



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 **March-April 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
May



Domecq & Peach Smith

From the President

If you are reading this, you are reading the second issue of the Somerset RC newsletter. Our first issue was enthusiastically received by members of our club

and even beyond. If you missed that issue, it is archived for ready reading on our club website at SomersetRC.org. I recommend it to you, as I do this issue, for its interesting and relevant contents. What makes our newsletters unique for many of us is that they contain the expertise and acumen of our very own club members. I am heartened at the positive response the newsletter has received, and especially grateful to all of the authors who have given articles for publication. Thank you very much.

Are you building a kit or ARF? If so, you know the experience is akin to an odyssey in itself. It's a story, a journey. Please share your own story with us. There are many of us who will be the richer if you pass it along.

In this issue, we feature a construction article by AMA Associate VP and former Somerset RC president **Tony Rossi**. His chronicling of his F-86 Sabre is great reading and viewing. **Dave Szabo** presents a perspective of our hobby that some may not readily consider—a behind-the-scenes glimpse into being Treasurer for Somerset RC. After reading his article, I'm sure you'll agree that Dave has the right stuff. **Rich Blatt** returns to these pages with a thorough reference list of items that you will need to complete nearly any ARF project. With this list, you will just about get everything you need. The first time. The **AMA Expo East** is reported in a plethora of pictures. Check out this month's **Mystery Plane Challenge** as well as our **Club Event Schedule**. And a poignant ending from Associate VP **Jon Gerber** awaits you, showing that the flight of the soul reaches infinitely higher than do our planes.

—Domecq Smith, President, Somerset RC
domecqsmithb@msn.com



Feature Construction Article

E-flite F-86 Sabre 15 DF ARF

by Tony Rossi



The North American F-86 Sabre, sometimes called the Sabrejet, is a transonic jet fighter aircraft. Produced by North American Aviation, the Sabre is best known as the United States' first swept wing fighter that could counter the swept-wing Soviet MiG-15 in high-speed dogfights in the skies of the Korean War (1950–1953), fighting some of the earliest jet-to-jet battles in aviation history.



That being said, I want to introduce you to the very nice E-flite F-86 Sabre 15 DF ARF. Although this model is not available anymore, it is really a cool looking jet. The F86 was always my favorite because of its classic lines. From the intake to the vertical stab, it is one of, if not the classiest looking jet there is. It was produced to kick the crap out of the Mig15 in Korea, and it surely did that. Most people don't realize that this was the last jet produced that was not supersonic (meaning that it didn't travel faster than the speed of sound).



Ok, let's get on with the review.

The kit is comprised of a very nice, light-weight fiberglass fuselage, built-up wings and stab. The rudder is also fiberglass. There are three different versions you can make, and the kit provides the decals for each version.

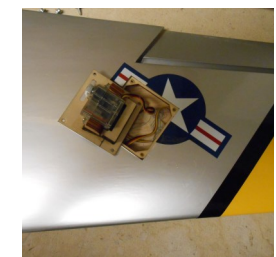


"Outstanding packaging with no kit damage."

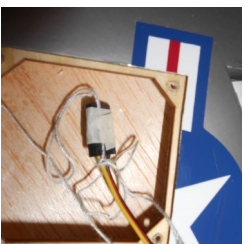


The wings and stab are covered with UltraCote and can be tightened with a heat gun.

Let's start with the wings. The wings have a hatch to put in the micro servos. I used Hitec HS5045BB because they fit right in and have more than enough torque to handle the aileron.

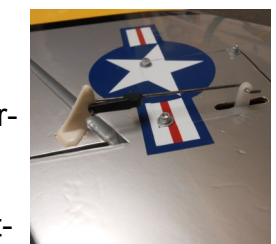


Servo installation.



I attached the servo to the hatch, and used a string to fish the wire through the wing.

I then I attached the control-wire to the servo and the aileron horn. One end is an "L" bend with a keeper and the other end is a "Z" bend. Just a note: the rod did not have any adjustment on it so you have to be right on with your bend. Any adjustment must be done through the transmitter's sub trim. I found this very irritating since nobody can be that exact.

