



The Signal

Somerset Signal Senders

Volume 4, Issue 1

October 2009

Electric Fly and Fun Fly Weekend - October 10-11, 2009

First "Invitational Fun Fly" - by Ray Jajko

The God in charge of good radio control flying weather was smiling down on us October 11, 2009, the Sunday that Somerset Signal Senders was finally able to hold the first annual "Invitational Fun Fly" competition. Actually, that God may have been doing more than smiling...he (or she) was probably having a good chuckle. You see, although the day was bright, sunny and pleasant, there was a "breeze" strong enough to give the contestants a lively challenge to their flying skills. The so-called "breeze" seemed to increase as the day progressed, and thereby upped the skill level needed to compete against the ever-stronger gusts.

It would be a real surprise if anyone were to disagree with an overall event evaluation of "A++", or "Super Excellent". The flyers from the Central Jersey Club will surely be feeling a bit upset with themselves at not joining in the fun. The truth is we missed them and hope they will be flying in the "Invitational" next year. A little more competition will only serve to compound the fun. And...it does appear there will be a second annual "Invitational Fun Fly". An Email from James of the Union Model Airplane Club (UMAC) thanked us for sponsoring the event and praised all that went on during the day, including the morning coffee and lunchtime pizza. He went on to confirm that UMAC will host the event in 2010, probably in May or June.

Not only do we thank UMAC for volunteering to coordinate the event next year, we thank them very much for joining us in the fun this year. UMAC President, Mike Luciano, Jr., and the members from his club certainly took on at least their fair share in helping to make this year's competition possible. Thanks!!!

Although the electric powered flight segment of our hobby had their own "E-Flight" event just the day before the "Invitational Fun Fly", those same pilots were invited back Sunday to show their "stuff" competing against the good old-fashioned nitro fueled glow power planes. Judging by the final standings, and actually watching them perform, those "quiet" planes are pretty darn good. And even though I'm a loving throwback to the greasy, smelly, and loud engines of the good old days, I can't help but be secretly impressed by what electric power in planes can do.

The official results showed 19 entries, with 11 finishes. I'm not sure if "finishes" includes the few casualties of the day, such as pilots who played "lawn darts" with their planes, or smoothly removed landing gears with their graceful landings. Certainly those planes were "finished" for the day. To offset the casualties there was at least one magical "save". Jim of the UMAC was completing the loops & rolls event with his Uproar over the trees at the right hand side of the field. At that point his plane then unexpectedly plummeting downward in corkscrew fashion, seemingly destined to suddenly stop in the trees, or on the field close to the trees. Just in the nick of time Jim demonstrated his intuitive flying skills and pulled the craft out of the spiral death-dive and followed through with uneventful landing.

Although the official results recorded 19 entries, I counted over 20 model aircraft on the flight line. There were at least as many spectators watching the pilots skillfully perform the planned stunts, as there were pilots with thumbs on the sticks. Take it from one who was doing so, watching was probably almost as much fun as having a transmitter in my hands. The thing that made being a spectator so enjoyable was the way events were coordinated right on schedule. President Tony Rossi spearheaded and promoted the event starting many months ago. Of course a lot of help was required and it came from people like Dave Rollino (as supervised by his son, Sam), Dave Szabo, Lyn Alford, and others.

In concluding this brief report, I'm sure everybody joins me in congratulating the pilots who wrapped up the top three slots. First was Joe Lachowski, followed by Dave Szabo in second, and Paul Gentile taking third. Good job guys!!! Really, congratulations from the S.S.S. go out to everybody who played a part in making this first ever "Fun Fly" such a success. Complete details about how everyone fared in individual contests will be found on our website... www.somersetsignalsenders.org

Highlights:

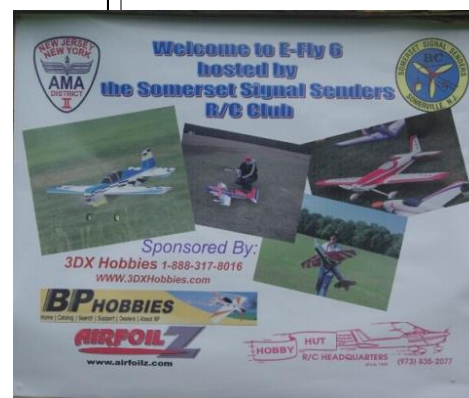
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"The registration and impound worked smoothly. The flight line was busy but kept running flawlessly, and the events were challenging yet fun for the participants as well as the spectators."
- James, UMAC Flying Club



Science Works With Aeromodeling

Here's a story about a fellow AMA member brightening the minds of the youth, from the October 2009 edition of *Model Aviation*. Maybe our own club experts should bring the show to the New Jersey Section!

'On May 2, 2009, Aslam (Sam) Shahid, an AMA member, participated in the Science Works! program at the Museum of Science and Industry in Chicago, Illinois. This was an invaluable teaching and learning experience for Sam, who gave a presentation and demonstration using an RC flight simulator and model aircraft technology.

The Institute of Electrical and Electronics Engineers (IEEE) Chicago Section selected Sam to introduce math, science, engineering, and technology to youth. The IEEE's scope of interest has expanded into many related fields. Young kids asked him all kinds of questions about topics including FM vs. 2.4 GHz radios, model aircraft technology vs. Unmanned Aerial Vehicles, NiMH vs. Li-Poly, foam, fiberglass, balsa, etc.

