

FLIGHTLINE

OCT/NOV/DEC 2021



ONE OF THE LARGEST AMA CLUBS IN AMERICA
NEWSMAGAZINE
OF THE PALM BEACH RADIO CONTROL ASSOCIATION



The President's Corner

It is with great sadness that I inform the membership that on September 22, 2021, Susan tendered her resignation as President of the Palm Beach Radio Control Association and will not be participating in the club in the foreseeable future.

Due to the recent loss of her beloved husband, Howard, and her beautiful twin sister, Beverly, Susan has decided that it is in her best interest to step away from our club at this time.

Susan would also like to thank everyone for their support and continued prayers as she tries to heal and move forward through this unbelievably difficult time.

Please keep Susan and her entire family in your thoughts and prayers.

Joe Mannino
Newsletter Editor



2021 Club Officers & Directors

President

John Tice

johneticerc@gmail.com

Vice President

Joe Ramos

joerpbrca@gmail.com

Secretary

Ellen Hoffman

ellenhpbrca@gmail.com

Treasurer

Princeton Rose

princetonpbrca@gmail.com

Chief Safety Officer

Joe Serino

joepbrca@gmail.com

Chief Flight Instructor

Bob Rembert

bobpbrca@gmail.com



WHAT'S HOT

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As Always, **A Special Thanks** goes out to our Club Photographer:
Arty Mundell

Check out all the great photos at:

<https://www.palmbeachrc.com/copy-of-main-photo-page-1>

Special Thanks to the Palm Beach County Parks & Recreation Department and the men & women who maintain the park and keep us 'looking good' all year long!

Written, produced & published by "brooklyn joe" photography & video - All rights and wrongs preserved © 2011-2021



[CLICK HERE](#)
FOR Our **NEW CLUB**
[INTRO VIDEO](#)

Palm Beach Radio Control Association Field Safety Rules

Last Modified: 5/10/2012

All Members and guests must follow the AMA Safety Code as defined by the Palm Beach County Parks and Recreation Department.

In addition to the rules implied above, the following Club Safety Rules apply.

Section 1: General Rules.

1) Rule deleted.

2) Pilots **MUST** contain or catch any overflow when refueling.

[CLICK FOR CLUB SAFETY RULES](#)



[CLICK HERE](#)
FOR CLUB
[SAFETY VIDEO](#)

**You must have an active internet connection (DSL, Cable, etc.)
for the active links to work!**

MEMBERSHIP MEETING DATES!**ALL DATES ARE TENTATIVE - CHECK OUR CALENDAR**

| | | | |
|----------|----------|---|---|
| OCTOBER | 09, 2021 | - | Club membership meeting, 10:00 AM at Westervelt Field |
| NOVEMBER | 13, 2021 | - | Club membership meeting, 10:00 AM at Westervelt Field |
| DECEMBER | 11, 2021 | - | Club membership meeting, 10:00 AM at Westervelt Field |

For more information and **Full Calendar** go to: <http://www.palmbeachrc.com/#!/calendar-page/c1jbj>

LISTED MEETING DATE(S) ARE TENTATIVE!

The Palm Beach Radio Control Association Board of Directors/Officers

Listed below are the current Board of Directors and their positions within the Palm Beach Radio Control Association.

| | | |
|----------------|------------------|--|
| John Tice | President | johneticerc@gmail.com |
| Joe Ramos | Vice President | joerpbrca@gmail.com |
| Ellen Hoffman | Secretary | ellenhpbrca@gmail.com |
| Princeton Rose | Treasurer | princetonpbrca@gmail.com |
| Joe Serino | Safety Officer | joepbrca@gmail.com |
| Bob Rembert | Training Officer | bobpbrca@gmail.com |

If you have questions, please contact any of the Board Members listed above.

'Brooklyn Joe' Mannino
Newsletter Editor/Webmaster

OFFICERS & DIRECTORS - REPORTING IN!

John Tice - Vice President

It is with a heavy heart that we accept that our dear Susan will have to take some time away from her leadership role as our club President. Susan is going through a very difficult time with the recent loss of Howard her husband and not long after losing her sister earlier this year. From the Board and the entire club, we send our deepest condolences and wish whatever peace she can find in this most difficult time of loss.

We certainly don't see this as a good bye but rather a temporary break to allow the time needed till she is ready to come back in any capacity. We are rooting for you Susan and cannot thank you enough for the years of service and leadership that you have so generously given this club and its membership. We can only try and *model* the way you have led with integrity and love of our hobby. You have done so many great things for this club that I still don't know how you did it. Oh, it must be because of YOU. THANK YOU!