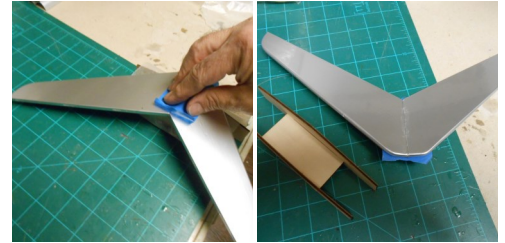


No threads on aileron pushrods!



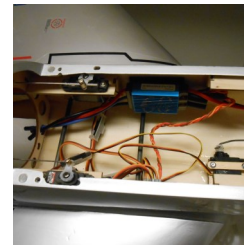
Next, we attached the wings to the fuselage. I had to sand the paint off of the fuselage where the wings attached in order for the glue to work. The wing has two carbon fiber rods to keep it strong. Make sure you follow the directions very closely when attaching the wing since it is not very forgiving if it doesn't go on straight. Remember, this model will travel in excess of 100mph so any imperfections will show up. I used 30-minute epoxy to secure the wing and carbon fiber rods.

The horizontal stab is next. The kit provided a jig for the stab since it has excessive dihedral and it is important to get it correct.



The stab is then slid into the fuselage and glued from inside the tube. Then, the elevators are hinged.

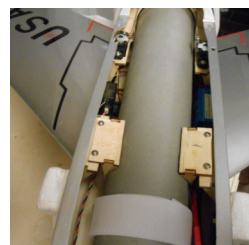
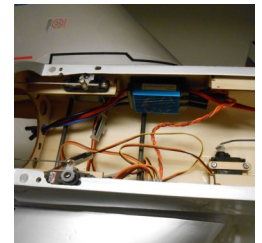
I used Hitec HS82MG servos on the rudder and elevator. This servo puts out a crazy amount of torque, 28oz, and since the split elevator uses two rods I thought it was appropriate. The elevator uses CA hinges and the rudder uses Robart round hinges. I had to trim the rudder hinges to get it to fit.



Installing the main gear was quite simple. The front wheel utilizes a separate servo from the rudder because of the thrust tube installed in the fuselage.



Now, we install the receiver and the ESC. They use Velcro in case you need to remove them for some reason. Note: I can't see ever removing them once they are installed—all of the electronics are installed around the tube and once the tube is in place it is nearly impossible to get to the receiver, ESC, and nose wheel. Also note: I would have liked to install retracts to look more scale-like, but because the wing is so thin, none are available.



Next, we install the front tube. This is a flow-through directly to the fan, thus not having any angry air to deal with. That is why this model produces so much thrust. It fits nicely into the front of the intake thus preserving the beautiful lines of the original jet.



Now for the fan unit, motor, and exhaust tube. I used the recommended fan unit and motor. They fit perfectly. I slipped the clear exhaust tube over the fan and secured it with very strong tape provided in the kit.





I used medium thread lock on the screws for the fan motor since I felt it would be subjected to high vibrations. I then secured the access hatch for the fan unit to the bottom of the fuselage with the recommended tape.



The canopy was fairly simple since it is the main hatch and access to everything. It is secured with a dowel in the front and several magnets in the back. I added the canopy interior detail by trimming the insert with a scissors, and taping it in. I didn't have a pilot since they are no longer available.



The kit mounts the battery on the front tube using Velcro and a Velcro strap. I used a 3300 4-cell lipo with 35c output rate. This should be plenty for this jet. I expect at least four minutes out of it.

The next step is to balance the jet. With the battery installed (good idea), I had to add 2oz to the front in order to balance at the forward position. I would rather have it a bit nose heavy rather than tail heavy.



Now for the fun part, decide which version to make. I like all of them but you can't ignore the presence of a big, bad dragon, so I chose "The Huff." Because of the size of the decals, I used soapy dish detergent sprayed onto the model in order to position them properly.

So, here is the finished product and its proud owner.

I can't wait to test it out this spring.

In summary, I found the instructions easy to follow, and the parts are of excellent quality. I will cut an exit hole for the air to cool the ESC since there is no exit, and I have heard of instances of overheating. Other than that, it looks like a really nice flyer.



