

# Pine Barren Modelers R/C Club

February 2026



## Club 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).*

### 4 February 2026

#### Club Officers

President—Dennis Spatcher  
Vice Pres.—Mark Tilton  
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

Five officers and 22 other members were present.

**New Members:** None

**Field Reports:**

→ **Coyle:**

- No one's been out there, so no report – but it's probably iced over. Obviously, the weather is keeping the camera installation on hold.

→ **Temporary Field (Johnson's Pit):**

- The runway is buried in snow and ice, with lots of trespassing truck ruts.
- Some diesel heater fuel was spilled, and it will take a while for the smell to ease. Meanwhile, the fuel can is in the big box.
- Please, don't use the propane heater unless you absolutely need to.

→ **Safety Report:**

- Per Pat, no outdoor flying problems, due to the weather grounding us all.
- Indoor flying has been a bit more worrisome, so we're reminded that:
  - No more than 5 fliers going at any one time. After that, spotters are required.
  - Indoor models are small and light, but can still cause injury; if someone is hurt, we WILL lose the indoor site.

→ **Instructors' Report:**

- CFI Gary reminds us to use a flight simulator to keep our flying skills from getting rusty (*Please read Gary's article in this month's newsletter. Ed. Bill*).
- Last month's new member, Alex Aulov, has been signed off. Congratulations, Alex!

→ **Treasurer:**

- Ralph showed us the new PBM watch caps, in stylish dark blue or black, with small brims and our club logo.

→ **Web:**

- Dennis reports we renewed our domain name, but we might need to get another new domain name when we get another provider (to avoid confusion). Our current provider also serves several other domains, some of which may be spammers; that relationship with the spammers is likely why our club e-mails keep getting blocked. With a new provider and a new name, we should stop being blocked. Currently, PBM is using a G-Mail account to temporarily get around the blocking. Going to a new provider will probably raise the cost from the current annual \$100.
- Website 2042 views, Facebook 673 members

**Next Meeting**  
**4 Mar 2026**  
**Bayville VFW**

## Old Business

- Friday night Indoor flying still going well, although Friday 13<sup>th</sup> will be shortened 7-9 instead of 7-9:30
- Dennis and Ralph got our Christmas party reservation at Kristy's for Dec. 12<sup>th</sup> 2026.
- The Info Age Museum show participation is off, due to insurance cost for the boating club. Dennis still recommends visiting the museum, on your own.
- We renewed the club's AMA charter and Gold Leadership status.
- Dennis will apply for an AMA Field Improvement Grant, based on our 2025 solar upgrade project. We should know in about a month.
- Dennis will talk to the township about getting a dumpster for the 18 April club cleanup.
- The Membership list has been updated (It's on the club web site).
- Club dues are past due, so late payees now must add a \$10 late fee to rejoin.
- The white van/broken gate incident isn't over. The township wants to prosecute the man for destroying township property, so Dennis will attend the hearing virtually.

## New Business

- Dennis read highlights from the proposed by-laws update, then the club unanimously voted to approve the reading.
- The website has a new password. Contact an officer to get it.
- Th NJIT crew wants to use our runway for a test flight. Usually, we're fine with that, but the runway isn't usable now, nor is shoveling it practical. They were advised to watch the camera to see if the runway is back in service.
- Pat Lovenstein talked about drag racing. Jersey RC Promotions is bringing back local drag racing. Now, they race at the college but our club members want to bring drag racing back to The Pit. Racing will always be in the afternoon and last about 3-4 hours, so it won't disrupt club flying.
  - Race for trophies not money.
  - Stock class cars only.
- Paul Meier announced the glider meet rules will be posted by the end of February.
- Ron Jasper says Eagle Day will be Nov. 1<sup>st</sup>.
- Dennis reminded everyone that the handicapped spots are ONLY for handicapped folks.
- More parking area changes are possible, especially to block ATVs from riding on the runway.
- Rich Bombardier is working with local officials to get our Float Fly dates reserved.
- Upcoming Club Events:
  - Swap Meet 11 April, at the VFW. We may have another one in the Fall. See Ralph for tables.
  - Pit Cleanup 'Party' 18 April, preparing for our big club Open House
  - Open House, 2 May (rain date 3 May)
  - Float Flies, 6 June and 12 September
  - July 4<sup>th</sup> Night Fly
  - Club Picnic, 20 September, at The Pit
  - Eagles Day, 1 Nov.
  - No Warbirds event is scheduled. We're leaving it as an unsanctioned club event, so we can hold one whenever we want to.

