

# Pine Barren Modelers R/C Club

October 2024



## From the Editor's Laptop

Starting this month, we're introducing a new column, "Instructors' Insights". This column will include a variety of subjects, including computer radio programming, safety, and other topics applicable to R/C flying. There will be several authors, usually depending on the topic.

As per the last few months, Instructors' Insights will be at the end of the newsletter, for easier clipping, printing, and saving.

### Club Officers

President—Rich Bombadier  
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  
<https://www.facebook.com/groups/398974141442324>

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

## Upcoming Club Events:

Indoor Flea Market – 12 Oct (VFW Hall)

Eagle's Day – 2 Nov (The Pit)

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## 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).*

### 2 October 2024

27 members were at the meeting (President Rich was absent)

#### Field Reports:

**Coyle:** No Report. Pete bought coffee for the Fire Service folks.

**Temporary Field (Johnson's Pit):** Johnson's Pit is in good shape. The dirt track was dragged after it rained, but small rocks still need to be cleared out.

**Safety Report:** Per Pat, everyone's doing well. Pat noted we're getting more folks with model trailers. Please, park the trailers on the macadam, with the cars/trucks on the grass. That keeps the trailers safely back from the runway.

During the Safety Report, the subject of walkie-talkies came up, for use when people have to go into the woods on the other side of the runway. We've seen several occasions when folks came out of the wilderness and started crossing the flying area, without fliers being aware of them. Hopefully, getting (AND USING) walkie-talkies would allow the returning adventurers to make safer and quicker returns. The club agreed to investigate getting an inexpensive set, to be kept, on charge, in the main container.

**Instructors' Report:** Dennis reported all is going very well with our training program. Check with instructors if you want to take a test. Dennis will post a new list of the instructors in the trailer.

**Treasurer's Report:** Read and approved. Ralph says we still have plenty of travel mugs, but we need more hooded sweatshirts, decals, ceramic mugs, and hats. The club agreed to let Ralph do some restocking. *(Note: The weather is turning cooler, so those warm sweatshirts are going to be needed. Likewise, the travel mugs are VERY good at keeping hot beverages hot, as I can personally attest! Ed. Bill).*

**Website:** 1,908 views for September. Facebook up to 517 members. Some non-members snuck in and posted things for sale before Dennis could block them. Please, be careful and verify that nifty deal you see is from a real member, not a scammer.

**New Members:** No new or probationary members.

#### Old Business:

- Warbirds: A good turnout and plenty of good food (Thank you to Chief Cook Gary Santaniello) were had.
- Pylon Racing: Thanks to Paul Meier for a season of racing fun. Looking forwards to the 2025 racing season, Paul promises us more fun and a few changes.
- The red safety line needs to be extended. Tom Powers tried to do the painting, but found we were out of paint.
- Dirt Track: Tom will keep working on it, including investigating edging on the turns (hay bales, maybe? If so, how many?).
- The Pit's weather station is still down. Dennis is looking into a different, more reliable brand.
- Indoor Flying: We're still waiting on dates and times.
- Christmas Party: Set for 14 December, we'll have Calloway's big room. Price will be \$35 per person. Money was allocated for raffle items.
- Indoor Flea Market at the VFW on 12 October. Setup help is needed! Ralph will get the bagels and cream cheese.
- Locker Street cleanup. President Rich and Ron Pinksaw need to get the date. The field will be closed during the cleanup, then we will get the breakfast we will have earned.

**New Business:**

- Gary Santaniello asked for some accessories to our Blackstone grill. The club also discussed replacing the top versus getting a new grill. Mark Tilton pointed out he can redo and re-season the top, so the subject was left open for now.
- Nominations for 2025 Officers were as follows:
  - President                      Dennis Spatcher
  - Vice President                Mark Tilton
  - Treasurer                        Ralph Ferrara
  - Secretary                        Micki Bowne
  - Safety Officer                 Pat Lovenstein
- Upcoming Events:
  - 5 October – WASP Toys for Tots, PBM donated \$100
  - 12 October – PBM Flea Market
  - 27 October – New Jersey Pine Barons (Vincentown) Flea Market
  - 2 November – Eagle’s Day (Johnson’s Pit). If you fly all day, you get an eagle pin. Food is yet to be decided.
  - 2 November – JCSF Swap meet at St. Mary’s School, Middletown (new location)
- Models of the Month



(Left) Tom Moore’s 3D-printed Bf/Me-109. Tom said it took 40 hours to print the basic design, before gluing the bits together.

(Right) Paul Meier’s little drone. Per Paul, the drone can be flown with a cell phone and is capable of many autonomous functions, such as responding to gestures and speech.

## Bill's Corner

Micki and I had a great time at the club picnic. Good food, good company, good food, and (mostly) good flying. Did I mention the good food? :-)

Regarding the good flying, special kudos to Mark Tilton. Mark was flying a Glow model when it tossed its prop and started a shaft run. Mark killed the screaming engine and glided into a smooth landing – even though he was in the midst of a flock of other models. Credit Mark with a clean save!

Let's pause to make sure we're all speaking the same language. 'Deadstick' is when the engine (or motor) stops providing power, BUT the radio is still working and you have control.

Those of us who've flown Glow (as Micki and I did for many years) know Deadstick landings are an inescapable part of Glow engined flight. Happily, with Electrics, Deadsticks aren't as common...but they still happen. Micki and I've had motors throw props and break windings (the latter not only resulting in no power, but ripping the motor off of the firewall and leaving it precariously hanging by the connector wires. If the wires came unplugged, the model would've been horribly tail-heavy, so I had to be VERY gentle on the sticks!).