—Tony Rossi

Former President of Somerset RC, and Associate VP for District II of the AMA

Treasurer's Chest

My Other Vice

by Dave Szabo



We all know that performing a job with the wrong tools is not enjoyable. It can be inefficient, time consuming and often leads to results that are less than stellar. This holds true in everything we do, from our professional life, fixing the car, and to building our ARFs and kits. So when I took on the role as the club treasurer more than 10 years ago, there was something that told me it would be a time-consuming job unless I had the right tools. Especially when my predecessor handed over the books to teach me his method of madness. The only data he provided was a simple Excel spreadsheet with a list of the club's members, addresses and a ledger from the 2009 flying season that consisted of a carbon copy receipt book with a bunch of undecipherable scribble in it. Good thing we were never audited!

Being proficient in Microsoft Access databases, it was clear in my mind that it would provide the perfect platform for a club data management application. I also saw it as a challenge to hone my programming skills and see how far I could push the software and my creativity. Because the

I guess Marc and I will be banned from playing the 50/50!

officer elections are always conducted in November, I had about two months in order to build the system prior to officially starting the duties of club treasurer. More than enough time!

The developed application turned out far more advanced than a simple Excel ledger sheet. It not only manages the club finances, but is fully integrated with the club member data and even my Google mail. At any given time, I can report on the status of club finances and its members. The application has 13 canned reports that prints everything from the club roster, club cards, mailing labels, to a variety of financial reports that I share at the club meetings and with the executive team. It also has several canned emails, like the dues reminder that I send at a the click of a button, or welcome emails to new members. Currently, the ledger has about 2,100 transactions, each associated with an event, a club member, and category. At any given time, I can show spending by event, member, and even report on what we spend on coffee and doughnuts.

(continued on next page)

Below is a screen shot of the ledger. It provides an on-screen summary of the club wealth as well as a complete listing of all the transaction detail that can be filtered and displayed in infinite permutations.

Last Bank Statement		On hand		Not Cleared		Credit Total	Net Worth	Cross Check
Date	Total	Cash	Checks	Deposits	Checks			
1/31/2019	\$1,831.59	\$273.00	\$90.00	\$0.00	(\$150.00)	\$0.00	\$2,044.59	\$2,044.59

Date	Amount	Category	Event	Description	Member	Check #	Current Year
2/10/2019						Cash	2019
12/19/2017	(\$56.00)	Event Give Aways	Holiday Party	member of the year plaque	Rossi, Tony	1G255646N24026231	2018
12/19/2017	\$1.74	Donations Received	Non Event	paypal over pay	Fleming, Thomas	9ST0484328289444U	2018
12/19/2017	\$30.00	Dues	Dues		Fleming, Thomas	9ST0484328289444U	2018
12/19/2017	\$2.67	Donations Received	Non Event	paypal over pay	DeBlass, Chris	3X097127CN230600T	2018

Members are never deleted from the system when they are no longer active and paying dues; they simple become archived. Currently, there a total of 201 past and current members in the database, but only 68 are currently 2019 active members.

Select	last name	first name	AMA #	Street	City	st	Zip	home phone	cell phone	email	Status
<input type="checkbox"/>	Szabo	Dave	735003	12 Shoshoni Way	Branchburg	NJ	08876		908 872-8428	dszabo2@its.nj.com	Active
<input type="checkbox"/>	Tan	Patrick	1011987	220 Maple Avenue	South Bound Brook	NJ	08880	201 421-4170		Patrickytan@gmail.com	Active
<input type="checkbox"/>	Trucco	Felipe	996835	196 West Oak Street	Basking Ridge	NJ	07920	201 572-5231		ftrucco@verizon.net	Active
<input type="checkbox"/>	Vallorano	Everett	1064368	66 Kline Road	Hillsborough	NJ	08844	551 486 3236		Erskip@optonline.net	Active
<input type="checkbox"/>	Varker	Dick	1161469	97 Sunset Drive	Chatham	NJ	07928		973-943-9895	bonobo_dreamer@yahoo.c	Active

For this article, I ran a quick query on the 50/50 raffles. There are 71 drawings for the 50/50 logged into the database that report club member as winners, and here are the top five winners. I guess Mark and I will be banned from playing the 50/50!