The club will continue to follow up on all the great things Susan spearheaded such as the new parking lot, press box renovations and more. We certainly look forward to the fall and winter events as well, such as Warbirds over the Glades and Toys for Tots. Our events are getting bigger and better all the time. This is in part to our current Board team and the help of a number of dedicated volunteers. It's inspiring. Our team is a group of individuals that have worked very well together since we started our terms this year. Thanks to Ellen Hoffman, Princeton Rose, Joe Serino, Joe Ramos and Bob Rembert. We will continue to move our club along. We always need more volunteers. Let us know what you would like to work on and we will help you to help us.

Welcome back to our Winter Snow modelers and we look forward to sharing the field again.

Please keep it safe so we can have more fun!

John E Tice
Vice President

Ellen Hoffman - Secretary

Let me start by saying thank you to Susan for her service to the club and for all that she has accomplished in her tenure as Board President. I hope she finds peace as she grieves the unimaginable losses of both her sister and husband.

This year has seen us start to feel a little bit more comfortable about getting out and about only to get rattled again with the new strain of the virus. That, along with the hot, hot, hot spring and summer we have endured, has made it a very quiet season at the field. I also believe it has affected our membership numbers. For the first nine months of 2019 we had 59 new members. For the same period of 2020 we had 72 (some of whom joined simply to be able to fly when the field was members only due to COVID which skewed the numbers a bit) and this year we have only had 46 new members join so far. Hopefully, we can come up with some ways to attract folks to West Delray and get excited about flying. One way is to invest in our field; the runway, the press box, the picnic tables all need some love and attention. The Board is working diligently to address these issues and once we come up with a plan of action, we will need volunteers to help us accomplish some of our goals. We will certainly keep you all posted.

We have received a great honor from the AMA. We received a beautiful letter and plaque honoring our 10 years of being an AMA Leader Club, both of which are on display in the press box. I received embroidered patches for everyone which will be distributed at our member meetings and events.

As always, I encourage you all to check your membership card and if it has expired, or is about to expire, please support the club and renew. As a reminder, your club membership expiration is tied to the expiration date of your AMA card. And only if you have a two year AMA membership can you get a two year PBRCA card. Online renewal is the easiest way to go. Simply visit the website palmbeachrc.com and submit your application using PayPal or a credit card. If you so choose, you can always print an application and mail it with a check to the PO Box on the application.

I look forward to seeing you all at the field.

As always, stay safe and most importantly, stay healthy everyone.

Ellen Hoffman

Secretary and Membership Chair

OFFICERS & DIRECTORS - REPORTING IN !

Joe Serino - Chief Safety Officer

My condolences to Susan and her family. Hopefully one day soon she will again feel able to enjoy the hobby and join us at the field.

Having said that, our friends from the North will soon be arriving back to South Florida and the field will start to get more active. I would like to stress the necessity for safety. Everyone who flies at our field is a safety officer. If you see someone breaking the rules or putting other people in jeopardy, please say something. Anyone who witnesses a member trying to correct a bad situation should step in and assist in any way they can.

The safety rules are posted on the press box and are available on our website. Every member should be familiar with the rules and follow them at all times.

Welcome back everyone, and as always, fly safe.

Joe Serino aka Long Island Joe
Chief Safety Officer

Princeton Rose - Treasurer

For information regarding the treasury report please contact our Treasurer, Princeton at his e-mail: princetonpbrca@gmail.com

For the tenth year in a row, the Palm Beach Radio Control Association has been awarded a Leader Club Certificate by the AMA to acknowledge the contributions made by our club to the sport of aeromodeling and to our community.





Brooklyn Joe's Place

Joe Mannino - Newsletter Editor

This will be my last club newsletter and I will also be stepping away from the Webmaster position, effective December 31, 2021.

I want to thank everyone for their kind words and support over the last nine years. I have enjoyed every minute of my work on the website and the newsletters and hope that everyone has enjoyed the ride along with me.

Special thanks to Susan, Seth and Ellen for always making me look good. Also, a special thank you for all the contributors that have made the newsletter interesting and informative.

Stay safe, fly safe, see you at the field!

'Brooklyn Joe' Mannino

NEWS AROUND TOWN!

Club Membership Renewals:

You **MUST** have a current AMA membership card to fly at Westervelt Field. This is a requirement of the Palm Beach County Parks & Recreation Department.

Also, please note that we will not create your PBRCA membership card unless you have a current AMA membership card. The Club Membership form is available on the PBRCA web site, this newsletter, or at the field in the press box.

Looking for an **"Event"** in the area, or across the country? What about a club meeting or registering for an event? Are you hosting an event? Want to learn about an event?

