

Pine Barren Modelers R/C Club



December 2017

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Club Officers

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

Short Bursts

- ▶ Next meeting is 6 December 2017, 7:30 p.m., at the Barnegat Rec Center.
- ▶ Elections will be at the 6 December meeting!
- ▶ Membership renewals are due by the first meeting of 2018, so get your AMA renewed first (as needed), then your PBM membership.
- ▶ The Holiday/Christmas Party is 9 December!

From the President's Desk

December 2017

Contact Us:

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Christmas will be upon us very quickly and I hope everyone will have a happy and safe one. Remember the club Christmas party is Saturday, December 9th at Calloway's. Anyone wishing to attend will need to pay by or at the December 6th meeting.

We all have a lot to be thankful for this time of year, most importantly, our family and friends. Only being in the club for about 7 or 8 years, I have become friends with everyone. This is why it saddens me at this time to have to say goodbye to Micki and Bill Bowne. They have been a cornerstone to the Pine Barrens Modelers Club and will truly be missed by all. It's always sad to say goodbye to friends but they will always be remembered for their generosity and kindness.

I personally wish to thank the both of you for all your years of support in making this club what it is today. Micki, thank you for the many years you have dedicated to the club as an officer and our secretary. You have done a tremendous job and it will be very hard to fill your shoes (although they are probably only a size 5).

Bill, thank you as well for the monthly newsletter which is something most clubs don't have. Thank you for your monthly input to the newsletter which has always been informative. Your knowledge and experience has truly been a benefit to the club and I've always respected and appreciated your input.

Besides providing the minutes and the newsletter, Micki and Bill could always be counted on to assist and help in with the various club functions. Micki was always there with her camera catching us in our most awkward moments and making sure that we had memories that would last forever. Bill, we are going to miss your homemade, scratch built airplanes and pride you displayed when presenting them at each meeting. I also believe a lot of us will miss not being able to be the recipient.

The two of you will always be welcome to come fly at our fields as guests and expect to see you both at our grand opening of the new field in Bayville. Again, a big, big thank you for all you've done and wish you the very best.

Your friend,

Richard Bombardier



Meeting Highlights 1 November 2017

Officers Present:

President – Rich Bombardier

Vice-President – Ron Pinksaw

Treasurer – Ralph Ferrara

Secretary – Micki Bowne

Absent: Safety Officer – Pat Lovenstein

20 club members (and no guests) were present

Field Reports:

Coyle: No report

Brick Wall: Tom Powers reported that the field's in great condition and was rolled on Halloween.

Safety Report: Rich Bombardier reported for Pat that there were no incidents. He reminded everyone how important it is to follow safety procedures to avoid accidents.

Old Business:

- ➔ Ralph is almost ready to submit a clothing order, so let him know if you want any items.
- ➔ Ralph F. reported that the ordered club jackets have arrived, so payment is needed to get your jacket. If anyone else wants a jacket, let Ralph know. He can place the order then you can reimburse the club when the jacket arrives. Also, other club clothing items are now in stock.
- ➔ Rich B. reported that upgrading the new field is progressing slowly. The road department manager is hoping that the bulldozer will be there in the next week or two and then the millings will arrive.
- ➔ Regarding the website, Karl J. will be posting the indoor flying dates.
- ➔ Rich B. talked to the manager of Hobby Town USA. They are planning to open on December 7th. There's a possibility of hiring part time help (seasonal?) in the RC department.
- ➔ Indoor flying at CRMS starts on December 1st and will continue through March. Check the website for specific dates.
- ➔ Leonardo Swap Meet/Auction is November 4th.
- ➔ The Halloween Fun Fly had to be changed from Sunday to Saturday due to forecasted heavy rain. We didn't have a great turnout but we still had fun (and it POURED on Sunday, as forecasted!).
- ➔ Penguin Day is January 1, 2018. At this time, we aren't sure if it will be at Brick Wall or Coyle Field.
- ➔ Christmas Party is December 9th at Calloway's in West Creek. Price is \$25 per adult. Payment is needed by or at the December meeting..
- ➔ Nominations for club officers are closed. They are as follows:

President: Rich Bombardier

Vice-President: Ron Pinksaw

Secretary: Tom DiGuilio and Joe Gross

Treasurer: Ralph Ferrara

Safety Officer: Pat Lovenstein

New Business:

- ➔ Rich Bombardier requested a motion be made allotting him a set amount for raffle items at the Christmas Party. A motion was placed on the floor and passed unanimously. *(Please remember, readers, that we don't put financial information in the newsletter as that can be read by anyone, not just club members. Financial info IS included in the minutes you receive via E-mail and posted on the web site. Bill)*
- ➔ Bill B. advised the club that since Micki will no longer be secretary, the club needs a new email contact, preferably one that is not specific to any one person. Karl J. will check into setting up a club email address on the web site. Karl will also check on installing an email widget, which will simplify membership mailings.

Model(s) of the Month:

Bill Martin – PT Electric *(Bill did a really nice job of updating this old kit, including replacing the ferrite '05' with a brushless outrunner, plus adding lights inside the wings and ailerons. Bill).*

Guys, it's really been a fun experience, flying, working, and just plain knowing the PBM club. We joined in 2001, back when the club was meeting at the Presbyterian church and when Coyle was the primary field (and most of the members flew Glow!). Over the years, we've really come to appreciate what a good group of folks you guys are – seriously, if it weren't for the primary focus of the club moving east to Bayville, we wouldn't be leaving (despite our moving further west).

We'll keep our club memberships and stop by from time-to-time, and will make sure we show up for some events (I'm already drawing up some ideas for Float Fly 2018). We're leaving, but we aren't going away!

To ease the transition to Karl taking over the newsletter (Thank you, Karl!), I'm going to edit one more newsletter, January 2018. I've promised Karl that I'll provide him with some of my older articles, plus the occasional new column. So, you'll still get to hear about my crazy designs!

As you may recall, I'm building an (almost) all-foam, stand-very-far-off scale Piper Cherokee. When I last reported on the bird, it was still just a bunch of cut & carved blocks. Well, I finally managed to finish it the day after the November meeting.

To recap, the Cherokee has a 'Styrofoam' (white, expanded bead foam) wing core, with 1/16" balsa sheeting, LE, TE, and ailerons. The fuselage is made from 1" pink housing insulation slabs with light ply and birch ply bulkheads, while the tail feathers are 1/4" pink foam, surrounded with a balsa framework and with balsa control horn mounting blocks. Everything got a layer of 1/2 fiberglass cloth, using epoxy on the wing and vertical stab, Minwax Polyurethane and Polycrylic on the fuselage, horizontal stab, elevator, and rudder (remember, this is a test bed – I wanted to see if one glassing method was better than another).

Since this is a test bed, I didn't try to do a really good finish, nor did I add a cockpit, windows, or a scale color scheme. Remember, this model is testing a basket full of new techniques. I made a conscious decision not to try to make a great finish, not knowing if the model would fall apart on the maiden flight.

So, what have I learned? First off, the good lessons:

- ★ Making a big, bulky fuselage with foam is much easier than building one up out of wood. I went from rough blocks to ready-to-finish in less than a day.

- ★ Weight isn't an issue. The 432 sq. in. (3 sq. ft.) Cherokee came in a 49 oz., which is right in the ballpark with my other 432 sq. inch models (I like to design to even sq. foot measurements, as it makes the math easier). Whilst I expected the wing to be heavy, with one servo and the main landing gear, it turned out only an ounce heavier than another 432 sq. in. wing with 2 servos and no landing gear.
- ★ A jig saw works fine for cutting insulation foam (the UN-beaded stuff). The only times I cut foam with a hot wire were when I cut the cores and when I made 1/4" foam 'planks' from 1" foam.
- ★ Gorilla Glue is a fine substitute for epoxy when sheeting wing cores. Spread a very thin layer of glue on the wood, spray a light mist of water on the core, and sandwich the core/sheeting the way you would if you were sheeting with epoxy (I sandwich the cores in their beds, with a layer of sandwich wrap between the wood and the bed to prevent glue leaks and a heavy weight atop the pile. Let it cure overnight, in its bed).
- ★ Polyurethane works well as a substitute for finishing epoxy. It isn't quite as strong, but it's easier to work with. Polycrylic, being water-based, is even easier to work with (and clean up!), but doesn't seem as strong as Polyurethane. As Polycrylic will make balsa swell up, though, don't use it on bare balsa!
- ★ Pink foam is surprising resilient, withstanding some hard knocks without breaking.
- ★ House paint samples from Lowes work great, thinned 1 part clear Windex to two parts paint, even with my cheap, ancient Badger airbrush. Plus, Lowes (ditto for Home Depot) will match a color sample you provide them, so there's no need to buy a fortune in little bottles of scale colors. A pint sample is MUCH cheaper!