Member	50/50 Win Count
Marc Julius	9
Dave Szabo	9
Tony Rossi	6
Jeff Randolph	4
Larry Forni	4

After using the application for 10 years, the structure and screens have remained the same. The reports have been tweaked and a few new ones created as the need arose. More importantly, the reports have been shown to be accurate and greatly helped in making club decisions over the years. Making *ad hoc* queries is simple, and many times I have been requested for a slice of the data that is not in a canned report. This was especially true during our tax crisis several years ago when a spending break down was required for the accountant to minimize our tax payments. The structure of the app makes it easy to slice and dice the information. I even provided a copy of the app several years ago to the treasurer of the West Jersey Radio Club. I think they still use it to this day.

So don't be impressed at the next club meeting when I present the monthly spending report. I didn't spent hours tabulating and sifting through a stack of receipts and checks. It was as simple as a button click and a walk to the printer.

—Dave Szabo
Treasurer, Somerset RC

In the Workshop

Model Airplane Assembly

by Rich Blatt



If you are going to assemble an ARF, here is a basic list of materials and equipment that you will need to finish your project. Keep this list handy for every model that you assemble:

Radio

- transmitter/receiver/owner's manual
- correct servos
- switch w/ charge jack
- battery
- Extensions, if required (3", 12", or 18", etc.)
- Y-connector (if required)

Fuel line

Fuel filters

Fuel filler, dot, etc. (if required)

Adhesives

- ca-thin/thick
- 5 or 12 & 30 minute epoxy
- canopy glue-560 (if required)
- Loctite

Engine/Electric motor

- prop
- spinner & adaptor or spinner nut

Specialty items

- EZ-connector-servo throttle hookup
- servo screws 7/16"-9/16" socket head
- line connectors-parsons or equivalent
- specific servo arms (if required)
- pilot figure (if wanted)
- flexible throttle cable (if needed)
- stick-on lead weights
- foam rubber 1/4" 1/2" +
- Velcro (if needed)
- antenna tube (if wanted)
- nylon ties (if needed)

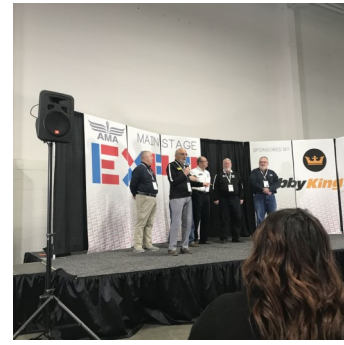
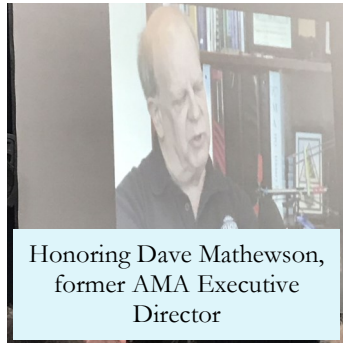


"Sam didn't read the instructions."

AMA Expo East, 2019

“A picture is worth a thousand words,” it is said. So we will share a photo presentation of this year’s Expo for the next few pages. (Photos courtesy of Tony Rossi)







MYSTERY PLANE CHALLENGE

Can you name the model airplane below? Extra points if you can identify the lady, too. Send your answers to Domecq Smith at domecqsmith@msn.com. Answers will be published in the May/June Newsletter.



Congratulations to **Ernie Evon** and **James Smith** for identifying the Mystery Plane in January's newsletter. The plane is a Carl Goldberg 1/2A control line Cox .049 engine. You recognized the Top Flite front. It was the Carl on the fin that pro-



vided a strong clue. This model was built and flown by Domecq Smith in the late 70's.

Member Profile

Tony Rossi



I was always interested in flying since I was around five years old. My dad built Guillow's models with me and we flew them at the park. We also tried control line but got dizzy. When I was around 17 years old, my dad and I went to Tiny Tots on Rt 22 Greenbrook and purchased our first R/C unit. I will

never forget that red box with Citizen written on it. Yes, it was a Galloping Ghost unit. Not the most expensive, but it wasn't an escapement unit like the one we bought at



Lafayette Electronics. They worked with an escapement in a plane and a rubber band and you could only control the rudder—push the button once for right turn twice for left. It really was a controlled free flight. Nothing exotic, just brings it back.



