

# Pine Barren Modelers R/C Club



## February 2018 Newsletter

### PINE BARREN MODELERS

Pine Barren Modelers RC Club is a local organization in Ocean County, NJ. Our primary goals are to fly RC planes, promote the hobby, and be involved in the local communities.

### CLUB OFFICERS

President - [Rich Bombardier](#)  
Vice President - [Ron Pinksaw](#)  
Treasurer - [Ralph Ferrara](#)  
Secretary - [Bill Martin](#)  
Safety Officer - [Pat Lovenstein](#)

### PINE BARREN MODELERS RC CLUB – CONTACT INFO

#### MAILING ADDRESS:

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WEB:  
[WWW.PBM1727.ORG](http://WWW.PBM1727.ORG)

Find us on FACEBOOK!

#### QUESTIONS / FEEDBACK:

We always welcome Members, Guests, Questions, and Feedback. Please feel free to Contact or Join Us at our Monthly Meeting!

*Come meet with us @  
Barnegat Rec. Center!*

*Come fly with us @ BrickWall  
or Coyle Field!*

### Short Bursts

- ▶ **Newsletter Contents:** Message from the President, Last Month's Meeting Highlights, Bill's Corner-Winter Safety, Newsletter Challenge–Flying Fun Crossword Puzzle, Sponsors/Advertisers
- ▶ Next meeting is 7 February 2018, 7:30 P.M., at the Barnegat Rec Center.
- ▶ Indoor Flying at Central Regional Middle School, every Friday in Feb. @ 6pm
- ▶ New Club Email Address – [INFO@PBM1727.ORG](mailto:INFO@PBM1727.ORG)
- ▶ **Save the Dates:** Float Fun Fly - April 21, Annual Club Picnic - September 16

## Message From The President

### February 2018

This winter has been tough on us all, the weather has been so cold, it's making it very difficult to get out and fly. I for one do not like to go out when the temperatures are in the twenties or below! For those that venture out in the extreme cold, please be careful. Frostbite can come on very quickly in the extreme, cold temperatures.

Signs and symptoms of frostbite include:

- **AT FIRST, COLD SKIN AND A PRICKLING FEELING**
- **NUMBNESS**
- **RED, WHITE, BLUISH-WHITE OR GRAYISH-YELLOW SKIN**
- **HARD OR WAXY-LOOKING SKIN**
- **CLUMSINESS DUE TO JOINT AND MUSCLE STIFFNESS**
- **BLISTERING AFTER REWARMING, IN SEVERE CASES**

Frostbite is most common on the fingers, toes, nose, ears, cheeks and chin.

Because of skin numbness, you may not realize you have frostbite until someone else points it out. Frostbite occurs in several stages:

**1-Frostnip.** The first stage of frostbite is frostnip. With this mild form of frostbite, your skin pales or turns red and feels very cold. Continued exposure leads to prickling and numbness in the affected area. As your skin warms, you may feel pain and tingling. Frostnip doesn't permanently damage the skin.

**2-Superficial Frostbite.** The second stage of frostbite appears as reddened skin that turns white or pale. The skin may remain soft, but some ice crystals may form in the tissue. Your skin may begin to feel warm — a sign of serious skin involvement. If you treat frostbite with rewarming at this stage, the surface of your skin may appear mottled, blue or purple. And you may notice stinging, burning and swelling. A fluid-filled blister may appear 24 to 36 hours after rewarming the skin.



**3 - Severe (deep) Frostbite.** As frostbite progresses, it affects all layers of the skin, including the tissues that lie below. You may experience numbness, losing all sensation of cold, pain or discomfort in the affected area. Joints or muscles may no longer work. Large blisters form 24 to 48 hours after rewarming. Afterward, the area turns black and hard as the tissue dies.

Here are tips to help you stay safe and warm:

- **Limit time you're outdoors in cold, wet or windy weather.** Pay attention to weather forecasts and wind chill readings. In very cold, windy weather, exposed skin can develop frostbite in a matter of minutes.
- **Dress in several layers of loose, warm clothing.** Air trapped between the layers of clothing acts as insulation against the cold. Wear windproof and waterproof outer garments to protect against wind, snow and rain. Choose undergarments that wick moisture away from your skin. Change out of wet clothing — particularly gloves, hats and socks — as soon as possible.
- **Wear a hat or headband that fully covers your ears.** Heavy woolen or windproof materials make the best headwear for cold protection.
- **Wear mittens rather than gloves.** Mittens provide better protection. Or try a thin pair of glove liners made of a wicking material (like polypropylene) under a pair of heavier gloves or mittens.
- **Wear socks and sock liners that fit well, wick moisture and provide insulation.** You might also try hand and foot warmers. Be sure the foot warmers don't make your boots too tight, restricting blood flow.
- **Watch for signs of frostbite.** Early signs of frostbite include red or pale skin, prickling, and numbness.
- **Plan to protect yourself.** When traveling in cold weather, carry emergency supplies and warm clothing in case you become stranded. If you'll be in remote territory, tell others your route and expected return date.
- **Don't drink alcohol if you plan to be outdoors in cold weather.** Alcoholic beverages cause your body to lose heat faster.
- **Eat well-balanced meals and stay hydrated.** Doing this even before you go out in the cold will help you stay warm. And if you do become cold, drinking warm, sweet beverages, such as hot chocolate, will help you warm up.
- **Keep moving.** Exercise can get the blood flowing and help you stay warm, but don't do it to the point of exhaustion.

