

# Pine Barren Modelers R/C Club



**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)

## From the President's Desk

President Rich is on the road this month, so there won't be a column from him. Considering how busy he is, with his new job, membership on the town zoning board, and his volunteer work, I'm surprised he has time to fly, never mind write. Don't worry, though, he will be back in these pages!

## Club Meeting Highlights

6 March 2024

All officers, 24 regular club members, and two guests were present.

We started the meeting with a moment of silence, in remembrance of Commander Bill, our liaison with the VFW.

### Field Condition Reports:

**Temporary Field (Johnson's Pit):** There's some flooding behind the pit area. We were reminded to insert the bar in the trailer lock. The weather station is on the Fritz – we need somebody to climb up and work on it.

**Coyle:** Camera is down, but the runway is in good shape.

**Safety Report:** Pat reported no one was injured, but some folks' flying skills showed winter rust. People are taking off – and LANDING – on the taxiway. Don't. That's what the runway is for. The taxiway is for taxiing, ONLY.

Some folks had trouble with the strong crosswind. Don't be ashamed to ask for help!

As more of our members fly rotorcraft (i.e., both helicopters and drones), we have to work on peaceful cooperation between the disciplines. Pat outlined changes to be made to the field layout and flying area, to handle mixed fixed wing AND rotorcraft. Those changes will be explained at a later date, with diagrams. Come to the next meeting for more info.

**Treasurer's report:** Ralph says he has more thermal mugs, plus dark blue and black hats.

**Webmaster:** Dennis reported the website had over 2,000 hits in January and over 1800 hits in February. As of January, our Facebook group had 425 members, growing to 431 in Feb.

### Old Business:

- Friday indoor flying is done for the season.
- All of our fields (including Deer Head Lake) are now FRIAs.
- The Middle School Carnival was a success. Rich noted the school is starting an Engineering Club and wants to buy a 3D printer. To help, the PBM club donated \$100 and Rich donated a roll of PLA (*If you're a balsa guy like me, you probably didn't know that PLA is 3-D printer bio-plastic, a very useful supply item.*). To join in, contact Rich.
- Middle School Flying Club is moving along, with some students flying on a buddy-box.
- All club 2024 events that needed sanctioning, are sanctioned. One change is that the Flea Market is now 12 Oct, indoors at 'our' Bayville VFW (it was 5 Oct.).
- We still need a Quartermaster! Do it for the year, and you don't pay dues next year!
- Vice-President Dennis (our computer guru) will try to do another transmitter class in April.

### New Business:

- We agreed to do another scholarship for the High School and an Aviation Award for the Middle School (*Doing things like this shows our involvement as citizens, not just folks who fly in the town. Editor Bill*).
- Pat noted that generator parking at the Pit needs to be re-thought. Too close to the pit area is too noisy, smelly, and potentially hazardous, but the area behind the trailer is fraught with ticks and the dry grass is a fire hazard. Current idea is to move it to the other side of the handicapped parking area.
- Did you see our pictures in the AMA District II column in the March Model Aviation?
- Rich Bombardier discussed our field at the Berkeley Town Council meeting, pointing out what Berkeley will lose if we lose the Pit. He'll meet with the mayor, engineer, and business administrator next week, with regards to moving the field farther back (from Locker St.). So far, none of the businesses to be on the rebuilt Locker St. have even applied for permits.
- As it now stands, we will lose 40 feet of AIRSPACE towards Locker St. (NOT runway, although we may have to move the flight stations away from Locker St.). If workers show up, fliers are warned to stay clear of them and NOT overfly them.
- Some possible alternate flying areas were discussed, as was getting the township to maintain our field (as done for several nearby clubs).
- Paul Meier, with the clubs blessing, will set up Pylon racing at the Pit (*Paul sent out the draft rules just before publishing time, so I'm including them later in this edition Editor Bill*).
- Paul also asked the status of our getting a defibrillator. There are several options; Paul will follow through with our AVP, Eric Williams, to see if AMA will pay part of the cost.