The Galloping Ghost on the other hand had elevator and rudder. It

continually pulsed hence the name galloping. That was our first adventure into R/C.



I worked all summer cutting grass and bought myself a brand new MRC 5 channel proportional. Man, that was



such a dream. I quickly build myself a Sterling Fledgling and learned to really fly R/C. My instructor was a guy by the name of Ron Palmer. You probably know him as the guy that had the first R/C talking show robot. He was also a really good flyer, and I understand he won an AMA national event when he was 16. Any-

way, Ron and I had a good relationship.



I got a job in South Jersey and moved to Marlton



around 1978. I raised my family there and didn't return to the hobby until around 1987. I joined a club called the Cross Winds and flew a few years with them, then joined Burlington County R/C of which I am still a member.

In 1993, I moved back north to Woodbridge and found the Signal Senders (now Somerset RC). I have been a member since 1995. Some of my favorite planes are the P51, Spitfire, FW190, Extra 300, any type of Cub, P26 Peashooter, and anything else I fancy to.



I have been President and VP of Somerset RC, President and VP of BCRCC and VP of



AFRCF along with a Contest Director, Leader Member, AMA District II AVP and AMA Instructor Pilot.

I also love trains and have a rather large collection of Lionel trains that we always put around the Christmas tree for the grand kids (and me). I don't mind if they play rough with them. Let's face it. They were made to play with.



I love cars, mainly the muscle cars and European sport cars.

As some advice to anyone getting into the hobby, I can only say you have a great opportunity to share in a super

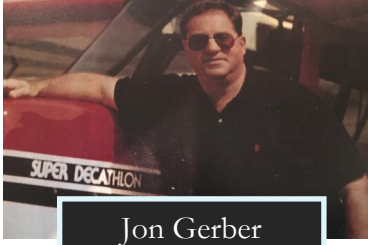


hobby that has a lot of history and really good guys. If you have the passion of flying and the drive, then the sky is the limit. If you ever have an opportunity to build a KIT, please do so. It will give you a great appreciation of the hobby and you will really feel a sense of pride and accomplishment when the new bird takes its first flight.

Remember the only mandatory maneuver is landing. :-)

In closing, I love this hobby and the guys and girls in it, and wouldn't trade it for anything.

—Tony Rossi



The day was January 28, 1986, and Space Shuttle STS-51-L was preparing for lift-off. It was a very special mission because there was a civilian among its seven crew members. She was a school teacher by the name of Christa McAuliffe. She was assigned to the flight as a Payload Specialist. It was supposed to be the experience of her life. The flight, unfortunately only lasted 73 seconds.

The Shuttle exploded upon lift-off, killing all seven on board.

I was a teacher when that horrific accident occurred. If I had entered and won the contest that brought her to that final moment, that could easily have been me. I thought, “What could have brought a fellow teacher to that exact time and place?” In her honor...in her memory, I composed the following poem.....

Lights In the Sky

Jon Kenneth Gerber

Throughout my breathing lifetime
I dreamed of reaching the sky.
Walked this earth in quiet despair,
A silent lookout, a reticent spy.
Watching gentle lights float softly by,
With child-like innocence I wondered, “Why not I?”

In search of an answer, alone in my room,
I stood on a chair, no thought of my doom.
Gently to touch the ceiling above,
The desire for flight, the need for love.

Looked out my window to caress the moon,
And there just beyond my moon’s heavenly glow,
Amid the purr of engines, lights moving gracefully slow.

Lights of my fantasy, asleep and awake,
I dreamed, I prayed, somehow aware of my fate.
But for one brief moment, I was that Light In The Sky,
No time left to pray, no time left to cry.

And now just a tear, the flicker was brief,
One glorious moment, and now only grief.
But in the silence of my destiny stilled,
Remember my dream and how it was fulfilled.

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 for event updates



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