Find it all and do it all, for free, at RC Flight Deck !

Check it out at: <http://www.rcflightdeck.com>



Joe Ramos
Chief Flight
Instructor

From the Flight Line

The Palm Beach Radio Control Association has instructors offering **NO CHARGE** lessons to members interested in learning how to fly radio controlled aircraft.

INSTRUCTOR/TRAINERS:

FIXED WING (AIRPLANES)



Bob Rembert

Ricardo Ralmondo 954-470-8485



ROTARY (HELIS, DRONES)



Rich Schultz

561-379-3116



If you would like to volunteer to be a trainer please contact our
* Chief Flight Instructor:

If you require training, please call one of the instructors and arrange to meet.

TRAINERS ARE NOT RESPONSIBLE FOR DAMAGE TO YOUR AIRCRAFT

Warbirds Over the Glades!

When: Sunday, November 14, 2021

**Where: Westervelt Field, West Delray
Regional Park**

**Check our calendar on our website in the
coming weeks for finalized details!**

Toys for Tots

When: Sunday, December 5, 2021

**Where: Westervelt Field, West Delray
Regional Park**

**Check our calendar on our website in the
coming weeks for finalized details!**

IMPORTANT CLUB NEWS

The Club Membership/Renewal application is available in this newsletter (on page 20-21); in the 'Press Box' (at the field) and online, at our website. New members and renewals must complete (and sign) the two page application with your payment; or **PAY ONLINE** at:

www.palmbeachrc.com

**Also, check our website for the club
Membership Application!**

Club E-mail Notifications

You should be receiving e-mail notifications for the monthly general membership meetings and semi-annual newsletter publication. If you are not receiving our e-mails, please let Ellen know (e-mail: ellenhpbrca@gmail.com) your e-mail address and we will update our records. If you want your name & phone number removed from our website list, also contact Ellen at: ellenhpbrca@gmail.com

Club e-mails will come from:

pbrccgroups@gmail.com

FAA sUAS REGISTRATION

All sUAS (small Unmanned Aircraft Systems - (0.55 lbs. up to 55 lbs.) pilots must register with the FAA. For more information and registration online go to:

<http://www.faa.gov/uas/registration/>

Photo Corner

This photo was submitted by:
"brooklyn joe"



**Does anyone know the name of
this Military Aircraft ?**

FOR MORE INFORMATION SEE PAGE 14

FIELD SAFETY TIPS:

1. Please do not linger on the runway when picking up your airplane. It is important that you vacate the runway as quickly as possible as long as its safe to move your airplane.
2. Do not park your airplane on the main taxiway, as it makes it difficult for pilots to taxi out to the runway and to taxi back after landing. Many parked planes have been struck on the taxiway. Be smart, park elsewhere.
3. When crossing the runway, please make sure that you get an acknowledgement from all active pilots (in the pilots' box) that it is ok to cross the runway. Do not walk diagonally across the runway; always cross perpendicular to the runway for safety.



You must have a current, 2021
AMA Membership Card to fly at
Westervelt Field after January 1, 2021



VIDEOS/VIDEO REVIEWS



Club 'INTRO' Video:

<https://youtu.be/tKtgUqRVA1A>

Smokin Hot:

<https://youtu.be/WYELiLuuDq4>

World Models 1/3 Scale RC CUB:

