

January, 2024

# Pine Barren Modelers R/C Club



## We're Back!

### Club Officers

President—Rich Bombardier

Vice Pres.—Dennis Spatcher

Treasurer—Ralph Ferrara

Secretary—Micki Bowne

Safety Officer—Pat Lovenstein

### Contact Us:

For website, classified ads, or any other club information, visit our web site at:

<https://pbm1727.org/>

or our Facebook group:

[PBM on Facebook](#)

Links to club officer and other e-mails are via the website. You can also mail us at:

Pine Barren Modelers RC Club  
P.O. Box 38  
Bayville, NJ 08721

To e-mail the Newsletter Editor, use the web site link or:

[newsletter@pbm1727.org](mailto:newsletter@pbm1727.org)

This newsletter is meant to inform you, our club members, about the goings on in and pertaining to the club. Social media can be erratic – blink and you've missed it. E-mails can vanish into SPAM folders, and social media sites aren't conducive to more structured articles. So, every month, you'll get a short newsletter, containing event reminders, club operations, safety tips, meeting highlights, and informational articles. I won't try to include a zillion pictures – that's an area where social media and our web site shine.

Another function of a newsletter is to present a public face for the PBM club. Copies will go to folks outside the club (such as our AMA VP), so personal and financial information will be removed from the newsletter. That information will still be in the official club meeting minutes, which will continue to be e-mailed to you and are available in the restricted area of the club web site. Our finances and any dirty laundry are our 'family' business, not for public scrutiny.

As the newsletter editor, I will try to present an unbiased, fair, and balanced newsletter. I will set some restrictions. For example, no non-club politics or 'for sale' ads. If I make any editorial comments, I will clearly mark them as being mine, especially in the meeting highlights.

Micki will provide me with a draft of the meeting minutes within a few days of the meeting. I will 'sanitize' them, then include them in the newsletter. My target is to have the newsletter e-mailed to everyone within 7-10 days of the meeting. Note, there will be no paper copies printed, keeping the cost down. As a side note, I've embedded active Internet links in this file; if they don't work, check your browser and pdf reader settings.

I welcome your inputs. No, make that I REALLY welcome YOUR inputs! If a submitter desires, I will edit their writing for [grammnewsletter@pbm1727.org](mailto:grammnewsletter@pbm1727.org), etc., but I will NOT print them until the submitter agrees. I'm not a grumpy Hollywood-type editor, I promise!

This is YOUR newsletter, so I WANT feedback, and I promise I WILL take it seriously.

Deadline for submissions for a given month is that month's club meeting date. So, for the February newsletter, I need your inputs by the day of the February meeting (7 February 2024, in this case).

R/C includes air, sea, and land disciplines; so will your newsletter, but since I know nothing about R/C boats, cars, drones, or helicopters, I will need YOUR inputs on them. I am grateful to say Todd Bunn has stepped up with a series of articles on R/C boats, starting this month.

Now, in this issue....

From the President's Desk – a few words from President Rich Bombardier

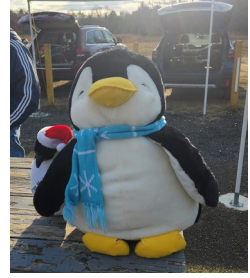
Club Meeting Highlights from the 3 Jan 2024 meeting

The Boat Doc(k) – Todd Bunn's introductory boating article

Bill's Corner

## From the President's Desk

2023 was a great year for Pine Barren Modelers. We've seen a significant increase in our membership, which I contribute to our members! Not only did we increase our membership, but we had many functions, both sanctioned with the AMA as well as non-sanctioned events. As we kicked off the new year with our annual Penguin Day on January 1st, I expect this year to be no different. We have many functions and activities scheduled for this year.



The Academy of Model Aeronautics (AMA) is one source that clubs such as ours rely on for assistance with finding and maintaining a flying field. The AMA is a non-profit community organization which is made up of thousand of clubs across America. This nationwide network of clubs supports our passion for RC by helping to provide flying fields, mutual learning, and a fun and safe environment for RC activities.

Another source or means of maintaining our flying field is to be a "community based" club or organization. Instead of being a private club, we found it more beneficial to be a "community oriented" club. We felt by being active in the community, it would bring a positive reflection upon our club.