I realize that we all want to fly regardless of the temperatures, but please be safe and partner up at the field. More so now, do not fly alone. You may not know until it's too late the medical attention is necessary and you do not want to be at the field alone.

Please, fly safe!

**Richard Bombardier**

## Meeting Highlights – 3 January 2018

### Officers Present:

**P-** Richard Bombardier **VP-** Ron Pinksaw **T-** Ralph Ferrara **S-** Bill Martin **SO-** Pat Lovenstein

### Attendance:

Club Members: 17 No Guests, Runtime: ~40min., Weather: extreme cold snow on the way

### Field Conditions:

Coyle: Field in great shape.

Brick Wall: Field in great shape, dragging and rolling equipment status: operational

### Safety:

No incidents reported. Pat Lovenstein congratulated the membership on a safe 2017 where no one got hurt. Keep up the good work! We're all responsible for safety.

## Old Business:

- The club has a good supply of PBM T-shirts and sweatshirts. We also have two people with orders for jackets. These are great three season jackets for \$125.00, but the minimum order is five pieces. Anyone wishing to place a jacket or looking for shirts should see Ralph.
- Rich Bombardier started a discussion about using the marquee on the web site (pbm1727.org) for important announcements like upcoming weather issues effecting indoor flying. It would be much more convenient if timely information like that were right on the front page. Rich also pointed out that Karl is putting in a lot of time on the web site and that we members have to use it!
- The request for township approval of the In-water Fun Fly (April 21st) has been submitted to the Lacey council. We do not anticipate any issues as the township was pleased with the operation of last year's event. Rich advised that he has already been getting inquiries from other clubs about this year's event.
- Rich Bombardier advised that he met with Berkley Township's Business Administrator to discuss the construction of the long awaited airfield. He asked them what we can do to help this project along. The administrator advise that he will be meeting with the Public Works and Sanitation departments to pose that question. Rich also discussed moving the field's proposed driveway to better accommodate community access for functions. They seem receptive to the idea and he hopes they can work it into the construction plan.

## New Business:

- The requirement to register with the FAA has been reinstated into the new 2018 reauthorization legislation. Members should register on the FAA online site ([www.faa.gov/uas/getting\\_started/](http://www.faa.gov/uas/getting_started/)) and there is a \$5.00 fee. The FAA regulation also requires that all aircraft be marked with the ID number, similar to AMA rules. Pat Lowenstein reminded that these rules are there to protect us and registration compliance shows that we are doing the right thing. Rich Bombardier also pointed out that our air fields are all within five miles of an airport and that proper registration will be especially important when we begin flying from township property.
- The new Hobbytown USA store at Indian Head Shopping Center (Home Depot) in Toms River celebrated their grand opening in December. They carry lots of stuff and want suggestions from us on what aircraft accessories to stock. Rich Bombardier advised that club members can make purchases under the club's tax exempt status. See Rich for details.
- Rich discussed reconvening a Bylaws Committee with the goal of making the club more children friendly. Having the requirement for a parent to be a member may be too much. We need to keep promoting the hobby and growing future membership. We will take this issue up over the coming months.

**Model of the Month:** n/a

## Refreshments:

The club members in attendance enjoyed Coffee and Doughnuts at the conclusion of the meeting.

## Bill's Corner – Winter Safety

So, it's cold outside, but we really, really want to go flying. The winds are light, the Sun is shining, so why not get in some stick time? Why not, indeed, provided we remember that Winter flying has its own safety quirks. We'll look at three areas dealing with Winter's unique problems with our batteries, our models, and our bodies.

Cold temperatures slow chemical reactions, including those that store the electricity in our transmitter, receiver, and ignition batteries. So, try to keep your batteries warm. But, if you plan on keeping them in your parka pockets, make sure you remove anything that could short or slice open those batteries.

Cold affects plastic strength, too, making some plastics brittle (especially at the low temps we've been seeing of late). That includes critical bits, such as control horns, servo horns, clevis, and props. Check your plane carefully, especially after any hard landings! As to props, of course we never stand in a prop's plane of rotation OR slightly ahead of it, right? Having been near-missed by a shattered prop's blade, I'm very cautious about standing in that 'danger zone', and even more cautious when it's cold!