**New Business** (continued)

- It'll be another month before we'll know if the AMA Field Improvement grant we applied for has been approved.
- Other upcoming (non-club) events:
  - 7 Feb, Atoms Swap Meet (Hillsborough, NJ)
  - 14 March, Lebanon Swap Meet

**Model of the Month:**

**This month, we had three models:**

- Paul Meier's Schweizer S300 Plus helicopter, from Rodon R/C
- Dennis Spatcher's 3-D printed plane and boat



(Left) Dennis Spatcher's whimsical 3-D printed boat and plane.

(Right) Paul Meier and his Schweizer S300 Plus Helicopter.



# Home Flight Simulators

By  
Gary Santaniello



Home Flight Simulators: Powerful Tools for Every RC Pilot,

## Comparing the Top Three RC Flight Simulators and Why You Should Be Using One

Whether you're a brand-new pilot learning to taxi for the first time or a seasoned flyer practicing precision aerobatics, RC flight simulators are one of the most valuable tools you can own. Modern simulators are incredibly realistic, affordable, and easy to use — and they allow pilots to practice anytime, regardless of weather or field availability.

This article compares the three most popular RC flight simulators and explains why every club member should consider flying on a simulator at home.



### The Top Three RC Flight Simulators



#### RealFlight Evolution — Best Overall Simulator

RealFlight has long been considered the gold standard in RC flight simulation. Developed in partnership with Horizon Hobby, it offers industry-leading physics, an enormous aircraft library, and excellent training tools.

Highlights:

- Ultra-realistic flight physics
- 300+ aircraft and 75+ flying fields
- Built-in flight training lessons
- Multiplayer capability
- Wireless USB dongle for Spektrum radios
- Best for: Beginners, instructors, and anyone serious about improving their flying skills.



#### AeroFly RC — Best Graphics and Mac Support

AeroFly RC is known for its beautiful scenery, smooth performance, and outstanding visuals. It also offers native macOS support, making it a favorite among Mac users.

Highlights:

- Stunning photo-realistic scenery
- Smooth and responsive flight feel
- VR compatibility
- Windows & macOS support
- Wide transmitter compatibility
- Best for: Mac users, VR pilots, and anyone who values immersive visuals.



#### SeligSIM — Best Free & Advanced Physics

SeligSIM focuses heavily on aerodynamic realism, especially for gliders and precision flying. It's also completely free, making it an excellent option for budget-conscious pilots.

Highlights:

- Extremely advanced aerodynamic modeling
- Excellent for sailplanes and aerobatics
- Free to download
- Highly customizable aircraft models
- Best for: Advanced pilots, glider enthusiasts, and those who enjoy fine-tuning flight performance.

## 🎯 Why Use a Simulator at Home?

### ✈️ 1) Faster Skill Development

Simulators let pilots practice takeoffs, landings, stalls, and emergency recovery repeatedly without fear of damaging real aircraft. This dramatically shortens the learning curve.

### 💰 2) Save Money on Repairs

Every crash avoided saves money, time, and frustration. A simulator lets you push your limits safely — without broken props, bent landing gear, or cracked foam.

### ☁️ 3) Fly Anytime, Regardless of Weather

Bad weather, short winter days, and busy schedules can limit real flying. A simulator allows unlimited flight time, day or night, right from your home.

### 🧠 4) Build Muscle Memory & Confidence

Practicing regularly on a simulator improves:

- Orientation
- Reaction time
- Stick coordination
- Emergency recovery

This builds confidence that directly transfers to the flying field.

### 🔧 5) Practice New Aircraft Before Flying the Real One

Trying a new warbird, EDF jet, or aerobatic model? Fly the simulator version first to learn its handling and quirks before risking the real aircraft.

