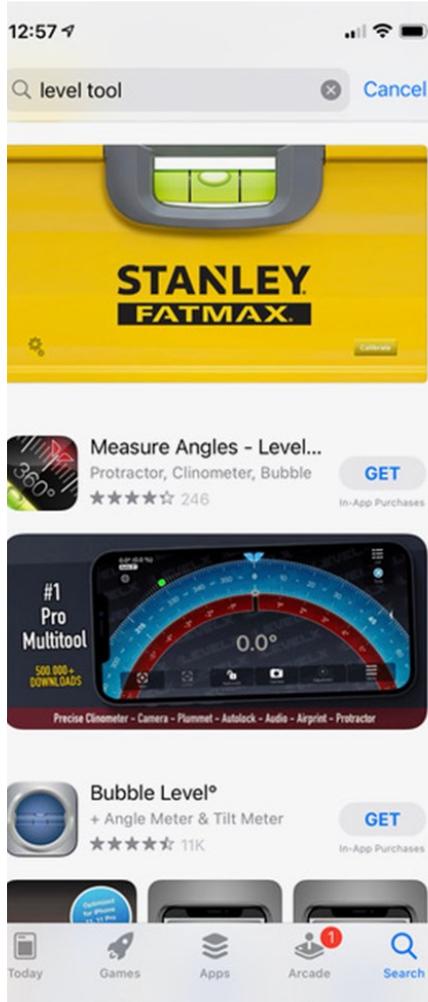
by Tim Cullen



If your shop has balsa dust, several spinners, a bunch of retract sets, with 4 or more rolls of Monokote covering laying around then you probably have one of these contraptions.



Yes! It's a wing incidence meter from Robart. Mine is probably 30 years old, and unfortunately the meter met an untimely demise years ago. Of course, I needed an incident meter during a build, so it got me looking on the internet. Rather than purchasing a new meter, I came across a great app using my cell phone as a level. The app accuracy was much better than the mechanical swinging pendulum style of the original meter. Now I just had to adapt it to the existing rail. After a few measurements and some solder, the new holding fixture was ready to be tested. Just rest my cell phone on the holding fixture (The buttons of the phone case might throw off the reading just a bit. Nothing a small piece of tape can't fix.).





While working on a new plane, I wanted to check the incidence of the wing and tail. According to the plans, they are supposed to be identical at 0.0. The model came to me already glassed and ready for finishing. After setting the fuselage on my worktable, it was showing .9 degrees pitch down. I installed the incident meter. Here are the results:





The wing and stab were exactly where they should be at 0.0, and equal on both sides. My meter worked great, but more notable was the quality built GP Sportster 90/120.

A few months back, club member Mike Slein was helping clear out his parent's home, and came across this model his Dad built. I never met Mike's dad, Shelly, but I've heard his name often. Unfortunately, our paths never crossed. Obviously, I could have learned a few things from him about building. He knew how to build beautiful planes. The Sportster needed to be finished and have the electronics and engine installed, but basically it was done. We'll maiden it this week at North Branch and get it dialed in.

It's good to know the incidence is perfect—a real testimony to a quality builder. I'll have to find a way to get it back to Mike.



Shelly Slein built Sportster upon arrival at Tim's shop



Rebirth

—Tim Cullen

Water. And more water.

It has been a summer of water.



August 23. Our inaugural Larry Gray Memorial Warbirds event is only in five days. Anyone got a wet vac? The water drained. The event cancelled. But 11 days later...



Morning of September 2nd. More water.

Seventeen days later, Bill Brouillard and Dave Szabo raised and tidied up our bulletin board and frequency box, both built by Bill. Thank you Bill and Dave. Though the windmeter's LED display was under water, it still works.



MYSTERY PLANE CHALLENGE

A nitro blast from the past! Made of plastic. Heavy. Glided like a rock when the tank ran dry. Many flown only once. Some not at all. Taught many the basics of 1/2A engine operation. Those that did make it into the air went round and round on Dacron lines attached to a plastic handle held by an excited youngster. Lots of noise. Glow fuel with 30% nitro, sometimes more. The name of the plane is easy. Name the manufacturer. Send answers to domecqsmith@msn.com



*Yes. Last issue's mystery plane was the **Minnie Mambo** for only \$3.95 when it appeared in 1961. That is \$36.14 in today's dollars.*

*Congratulations to **Ernie Evon** who correctly identified this popular plane.*

Member Profile

Felipe Trucco



Two of the toughest questions I'm often asked are...

“Where do you come from?” and “how is your name pronounced?”

Second question is easier and has a shorter answer:

Pronounced Fah-leep or Feh-leep.

I was born in Santiago, Chile. A month later, we moved to La Paz, Bolivia, so, my first aviation experience was flying along the Andes in probably a DC-6. A year later we were back in Santiago. Sometime in mid-'62, we moved to Washington, DC. Grammar school and early high school years were split between DC and Bethesda, MD. During the early summer of 1977, we moved to Switzerland where I graduated high school from the International School of Geneva and ended up at the University of Delaware (GO Fighting Blue Hens!).