Another way cold affects plastics is by making them shrink. Does your model have tube-in-a-tube flexible plastic pushrods (i.e., Nyrods, Gold-N-Rods, snakes etc.)? They shrink in the winter and expand in the summer. So, if your model's elevator horn is on the bottom (so the pushrod pushes for 'up'), you'll likely find you need down trim in the summer and up trim in the winter. In other words, be ready for your previously well-trimmed model to be out of trim on a cold, cold day!

Now, how about personal hazards? First off, there's the Sun. Besides being blinded by sunglare, you can get sunburnt from the combination of direct sunlight and that reflected off the snow.

Then there are those cords dangling from your hood. Tie them off or stuff them securely inside the coat, otherwise they can get caught in a spinning prop and pull your face into that buzz-saw.

Those of you who've never flown Glow or Gas don't know the joy of trying to tune a needle valve in the cold. Want to talk about wind chill? In that prop blast, your body's natural cooling system works overtime, making it feel much colder than the outside air temperature. Fingers go numb very quickly, making holding the transmitter sticks even harder. One trick I learned, back in our Glow days, was to start and tune the model, then shut it down whilst my hands warmed up. After a few minutes, I restarted the model and was ready to carry it to the runway within seconds.

Speaking of carrying a model, hold it away from you and be mindful of the surface you're walking on. Don't slip and fall onto the model, especially if the prop is running!

Finally, keep track of how far out you're flying. If you're barely able to stand being out in the cold for the length of a flight, how are you going to deal with walking way out yonder to fetch a crashed model?

There's no reason not to fly in Winter's cold, as long as we THINK carefully before flying.

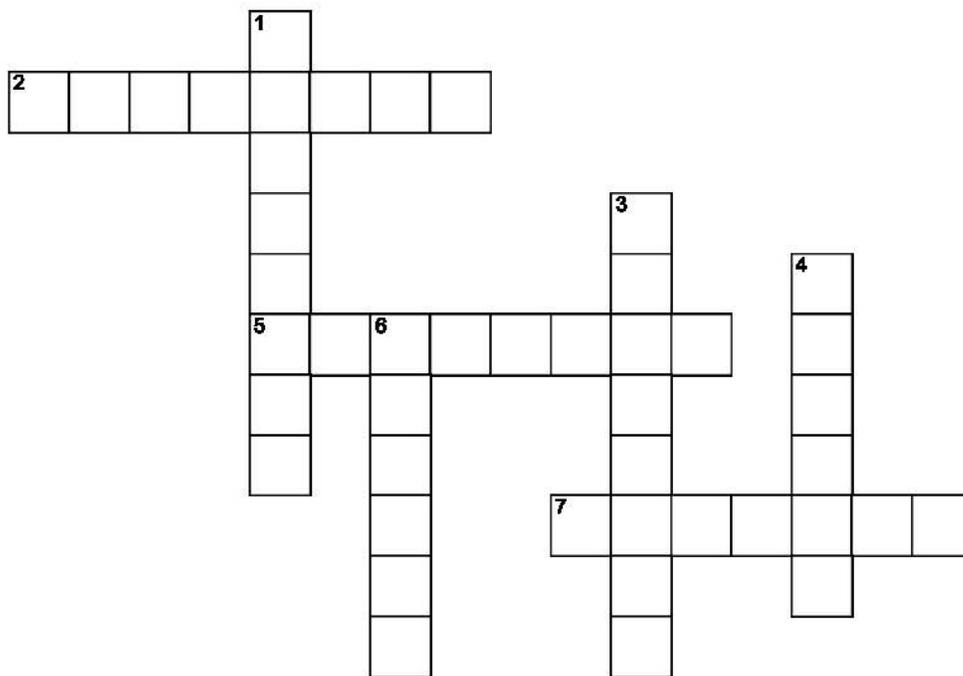
**Bill Bowne**



Pine Barren Modelers RC Club  
**Newsletter Challenge**  
 Complete this puzzle and bring it to the meeting.

## Flying Fun

Which way did he go ?



### ACROSS

- 2 borrowed from French, from fuselé "spindle-shaped" (from past participle of fuseler "to give the shape of a spindle to," going back to Middle French, derivative of fusel "spindle," diminutive of fus "spindle," going back to Latin fūsus, of obscure origin
- 5 Never accidentally cut this while you are flying
- 7 also known as the flight deck area

### DOWN

- 1 Pull back gently to climb pull back hard to go down
- 3 Use these to roll but not usually to shake or rattle
- 4 the transparent cover over the cockpit
- 6 One who does not know right from left would not be very good at using this

Name: \_\_\_\_\_

Date: \_\_\_\_\_

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