Being active in the town, such as participating in Founders Day or Community Day in Berkeley allows us to bring our hobby to the community and show them the fun and joy of flying RC aircraft. Participating includes being part of the annual local middle school fair and the Clean Community Grant program (where we literally pick up garbage from the side of the road). It's been 4 years now since our club started hosting an annual Open House where we invite the local residents to come and learn to fly on one of our trainer planes or, if they don't wish to fly, to come out and enjoy a meal with us.



The more our club does for the community, the more we become part of the local community. Our most recent outreach has been with Central Regional School system. This year will be our second year of presenting an Aviation Scholarship to a Central Regional High School student as well an award to a student in the Central Regional Middle School. In order to be welcomed into the community, one must be part of the community! The more we become part of the community, the easier it will be to maintain a local flying field. We need the support of the community as well as the local leaders in order to succeed and continue for many more years.

This is *our* community and we invite you to be part of it!



# Meeting Highlights

*(Remember, these are NOT the minutes, so they don't contain sensitive information. The complete minutes will be sent out before the next meeting).*

## 3 January 2024

### Officers Present:

President – Rich Bombardier

Vice-President – Dennis Spatcher

Treasurer – Ralph Ferrara

Secretary – Micki Bowne

Safety Officer – Pat Lovenstein

28 club members were present

### Field Condition Reports:

**Temporary Field (Johnson's Pit):** All is well, except the gate is still wrecked. We're waiting to see what the township wants to do about it.

**Coyle:** No report, although the camera shows some tracks in the pit area.

**Safety Report:** Nothing significant, although two models didn't survive Penguin Day.

### Old Business:

Treasurer Ralph has plenty of t-shirts on hand and will submit orders for hoodies, sweatshirts, and light-colored hats (he does have dark blue ones on hand).

Ralph also has a good supply of small, oval club decals and new, larger aircraft nose-on silhouette decals (made by Al Simons). Al can vary the plane silhouette.

Webmaster Dennis reports 2,070 website views and that our Facebook page has 412 members. He's in the process of updating the club website to include a memorial section (with pictures).

President Rich reports that since the local elections are done, he will attend council meetings regarding the Pit field. He'll also request a meeting with the township engineer or administrator, regarding the future of our field and/or the possibility of another flying site.

Rich reports the FRIA application for Deer Head Lake was approved. We'll need it for our Float Fly/Water Fun Fly. He reminded everyone that we can fly there any time, but we MUST watch out for (and avoid) kayakers and the houses on either side.

No news, yet, about the Coyle Field FRIA submission.

The Christmas party was a success. Next year's party is already scheduled for 14 December 2024, so reserve the date! We will have the larger room, so no waiting list. This year, tickets will be sold for the party.

### Reminders:

Dues (\$75) are due by Jan 15th, after that you'll be charged a \$15 late fee

Next year, dues will go up to \$80.

Indoor flying starts up again this Friday, 5 Jan, from 6:30 to about 9:30 p.m.



**New Business:**

Per Commander Bill – Two more Scout breakfasts (Jan 28 & Feb25). That’s it until the Fall, due to other events beginning in March. Girl Scout cookies will be available at the February meeting.

Ralph show off new 16 oz thermos mugs, with a PBM logo. \$20 each. See Ralph to get one (or more!). He also passed out new club business cards, for handing out to prospective members.

Planned Schedule of Events for 2024 (Note: Those needing an AMA sanction are noted). Last year, we had an unfortunate conflict with another club, and we don’t want a repeat.

- Open House – May (not AMA) 11<sup>th</sup>
- Annual Fun Fly – June 8<sup>th</sup> AMA
- July 4<sup>th</sup> – Night Flight
- Water Fun Fly – August 10<sup>th</sup> AMA
- Warbirds – Sept 14<sup>th</sup> – AMA
- Picnic – Sept 22 at the Pit
- Flea Market – Oct 5, although we need to clear it with the VFW
- Nov 2<sup>nd</sup> All-day Eagles’ Day

Rich announced a new club (appointed officer) position, that of Quartermaster. He/She will be responsible for food, stocking the picnic supply bins (i.e., napkins and plates), and will help the chef. Do the job for a year, and your club membership for the NEXT year will be free! See Ralph or Rich if you’re interested.

Dennis plans to start another computer transmitter training class at 5:30 p.m. before the Feb meeting. If the class continues to get club interest, Dennis will try to more of them in the future.