Soon after sophomore year, family moved to NYC—where the commute was a bit shorter than Delaware-Geneva. We stayed in NYC for three years, and then moved to Brussels, Belgium. The commute was now longer again. After graduation from U of D, I lived in Brussels for three years earning a Master's and working at Dow Chem. In December of '87, my father retired as a Diplomat and moved back to Chile. I followed about seven months later having gotten engaged in NJ. I stayed in Chile for about a year and decided to settle in NJ. Got married and lived in Nutley for about 10 years then moved out to Basking Ridge where we've been since

2003. That's 22 moves, not including college dorms—add those in and you get 30 moves.

That's the quick and dirty travelogue. Throughout it all, I've been modeling with the usual breaks between school, life and work.

**TO BE REALLY HAPPY AND REALLY SAFE,
ONE OUGHT TO HAVE AT LEAST TWO OR
THREE HOBBIES, AND THEY MUST ALL BE
REAL.**

- WINSTON CHURCHILL -

I remember my first attempt at modelling was a 1/72 P-51. I was six or seven and ended up with styrene mostly covered in glue. It looked like an airplane so I consider it a success. My lawn-cutting funds went to buying Revell and Monogram car kits, P-51s and P-47s. I also remember sometime in sixth grade, while cleaning brushes at home, spilling turpentine or lacquer thinner on a notebook. Next day during history class, the fumes became overpowering and I ended up in the nurse's office (happens today, and you may have to watch a video on huffing).

I did get a Cox-powered, control-line P-40 for Christmas when I was 10 or 11. Not sure what my parents were thinking. The instructions said to practice going in circles before trying to actually fly. So I did, and learned that two things happen very quickly: 1) I fall; and, 2) I get very dizzy after two spins. So, the P-40 was started many times but never actually flown. Once I ran out of fuel, that was the end of that. Back to plastic... ships, boats, planes, cars, etc.

While in high school in Geneva, my Aunt Becky from DC sent me the Revell Constitution. Big box with all the paints included. That re-started my modeling interest. Took forever to build. Found a local hobby shop that had the Tamiya 1/12 scale F1 kits. Expensive but great builds. Think I ended up building six or seven (built most of them again decades later).



That was it until I settled in Nutley. Three events happened very quickly: on vacation in LBI, the LHS down there had one of the Tamiya F1 1/12 cars—the Renault 16. Told my wife how much fun they were to build when I was a kid. For my birthday a

month or so later, she surprised me with the kit. Then, we were watching a documentary on the Titanic. She happened to walk by our LHS and saw the kit in the window. Another surprise awaited me. And, third, I went to the same store to get some paints for the Titanic and they had a 1/24 scale Airfix P-51. It was the “Big Beautiful Doll” version. Nothing like cool box-art to get my attention. From that point, I started building WWII themed aircraft mostly in 1/48, 1/32 and 1/24 scale while collecting after-market detail sets, documentation, etc. I’ve built over 50 with about 50 still in their boxes. Also recently, got into wooden ships. Those take quite some time. Last project



took over a year and turned out beautifully.

So, where'd RC come into the picture... I needed some paints for a project and couldn't wait for delivery, so I took a ride out to Linda's Hobby Hut. Got the Tamiya paints and a few other things but in looking around, I spotted a beginner RC Cub—the Hobby Zone RTF. Went home and kept thinking about starting RC. Memories of the failed P-40 attempt came back but rationalized that I wouldn't need to spin in circles this time.

Father's Day weekend 2012, I took the ride to Linda's and came home with the plane and three extra batteries. Read the manual, went to a local sports-field and quickly put the plane into a tree. Along with a long branch and some persistence I got it down. Back to Linda's



for spare parts, and, not having learned a sufficient lesson, proceeded to put it into an even taller tree. The serrated blade on a Swiss Army knife did a great job in helping me cut down the right length branch to poke the plane out of the tree. Back to Linda's for more parts...(Linda and I were developing a great friendship at this point. Sorry to have heard of her recent passing. I believe most all

of us who knew her owe her a debt of gratitude for her years in the hobby and helping us in one way or another.)

That night, I drafted a note to Dave Rollino, President of Somerset Signal Senders at the time. I had hiked along the trails at North Branch Park and was familiar with "The Field" and got his name off the web-site. We met a few



days later and he took me up in the Avistar. Although I had the Cub with me, he indicated it would be just okay but that I would truly learn from what the Avistar could offer. Hooked up with the buddy box, I got my first taste and was hooked. Went home that night and ordered the full monty (Avistar, radio/transmitter kit, etc).



I did fly the Cub at the local park but would really learn from Dave's excellent and patient instruction at the field. Could not have progressed without Dave's pointers: "where're you going?" "wings level," "too far out," "too slow," "go around," and the final on September 23rd, "can't teach you any more..." after I had put my Avistar into "The Tree" and Dave's insistence that I take up his Avistar for another flight...which was the actual certification flight...

