

# Pine Barren Modelers R/C Club



April 2017

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## *Short Bursts*



Next meeting is 5 April 2017, 7:30 P.M., at the Barnegat Rec Center.

Check out Jackson Hobbies' April sale on Page 4 – lots of Glow and Gas goodies!

## Club Officers

President—Rich Bombardier  
Vice President—Ron Pinksaw  
Treasurer—Ralph Ferrara  
Secretary—Micki Bowne  
Safety Officer—Pat Lovenstein

## Contact Us:

For General Club Information  
contact our secretary:  
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mickipbm@comcast.net

For newsletter, website,  
classified ads, or any other club  
information, contact our  
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You can also mail or phone us  
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(609) 891-8080

## From the President's Desk

April 2017

The new field is coming along, maybe not as fast as we hoped but we are thankful for Berkeley Township providing us with this location as well as doing all the prep work at no charge. According to Mark Vanella, they are about 70% complete and will have much more done by the time you read this.

Mark indicated that we can purchase the materials to put our chain link fence up and will need volunteers to assist with this small project. Let me know at the April meeting if anyone is available for a few hours. It can be done during the week or the weekend, whichever would be convenient.

I cannot stress enough that we are still in need of a recording secretary as well as someone to write the monthly newsletter next year. As we all know, our long time friends, Micki and Bill will be moving on to another club next year and will no longer be able to perform these duties. It would be nice to have someone come on at this time to work with Micki and Bill so that they can get up to speed as to the duties in these roles. As I indicated, the club will purchase a recorder for the incoming secretary so that they would not have to take notes during the meeting (unless they wish to). Anyone who is interested in either or both of these positions, please contact me. If we do not have a replacement for 2018, we will no longer have the minutes or newsletter available!

See you all at the meeting,

Richard Bombardier



# Meeting Highlights

## Field Conditions:

**Coyle:** Tom Powers reported that the runway was torn up with tire tracks. Rich left a message regarding this situation with the CF manager, John Wimberg. Our gate is in very poor shape, but we can use the main gate (which is open during business hours). If the gate is locked, the combination's the same as our gate's. Just be sure to close the main gate after you enter. Remember: Before you cross the runway, stop and check to see if anyone is flying. This is the same procedure as at Brick Wall.

**Brick Wall:** Tom Powers recently rolled the runway. The dirt bike riders have destroyed the walls on the car track. If you can hear that the target practice shooters are nearby, please report it to the security guard.

**Berkley Field:** Rich recently spoke to the recreation manager. The township crew is working at clearing the field. We are still planning for an April opening. The township does not yet have the asphalt millings to put on the runway.

**Safety Report:** Pat reported that there were no incidents (*Let's keep it that way! Bill*)

## Club Business, Old & New:

Ralph F. reported that the clothing order has arrived and the embroidery pattern is set up. You can go to the store to try on a jacket. It would be easier for the shop owner if a few members showed up together. We need 6 jackets ordered to get a discount.

Last indoor flying date is March 10th.

Karl Jessen has updated the club website. Club auction info, etc. is available on line.

Raffle tickets are still available for the SBD Dauntless. They are \$10 each. The drawing will be at the May meeting.

WRAM Show – overall consensus: disappointing.

Rich B. reminded everyone that we will need a new secretary as of January 2018. The club is willing to purchase a recording device so that the new secretary will not have to take notes at the meetings.

Rich B. sent out a mass e-mailing regarding the March 11th club auction. Set up is 7:30, doors open at 8:00, and the auction starts at 10:00.

Rich B. opened a discussion regarding the continued need for keeping the club initiation fee. Informal club membership consensus was that we continue with the fee.

## Model(s) of the Month:

Bill Bowne – DSF (Dollar Store Foamie)

Bill Martin – Hawker Hurricane Mark I (*Bill built his Hurricane from old RCM plans, converting it to take Electric power and modern retracts. Good work!*).

Craig Underwald – 1996 Dynaflyte Skeeter (*Craig rebuilt and modernized an oldie, known back then for it's sweet handling and great thermalling. Should be fun!*)

I finished the DSF mentioned in the club meeting report in February, but we didn't get to test fly it until 27 March! Every time we even *thought* about flying, it was either windy, precipitating, or just too darned COLD. Anyway, you ask "How did it fly?" Okay, although it needed a LOT of down and right elevon, plus it didn't have much penetration when the wind kicked up on the first flight (of course!). Net result is that it's an okay model, but having only elevon and throttle control limits it's ability to do acrobatics (Picture is on page 4).

I've been thinking of using more foam in my designs for quite a while. Up until around 1985, all I used in my designs was wood. Having built a few kits with balsa-sheeted foam cores, though, I decided I'd learn how to cut my own foam cores (about foam's only use in those days). Beaded Styrofoam, was the most commonly used, although blue, pink or green unbeaded foam was around.

So, I bought an automated foam corer ('automated' in those days meaning a contraption with belts, a series of different sized wheels, and multiple wires). That corer worked well enough that I used it for dozens of models over almost 30 years. All of the wings were balsa sheeted, then covered with shrinkfilm.