Back in the 'old days', when everything was Glow and some engines didn't have throttles, Deadstick landings were common. That was especially true with Cox .049 engines. You'd get the engine started (itself a patience-stretching challenge), set the needle valve, then toss the plane. The flight would be at full power, all the way until you heard the engine rev up as the fuel level dropped and the mixture leaned out. Then, you'd go for altitude, the fuel would run out, and the model would be high enough to glide to the runway.

That last bit is important – glide to the runway.

Micki and I see the runway as being at the bottom of a BIG funnel, whose sides are defined by or model's best glide angle – and they change with the wind direction and speed. As long as a model is inside that 'funnel' OR has enough momentum to GET inside that funnel, it can reach the runway. That's the key. If you watch us fly, you'll see we try to NEVER get low and slow away from the runway. If we ARE low, we're (usually) going fast enough to zoom up to the funnel; if we're far out (no John Denver jokes, please) we stay high enough to reach the funnel.

We practice Deadstick landings (although NOT when the field is busy). At some arbitrary point, we'll chop throttle and glide towards the threshold. Usually, we won't actually shoot a landing, but as long as we're satisfied we would've been able to put the plane on the runway, we're happy. Then, we'll power up and keep flying.

Give it a try. Learn how your model handles, Deadstick, both with gear and flaps up and with those drag producers down. Climb to a safe altitude, chop power, put the nose down and see if you can get comfortably near the runway. Don't risk your model or anyone else's! You may find leaving the gear and/or flaps up until you're on final making the difference between a safe recovery and a trip to the woods.

If your approach leaves you short, power up, go around, and make sure your next approach leaves you enough room to reach the runway. This isn't a competition; it's about learning how to fly your model, safely, under less than optimum conditions.

Another point gathered from all those years of Glow flying. When you DO power up and execute a go-around or missed approach, don't just slap the throttle forward. Advance it smoothly, keep the nose level (or slightly down), AND give the engine (or motor) time to respond BEFORE pulling back on the stick. Don't trigger a snap roll/accelerated stall!

# Instructors' Insights

## How to Update the Firmware on Your Spektrum Transmitter

By Gary Santaniello

### Introduction:

Keeping your Spektrum transmitter firmware up to date is crucial for maintaining optimal performance and ensuring access to the latest features and bug fixes. Regular firmware updates can enhance the functionality, compatibility, and reliability of your RC system. In this article, we'll guide you through the step-by-step process of updating the firmware on your Spektrum transmitter.

**Why Firmware Updates Matter** Firmware updates for Spektrum transmitters provide several benefits, including:

- **New Features:** Access to the latest features and enhancements.
- **Bug Fixes:** Correction of known issues and bugs.
- **Improved Compatibility:** Better compatibility with new receivers and other devices.
- **Enhanced Performance:** Optimized performance for a smoother and more reliable experience.

### Preparation Before Updating

#### 1. Backup Your Settings:

- Before performing a firmware update, it's essential to back up your transmitter's settings. This ensures you can restore your configurations if anything goes wrong during the update process.

- Navigate to the 'System Setup' menu and select 'Transfer SD Card'. Choose 'Save All Models' to back up your settings to an SD card.

#### 2. Charge Your Transmitter:

- Ensure your transmitter's battery is fully charged to prevent any interruptions during the update process.

#### 3. Obtain the Latest Firmware:

- Visit the Spektrum website and navigate to the 'My Spektrum' section.
- Find the firmware update for your specific transmitter model and download it to your computer.

### Updating the Firmware

#### 1. Prepare the SD Card:

- Format an SD card (preferably 2GB to 32GB) to FAT32.
- Copy the downloaded firmware file to the root directory of the SD card. Ensure the file has a .SPM extension.

#### 2. Insert the SD Card:

- Turn off your Spektrum transmitter.
- Insert the prepared SD card into the SD card slot on the transmitter.

#### 3. Initiate the Update:

- Turn on your transmitter, the firmware will update automatically. If not follow below.
- Navigate to the system menu. Navigate to 'Firmware Update' and select it.
- Follow the on-screen instructions to start the firmware update process.

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### 4. Wait for Completion:

- The update process may take a few minutes. Ensure the transmitter remains powered on and do not remove the SD card during the update.
- Once the update is complete, the transmitter will restart automatically.

### Post-Update Steps

#### 1. Restore Your Settings:

- After the update, you may need to restore your previously saved settings.
- Navigate to the 'System Setup' menu, select 'Transfer SD Card', and choose 'Load All Models' to restore your configurations from the SD card.

#### 2. Verify the Update:

- Check the firmware version on your transmitter to ensure the update was successful.
- Navigate to the 'System Setup' menu and select 'System Information' to view the current firmware version.

### Troubleshooting Common Issues

#### 1. Failed Update:

- If the update process fails, ensure the firmware file is correctly placed in the root directory of the SD card.
- Verify that the SD card is formatted to FAT32 and try the process again.

#### 2. Transmitter Not Recognizing the SD Card:

- Ensure the SD card is compatible (2GB to 32GB, formatted to FAT32).
- Try using a different SD card if the transmitter does not recognize the card.

#### 3. Loss of Settings:

- If you lose your settings, double-check the backup process. If no backup was made, you may need to manually reconfigure your settings.

### Conclusion:

Updating the firmware on your Spektrum transmitter is a straightforward process that ensures your RC system remains up to date with the latest features and improvements. Regular firmware updates enhance your transmitter's performance, reliability, and compatibility with new devices. By following the steps outlined in this guide, you can easily keep your Spektrum transmitter current and ready for the skies.