## Models of the Month:

Gary Santaniello (*Left, Below*) showed his 3D printed Blue Thunder fuselage. Gary will install Align T-REX mechanical parts to make it airworthy.

Todd Bunn (*Center, Below*) brought his UDIRC UDI005 (see this month's *The Boat Doc(k)* for his review of this speedster.)

Don Hermann (*Right, Below*) displayed his wooden ML Boat Works kit. He painted it inside and out with West Systems epoxies. It runs on a 2250 Kv motor, with two parallel 80C 600 MaH lipos and a 150 amp ESC.



## The Boat Doc(k)

This episode has us looking at the UDIRC UDI005. I bought mine in March of 2023 to do some Racing with the “**Jersey Shore RC**” group. I did my due diligence and investigated boats that would fit into the sport boat class that they run. I found many reviews and decided to get one. For \$159 it came with the RTR boat and a battery—so pretty good deal. This boat has a sleek and sexy design and was able to hold it’s own and more- I was able to win the points series with it and this was the first season ever racing boats

The UDI005 is a mono hull that is stock with a 1800 kv motor, a 2200 MAH 25c 3s battery, Radio setup with a low battery and signal loss alarm and self right ability (thank goodness for self righting). This boat can handle a 4 s battery from what I’ve heard but as of yet I have not put that to the test, ---if you are bashing or playing around I would go with the stock battery but I’m in it for speed so I found a 50c battery as my weapon of choice. Whether bashing or racing this boat is a good choice in my opinion (I have the championship to prove it).

[See the boat in action on Youtube...](#)

[... and buy it from Amazon](#)

[Todd's Hobby Zone](#)

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

[Jersey Shore R/C](#)

# Jersey Shore Powerboats

## Jersey Shore RC

### War Offshore 2024 Schedule

Todd provided us with this event schedule (left).

Please contact him if you have questions.

March 23 .....Test & Tune and Time Trials

April 6.....Boat Race 1

April 20 .....Boat Race 2

May 11.....Boat Race 3

June 1..... Boat Race 4

Sept 7.....Boat Race 5

Sept 28.....Boat Race 6

Nov ??.....Boat Awards Banquet

All Dates are Tentative

The Boat Doc(k)

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### Lipo Care

by Paul Meier

As you all know, battery maintenance is a priority everyone should be well aware of. One good way to keep your batteries in tip-top shape is by understanding a few good rules.

1st.....Charge batteries at the factory suggested rate (*or less - Editor*), fast charging will shorten the life of any battery.

2nd.....Understand how much power you can use on any give size battery with out causing voltage and amp damage.

3rd.....Storage of unused batteries.....Lipos should never be stored at a full charge for more than 7 days. Instead, discharge them to 3.8 volts per cell (or 30% capacity). Keep them in a cool (not cold), dry area.

There are a number of battery dischargers and battery charging units with discharge modes on the market, but I have found this one to work the best - and it's all automatic.

Example.....6s 5000, fully charged, took approximately 10 min. to drain down to a safe level of 30% per cell.

Lipo Care

ISDT  
FB200 SMART DISCHARGER  
This can be ordered from Amazon for \$ 79.00





As promised, here are Paul Meier's proposed Pylon racing rules:

1. The course will be approximately 650 ft in length. Minimum altitude should be at least 75 ft. Racers will take off into the wind.
2. There will be two pylons, Spaced 650 ft apart. The heat will consist of four turns for a complete race.
3. A maximum of four planes can race in one heat. All other heats will be no fewer than 2 planes.
4. There will be three line judges, one for each pylon, and one for the start/finish line, who will also act as starting/safety officer.
5. Judges' decision will be final on all heats.
6. If a pilot misses a pylon, he will be eliminated from that heat.
7. Scoring will be first place - five points, second place - three points, third place - two points, and if there is a 4th place - one point. In heats of 2 and 3 planes, 1st place is 5 points, 2nd place 3 points, and 3rd place will be one point.
8. There will 2 classes of aircraft. (1) EDF any size and (2) prop any size ( No twin motors for either class, and both classes will be electric only).
9. In case of a crash, retrieval will be held off until the end of that heat (unless there is a battery fire) and the heat will be restarted.
10. Pylon racing events will begin the first Sunday of May and go to the first Sunday of October. If inclement weather is forecast for that day, the event will be held the following Sunday (one race per month).
11. Racing will begin at 9 o'clock.
12. Starting procedure is as follows: All aircraft will line up across the runway going into the wind. Start command will be given by the center line judge.
13. First place winners in both classes will receive a First Place trophy.
14. Club members may enter both classes EDF and prop (This event is for PBM members only).
15. There will be a pilot's meeting before each race.