**Model(s) of the Month:**

Todd Bunn showed a Blackjack R/C racing boat, available from Horizon Hobbies for \$259.99. It’s an example of a new boat racing class being hosted by Jersey Shore R/C. The objective is racing, but with reduced stress. Here’s a link to the boat (there’s also a black version).

[Blackjack Racing Catamaran](#)

Your Editor showed his latest R/C model, a copy of his almost all-foam Sequel. The main differences are in the built-up (instead of hot-wire cored) foam wing and a simpler landing gear configuration. Haven’t flown it, yet, as I’m not sure the wing will be strong enough. More on the wing structure in later in this newsletter.



*Left:* Todd Bunn and his Blackjack racing boat.



*Right:* Bill Bowne and his Sequel 2. More on the model’s wing in Bill’s Corner.

## The Boat Doc(k)

As with any R/C activity, there are special considerations to have a good time. Whether you are racing, bashing, scale boating or doing laps in your pool, there are some choices that need to be made. R/C car racing lends itself to R/C boating and vice versa, only with a different set of physics to contend with. The way to steer and to power the vehicle is very similar in their skill sets, but the equipment to create handling is obviously a whole different animal. Below are a few items to deal with to get your boat moving.

**Batteries**—a high MAH rating will give you a longer run time, a higher C rating will give you a harder speed punch.

**Motor ratings**—brushed motors are rated in turns the lower the turn the more rpms you get out of it—Brushless motors are usually rated in KV, you multiply the KV number by the voltage to give you the RPM.

**Hull type**—there is a plethora of styles and each one has its own pluses and minuses—I can only speak of generalities because there are 1000 things to tweak and adjust to change handling and speed but mono hulls are better in rougher water while catamaran hulls are better in calm water---- there are out riggers and hydros, but as of this date, I cannot speak to their characteristics.

There are too many RTR to kits to review everyone but as I get them or have access to them I will advise. The first one I'd like to review in the next installment will be the UDIRC UD1005 Arrow.

Todd Bunn

[Todd's Hobby Zone](#)

For more on R/C boat racing (and dry land events!), visit Jersey Shore R/C's Facebook page at:

[Jersey Shore R/C](#)

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## Bill's Corner

When doing a review on a plane, boat, car, radio, or other modeling product, you want your review to help fellow modelers. So, we've created a list of suggested questions to consider in your write-up. These questions are meant to help you in creating a model review. They aren't written in stone and not all have to be used. You're welcome to add points we didn't think of when writing this guide!

What is it?

Who makes it?

Where did you get it?

How much does it cost?

Is it still available?

How big is it? For planes, wing area (if available), and/or wing span.

How heavy is it?

What kind of batteries does it require?

Does it require special hardware (i.e., battery connectors, tools, etc.)?

What makes it unusual or outstanding?

What skill level does it take to operate?

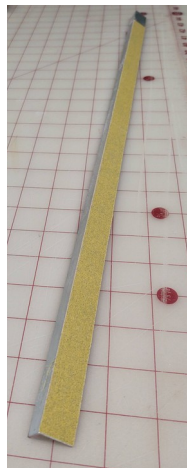
For a model, if it flies, rolls, or floats, how well does it perform?

The big question: Would you recommend it to your fellow modelers? Why or why not?

Adding links to Youtube videos, manufacturer's websites, etc., is fine. Cell phone pictures are also good and can be e-mailed to the Editor via the club web site.

As always, don't worry about having precise grammar! We'll edit your work before it gets published, and no significant changes made without your agreement.

I've been cutting foam cores for almost 40 years, but I've never been very fond of doing it. So, I thought, what if I build a foam wing, using foam the same way I used to be able to use balsa. So, I built a second Sequel model, this time using a built-up foam wing, to see if this structure is strong enough to survive. All the foam is 1/4" thick, cut from house insulation foam.



Above, From left to right:

- (1) The ribs and spar, glued to 1/4" sheet base.
- (2) Top sheet glued over the ribs.
- (3) My home-made right angle sanding block (aluminum shower stock).
- (4) The block in use, sanding the top sheet TE, preparing for the TE fillers (green).

Bottom Left

- (5) Laminated LE and TE fillers in place

Bottom Center

- (6) To taper sand the TE, blue masking tape protects the upper sheet, whilst 1/8 music wire defines the TE thickness.

Bottom Right

- (7) Unpainted built up wing and painted Sequel 1 wing.  
Built up wing is about 1/2 oz. lighter.