### 🚩 Final Thoughts

Modern RC simulators are powerful training tools, not just video games. Many instructors now require simulator time before solo flight — and experienced pilots use them to sharpen skills, test new models, and stay current during the off-season.

Whether you choose RealFlight Evolution, AeroFly RC, or SeligSIM, any simulator is far better than none. Just a few sessions a week can dramatically improve real-world flying ability.

If you're serious about improving your RC skills, a home flight simulator may be the best investment you'll ever make. : A Powerful Tool for Every RC Pilot Comparing the Top Three RC Flight Simulators and Why You Should Be Using One

Whether you're a brand-new pilot learning to taxi for the first time or a seasoned flyer practicing precision aerobatics, RC flight simulators are one of the most valuable tools you can own. Modern simulators are incredibly realistic, affordable, and easy to use — and they allow pilots to practice anytime, regardless of weather or field availability.

*Micki and I've been using simulators since the late 1980s, starting with the Dave Brown simulator, eventually going with AeroFly, circa 2005. We still use it, from time to time, to keep sharp.*

*Shameless bragging time ;-), I'm told my Lollipop biplane is available as a Real Flight download at:*

[https://forums.realflight.com/index.php?resources/lollipop\\_td\\_ea.30703/](https://forums.realflight.com/index.php?resources/lollipop_td_ea.30703/)

*I can't testify (testi-fly?) as to how well the model handles, though, as Real Flight downloads don't work with our version of AeroFly. Ed. Bill*



# Bill's Corner

This cold weather has been particularly trying. Micki and I have lived in much colder climes, but that was when we were a lot younger. Trying to adapt as best as we can to the cold weather, we've developed a few 'tricks' to lessen its impact.

For one, we try to park with our truck's front window pointing towards the Sun, making sure the windshield is clean of ice. This lets the maximum sunlight shine in, warming the interior via the infamous 'greenhouse effect'. We'll park further out in a lot, just to ensure we have a warm car when we get there.

Same thing goes for south-facing home windows. The blinds are up and the curtains pulled open, letting the Sun warm the house (just have to avoid tripping over the beagle sleeping in the sunshine!).

I expected to prepare a longer article this month, detailing some points about the model I started after I finished the Morane-Saulnier H. Well, that plan fell through when I scrapped the partly built model. I made some poor choices in wood and found myself constantly repairing the fuselage as I worked on it, making it heavier and heavier. I finally realized I was building a winged brick. That's when I scrapped it.

Knowing when to say 'Enough!' is almost an art form in our hobby. Just a little more glue, just a bit more filler, just a little more paint....until the model is just too heavy to fly well. That goes both for new builds and repairs.

The heavier the model, the more power it needs to stay airborne, and the faster it has to fly to avoid stalling. The faster it has to land, too, making hard landing impacts harder on the airframe – an airframe that's already been broken and repaired. The net result is a downward spiral of repairs, poor flying, more damage. Repeated and repeated, until the model is more glue than wood or foam.

So, I'm back to the computer, drawing up another model. At least, I started drawing up another model, when my computer's screen saver popped up a picture of a model I did years ago, the Perky. That model always irked me as the proportions didn't look right. It flew okay, but the nose and tail lengths didn't look right. I'd drawn it up using a spreadsheet I'd developed from a series of magazine articles from the 1970's. Those articles, written in Radio Control Modeler by Chuck Cunningham, have been the basis of over a hundred of my designs. Cunningham compiled them by averaging dozens of successful models and creating a table of those averages, and I've used those averages, with success, for over forty years.

Yet, this one didn't look right. The nose looked too long, whilst the tail looked too short.

So, I sat down and dug into the spreadsheet. It didn't take long, but I found I'd made a mistake in calculating the tail length. That took seconds to fix, which is good. The embarrassing part, though, is that I built that model over ten years ago....



**(Left)** The Perky. Never looked quite right. Not a bad flier, although I never could get it to do a complete rudder roll. It would get inverted, then refuse to roll out. It wouldn't spin, either. It was good for peaceful tootling around the field, but got boring pretty quickly, so I sold it.