Then, I noticed some models in the magazines that were cut (not molded) completely from foam. One that especially stood out was an almost totally balsa-sheeted cut foam .60-sized F6F Hellcat. I really liked that foam gave the ability to build compound curved shapes, without needing an insanely complex, all-balsa framework. There were lots of other advantages to foam, such as being able to drastically reduce the amount of expensive, bulky, and irregular quality balsa I had to keep on hand, plus fiberglassed foam can be painted, allowing for a much greater variety of colors and freeing me from reliance on shrinkfilms' limited selections.

So, I drew up a little very-stand-off scale German twin jet Ar-234, using twin Speed 400's (Well, there WAS a planned twin turboprop version of the plane...it's just the war ended before it could be built).

I cut blue foam cores for the Ar-234 (Picture on page 4) and used foam blocks for the top and bottom of the fuse. The rest, including the tail feathers, were sheet balsa. I sheeted the wing with 1/32" balsa, then I 'fiberglassed' the whole thing with half-ounce fiberglass and Polycrylic (water-based polyurethane substitute), figuring I could get away with the lighter wood as the 'glass and Polycrylic would add a bunch of strength.

Well, it turned out I was right about the wing being strong enough, but the Polycrylic was a mistake. You see, it's water-based. On bare balsa, that resulted in horrendous blistering and bubbling. You can't see it in the photos, but I had to do a lot of surgery, injecting epoxy, to get rid of the 4-6" wide bubbles. After I saw how the wing blistered, I got smart and put a coat of clear dope over the fuse and tail wood before 'glassing it (Yes, doping the sheet sides without melting the foam touching the wood was tricky!). I was able to paint the 'glassed foam with plastic model paints, though, allowing me to have a model without a plastic gloss.

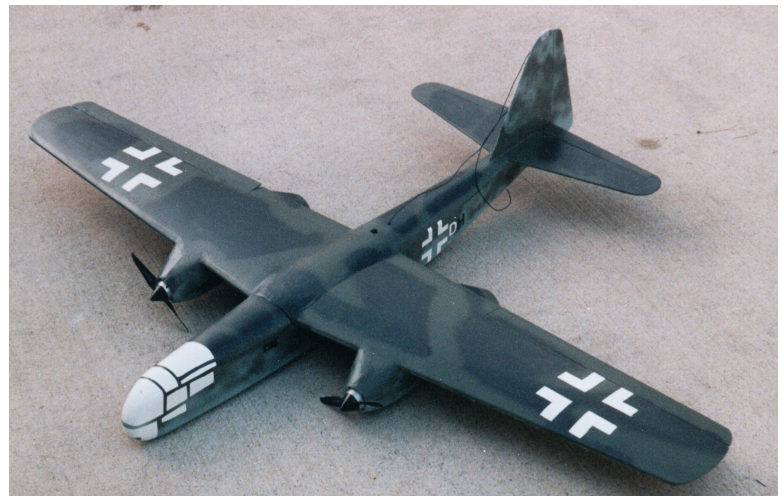
The net result was a really nicely flying Electric model – for the late 1990's. Being heavy with an 8 cell pack of 900 SCR nicads, I left off the landing gear to save weight and drag. As it was, I could only get about 3 minutes of good acrobatics, before I HAD to land...and quickly!

I contemplated designing more models using foam, but then we joined the PBM club. Shortly after that, the other club lost their grass field. Coyle was now our primary field, where no belly-landing, foam model would last long! So, I went back to using foam only for wings and sold the Ar-234 (before you ask, I hate retracts – I've never had much success with them!).

After a few years, Lipos and brushless motors replaced nicads and brushed motors, but I was in a rut. Then, when I started writing for a British model mag, the editor told me they preferred all-wood models. So, I stopped using the foam corer. Finally, when we moved to our new home, I sold the corer and went all-wood.

Then we joined a new club...and we're back to having a grass runway! Add in that the magazine hasn't been too active, and foam started making more sense!

So, now I'm in the midst of making a new foam core cutter (plus associated tools) and am drawing up plans for a new model. Whatever that new model is, it won't have a lot of balsa included in it, but will be fabricated from foam and covered with fiberglass cloth. I don't know what that project will be, but I hope it puts me back on the track I left, almost 20 years ago!



(Left) – DSF-1 (Right) Ar234 twin Speed 400

## Jackson Hobby is having a SALE!

For the month of April, Jackson Hobbies will take 20% off the price of ALL in-stock Gas Engines, Glow/Nitro Engines, and Engine Parts for Planes, Boats, Cars, and Helis.

They're also offering 20% off in-stock ALL Lionel and LGB Trains (excluding track).

This sale is for in stock items only, and there are NO RETURNS on sale items.

☆☆☆☆☆ NEW STORE POLICY ☆☆☆☆☆

Show your current PBM membership card and get 10% off all purchases (excluding net, map, and sale items). Ask store personnel for details

See page 5 for store address and hours



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**Pertains to non net items only.**  
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**Open:**

**Tuesday, Wednesday, Thursday & Friday- 11:00 AM - 6:00 PM**  
**Saturday - 11:00 AM - 5:00 PM**  
**CLOSED SUNDAY & MONDAY**

**HOLIDAY HOURS MAY VARY, PLEASE CALL TO VERIFY HOURS**

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