Please let me emphasize one thing: this is to be fun, no more and no less. You don't have to have a million dollar plane to enjoy this. It's not so much about speed but it's more about accuracy and being able to turn on the pylons.

Thank you  
Paul Meier

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## Bill's Corner

Paul's idea sounds like fun. Even if you aren't a racer, it'll be fun to watch, and I'm sure Paul will be happy to have helpers. Hopefully, the Board will approve his ideas (modified as needed), so we can continue the tradition of "Go Fast and Turn Left".

Paul's proposal actually ties in with Pat's comments about mixing rotorcraft with fixed wing. Both deal with 'non-standard' models and model flying. We pride ourselves in being open to all modeling disciplines, so making room for these two facets of our great hobby can only enrich us, in experiences and in friendships.

Let's work with both of them, and our fellow fliers/boaters/roadsters!

Ever since my age was in the single digits, I've enjoyed building and flying small, balsa gliders. Back then, they were called 'dime gliders', costing 10 cents, each. Jetfires, Jim Walker 74's, and others were the main ones in North Jersey.

My neighborhood was very air-minded. We kids -boys and girls - practiced with these models and learned how to make them do the most amazing things. To do that, we had to learn what made them fly and how to trim them – especially after 'oopsies'.

Once I had a paper route, I was allowed to spend some of my earnings on models. By this time, I'd discovered the local hobby shop and found I could buy and build, bigger, more challenging gliders, such as the Jetco *Thermic B*.

The kit's wing consisted of little more than a few slabs of balsa, so lots of carving and sanding. The rest was just some sheet and a stick for the fuselage. I built a few, then realized I could go to the hobby shop, pick through the wood, and by buying just 3 36" pieces of balsa (1/4 X 3, 1/2 X 3/8, and 1/16 X 2), I could build *two* gliders, for less than the price of a single kit.

I learned a lot about trimming models from those gliders. Balance them just right, toss them around 30 degrees upwards, with a right bank on the wing, and they'd shoot up, then roll upright and start a gentle left-handed spiral. They rarely caught any lift, probably being too heavy for anything that wouldn't rate on the Fujita scale, but, when all went right, the smooth, flat glide and landing were simply delightful.

But, toss the plane too straight, or too steep, and it'd stall, then nose-dive into the ground. Usually, that meant the wing would pop off. With Ambroid glue, that was it for the day.

Later, I dabbled in Jetex power, making my own stand-off scale glider of the world's first operational jet bomber. I measured a plastic model, transferred the measurement to graph paper and scaled it up. Never flew it with the Jetex motor, but put in lots of flights as a glider.



Well, I'm still building little gliders. Our current crop is to your left. In the front is a Guillows Jetfire. The large pink-winged (no reason for the colors, just the foam I had on hand) model is a takeoff on those Thermic B's, only it's all foam (the fuse stick is paper-covered) and the tailplane is above the fuse, not below it. Probably not as sturdy as the wooden ones, but I can't toss it as hard as I did those...and it probably weighs a LOT less.

I built the swept-wing glider in the rear as an experiment. According to what I've read, wing sweep works like dihedral, so I made it with sweep, but no dihedral...and it flies just fine!

Finally, the plain wooden glider is my recreation of that long-ago first scratch-built model. No, I'm not going to tell you what it's a model of, but I will say it flies just fine!