That "P" started an entirely new hobby, friendships and comradery.



I built my first kit a few months later (Taylorcraft Cub) and it earned 2nd place in the Club's contest; the following year, I built the bi-wing Ultimate which earned 1st place, and the following year the

Citabria also was voted #1. So, kit building, with some gaps throughout the years, is still an on-going passion. I have 23 planes hanging in the garage – electric and nitro.



Although some recent health challenges have slowed things down a bit, there's no greater time than thinking what needs to be packed into the car, are the batteries charged, what's the weather going to be like, is the flag at the fire station waving or limp, who's at the field? What music should I play? If you can't do what you're doing without music, is it worth doing?

Thanks to all those that keep us going and motivated.

—Felipe Trucco



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

Freeze Fly, January 1, 2022

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
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

General

AMA Expo East 2019 (photos)	Tony Rossi	March 2019
AMA Report	Jon Gerber	January 2019
AMA Report	Tony Rossi	May 2020
AMA Report	Tony Rossi	November 2020
AMA Report	Tony Rossi	May 2021
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
So <i>This</i> is Pattern	Domecq Smith	September 2020
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
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

Eulogy for Larry Gray	Domecq Smith	March 2021
STS-51-L	Jon Gerber	March 2019
The Killing Fields	Jeff Randolph	November 2020
From Lady Peach	Peach Smith	May 2021

~continued~

Member Profiles

Michael Ahlff	May 2019
Paul Audino	May 2021
Bill Brouillard	May 2020
Rich Blatt	March 2020
Tim Cullen	September 2020
Robbie DeVergillo	November 2019
Ernie Evon	March 2021
Ray Garcia	July 2021
Larry Gray	November 2020
Jerry Lustig	September 2019
George Mariasz	July 2019
Jeff Randolph (contributed by Paul Audino)	January 2021
Tony Rossi	March 2019
Domecq Smith	January 2019
Dave Szabo	January 2020
Felipe Trucco	September 2021
Jim Vigani	July 2020

Shop Articles

3D Printing the Simple Things	Dave Szabo	May 2021
A Glow Plug Caddy for the Flight Box	Dave Szabo	July 2020
Checkerboarding a Cowl	Domecq Smith	January 2021
DYI High-Torque Motor Starter	Dave Szabo	November 2020
Cowl Cutting for a Muffler	Domecq Smith	May 2020
How I Do It <i>or</i> How to Install Hinges	Ernie Evon	July 2021
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
Using a Phone App to Check Incidence	Tim Cullen	September 2021

All newsletters are available at www.somersetrc.org



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

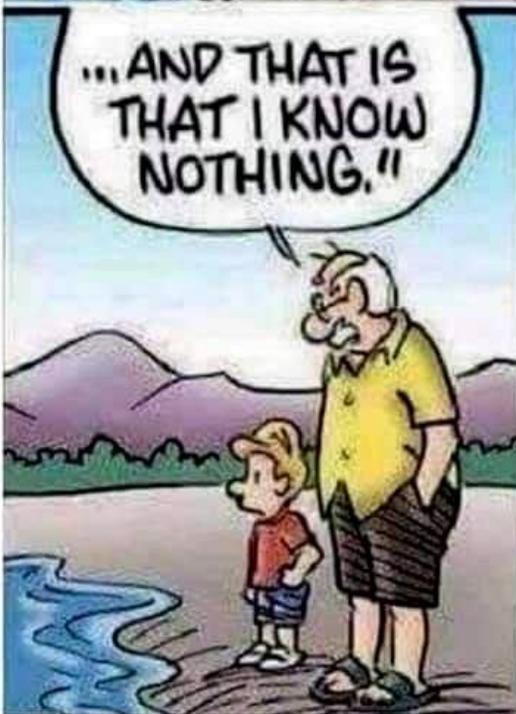
Mail all applications with check to :
Dave Szabo
12 Shoshoni Way
Branchburg NJ 08876
Make check out to "Somerset RC Club"

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







PEANUTS

Though her husband often went on business trips, she hated to be left alone.



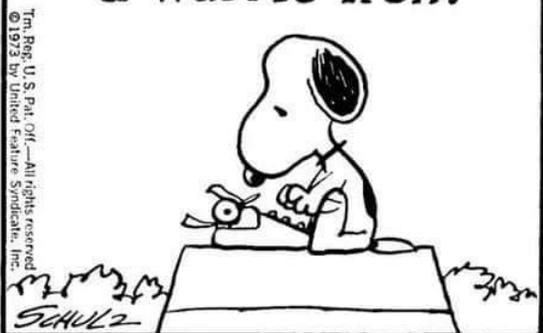
"I've solved our problem," he said. "I've bought you a St. Bernard. Its name is Great Reluctance."



"Now, when I go away, you shall know that I am leaving you with Great Reluctance!"



She hit him with a waffle iron.





If you ever get caught sleeping on the job, slowly raise your head and say "In Jesus name, Amen"