Sam loves flying RC models, since it involves math, science, engineering, and technology. He also likes to encourage young kids to get into flying RC and joining the AMA. **MA'**



Quote of Wisdom:

"It's easy, just glue all the pieces together, and sand off everything that doesn't look like an airplane." – Anonymous

Meeting Highlights

- ◆ A vote was held on changing the club vote on officers for the coming year from the December club meeting to the November club meeting). Club approval was given by voice vote.
- ◆ Nominating Committee Chair Jim Vigani commented on resulting timing changes in presenting the Nominating Committee report on its slate of officers, and accepting nominations from the floor, to the October meeting.
- ◆ The meeting will be held October 28, 2009 at Tim Kerwin's Tavern in Middlesex.
- ◆ Tony advised the club that we had the option of changing the location of all our General membership meetings from the Bridgewater Library to Tim Kerwin's Tavern. Voting on this will be held during our November meeting (after club members have had a chance to meet at and evaluate Tim Kerwin's Tavern).



**Congratulations
to Walt Grief on
your Pilot's "P"**



President's Corner by Tony Rossi

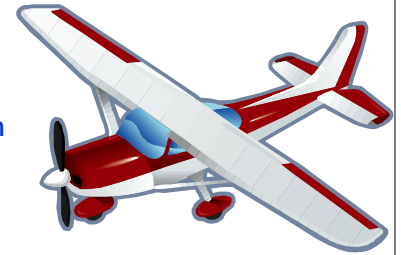
Wahoooo. What a great fall picnic for the club. great weather, fantastic turnout and a really good time. I just want to thank everyone who helped out and brought something to the picnic. At last count I figure there were over 35 pilots and over 75 airplanes. I think the total attendance was almost 100 people. I flew my Sig King Kobra that I built from a kit (what was I thinking of?). It had an OS 61 fx for power and Spring air Retracts. I am glad to say it flew real nice. I still have some trimming to do but for the most part a pleasure to fly. We had everything from small electrics and .061 engines (wineeeeeee) to 1/5 scale war birds.

We had a special award to a special member, Bill Becker, for all the enthusiasm and help he brings to the club and more important to the hobby. When the club started to grow again, Bill recognized that this club was alive again and complimented all the members on their great job. Bill also has been a club member for a long long time and for this and his great attitude the club awarded him the status of "Honorary member". Congratulations Bill, Well deserved.

Again I just want to thank everyone in the club and their friends and relatives for making this a really fun picnic and season. Don't forget we have the Electric Fun Fly on October 10th and a Fun Fly face off with the Union and Central Jersey clubs so try to attend if you can.

The officers will have a meeting with the park and as usual we will discuss how to make things better and safer for our fliers next season.
Until then "Keep 'em Fly'in'

Tony Rossi
President of Somerset Signal Senders



For Sale

If you would like to advertise anything for sale, send an ad to the newsletter editor. Please include at least what you are selling and contact information. The editor will try to put as much detail as she is given, space permitting.

"Again I just want to thank everyone in the club and their friends and relatives for making this a really fun... season. "
-Tony Rossi, President

From the Archives...

ON THE SAFE SIDE

101 Ways to Stop a Spinning Propeller

By Don Nix,

Insider Safety Column Editor

Unfortunately, we are limited to only a single safe one: Stopping the engine.

Yeah, yeah. Everyone knows that.

Right? Well, if so, then why are more than half of all model accidents caused by model propellers—while turning? Because we do very stupid things sometimes. Because we get careless. Because we get too casual. Because we are inexperienced. Because we are so experienced we think common sense safety is for beginners. Because, because, because. Well, that be the cause!

K&B engines might not be very familiar to newcomers to the hobby, but oldsters will remember that K&B was the leading American manu-

From AMA Insider May 2009

facturer of model engines for decades, having been started by Johnny Brodbeck back in 1946.

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Somerset Signal Senders

Flying Field Address:

North Branch Flying Field
355 Milltown Road
Bridgewater, NJ 08807

Club Officers

President: Tony Rossi
Vice President: Dave Rollino
Secretary: Ray Jajko
Treasurer: Lyn Alford

www.somersetsignalsenders.org

Upcoming Events:

- ◆ October 28—Club Meeting at 8pm at
Tim Kerwin's Tavern
353 Bound Brook Rd. Middlesex, NJ 08846
www.timkerwinstavern.com
- ◆ 11/21/09: Turkey Fly

ON THE SAFE SIDE..... Continued

About 20 years ago, I was flying at the pilot's station next to one occupied by my good friend, John Brodbeck; the "B" of K&B engines, and son of Johnny, the founder. John was test flying an engine sent in by a customer seeking a solution to a puzzling problem. (Yes, company owners really used to do such things.) John had made a couple of laps around the field, but felt the engine was too lean, so he landed and taxied to the front of the pit to change the needle setting.

Now here's a fellow who is the owner of a model engine company, who had probably been weaned from Mama Brodbeck to a baby bottle filled with glow fuel, and had been around and using model engines since the earth cooled. One

would think he would be extra careful; be sure the model was secure and tune the engine from behind. Instead, wanting to get on with the test, he reached across the propeller from the front. I can tell you it stopped the engine. However, flying was over for the day for both of us because I had to drive him to the emergency room to have a deep 3-inch gash in his forearm neatly stitched.

Yes, he was hurt, but said the worst pain was the embarrassment of being an engine manufacturer who would do such a dumb stunt (his words, not mine) at Southern California's busiest flying field in front of about 60 modelers.

My guess is, there are very few modelers who have

been flying more than a couple of years who have not donated a little blood and possibly flesh to carelessness with propellers. For some of us, once is enough. Others have a little slower learning curve. It would be bad enough if their carelessness just injured themselves, but all too frequently an innocent person is hurt; sometimes more than just stitches.

I think I'll cut this column shorter than I had planned to allow you faithful readers (all six) to submit some of your own experiences that might quite possibly make others think twice before doing something stupid, ill-advised.