Now, the not so good lessons...

- ★ Whilst pink foam is strong, it's also easy to dent. I wound up constantly filling 'hangar rash' dings. Even after glassing, the surface is stronger, but still dents too easily.
- ★ Filling dings before fiber-glassing is easier than afterwards, especially if your filler (I was using spackle and balsa filler; the balsa filler was okay, but the spackle was pathetic) doesn't adhere well to the 'glass. This is something I need to work on!
- ★ Routing out the foam was easy. For bulkhead slots, though, it was better to use a pair of hacksaw blades (bolted together) to cut the slot.
- ★ Most of the 1/8" lite ply sold in the US is actually foreign-made 2mm wood. As 1/8" is really about 2.3mm, that means slots cut with a 1/8" router or blade will be a bit too big and will require filling.
- ★ Just because the CA is 'foam safe', the CA accelerator may not be. I made a mess of the Cherokee's battery hatch when I sprayed the hinge with Zap accelerator...oops!
- ★ House paint samples vary in how well they cover. The Sherman-Williams off-white did a nice job over the pink foam, but a sample of Valspar yellow didn't cover well, despite multiple light coats.

Okay, enough about my discoveries and goofs building the model. Now, the important part, how well does it fly?

With an E-Flite 15 on a 3S lipo and a 10 X 6 APC e-prop the plane gets off pretty quickly and climbs briskly. Loops and rolls are easy, spins (with the conservative CG I started with, at least) are pretty mild, the stall is gentle, and landings are easy. I thought the chubby fuselage's drag would make power-on landings necessary, but it turns out that just a touch of power right before touchdown is all that's needed. One odd bit, though, is that all very little aileron correction is needed during knife-edge flight (Not that the Cherokee will hold altitude in knife edge!). I thought the top rudder would make the Cherokee roll out, but it seems to have little effect.

Thanks to the Cherokee, I now have a "high" reference point for foam models, i.e., with balsa sheeted wings and fibreglassed fuse & tail surfaces. I feel very comfortable with this structure, although I know I need to learn more about finishing it.

Since completing the Cherokee, I've started on a smaller, mostly foam (so far, with NO balsa, just lite ply) model. It's a shrunken-down version of Micki's Senior Sassy shoulder-winged sport ship. This model is intended to give me an idea of the strength and durability of a model with minimal wood or fiberglass covering. I don't know if it'll give me a "Don't go lower!" reference point, but we'll find out!

I've long wanted to get back to trying foam, but kept facing roadblocks (most notably the English magazine we were working for insisted didn't want any foam in the models). Now that the magazine has folded, though, I'm free to experiment. I believe foam is less expensive, easier to work with (although not easier to finish). As an added bonus, it's a lot easier to maintain supplies of foam and light ply than it is a supply of balsa, especially since most of that balsa has to be mail-ordered. Hmmm, I still have the plans for that XB-70 I tried last year. I wonder how that would work with a much lighter foam wing.....



Left: Tail feathers are foam, surrounded with balsa



Right: I should've routed out more of the fuse sides!



Left: aft fuse belly after installing pushrods



Right: everything sanded, glassed, and ready for painting...I thought!



Left: My high-tech painting booth – plastic drop cloth over a PVC tubing frame



Right: Ready for the maiden!





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