<https://youtu.be/azuhaNxn4TA>

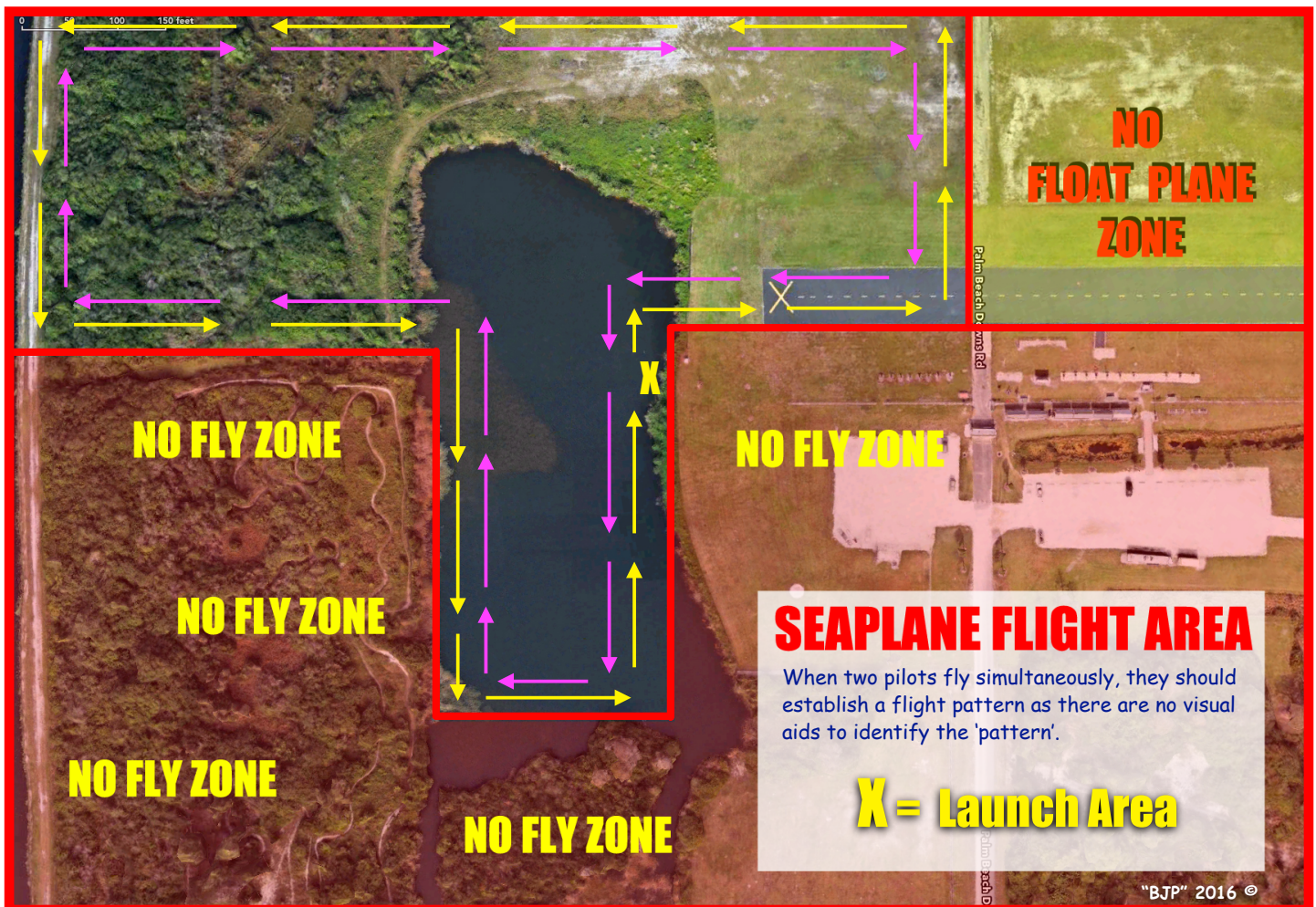
BVM F-16 Turbine - Robbie puts on a show a Westervelt Field:

<https://youtu.be/qgwxbi3R6VA>

PG RATINGS: * MUST SEE VIDEO * BROOKLYN JOE's most Popular VIDEO's

IMPORTANT CLUB NEWS

The PBRCA has been monitoring the lake for hazardous conditions and at this time “LAKE FLYING” is OPEN until further notice.



The membership has approved the proposed rules for flying off 'West Lake'; at our May 9, 2016 membership meeting. The changes and additions are now incorporated into our Safety Rules as Revision K (rev.k).

The revised safety rules and the map have been posted on the window of the press box and on our website, and can be accessed at:

http://media.wix.com/ugd/e50535_48e41b68e210474aa92c5af389be5d8c.pdf

[illegible]

The 'FIELD SAFETY RULES' (rev. k) can be viewed here:
http://media.wix.com/ugd/e50535_48e41b68e210474aa92c5af389be5d8c.pdf

SAFETY FIRST!



As the park gets more and more popular, we are going to see more and more patrols by the Sheriff's Department. The park speed limit is **25 mph and stop signs, mean STOP!** Do not risk an expensive ticket by becoming complacent. Also watch for 'flying saucers' (frisbees) ! Save your money for a new plane, battery, servo or radio.

Slow Down & Stay Safe!

Landing Your "Prop" Warbird

Submitted by Princeton Rose

Landing is the only mandatory maneuver! A few years ago, Jack Devine wrote a very nice article for RCWarbirds.com about flying prop driven warbirds and I thought it useful to share Jack's piece on landing.

Every flight will end with some type of landing and if you prepare and set it up properly you will have successfully completed another flight. This routine needs to be automatic. Setting up the plane for landing is not difficult but you need to understand again that you are flying a warbird. Warbirds have flaps and if your model has them Use them. Throttle back in straight and level flight and drop your flaps and see what it does to the flight characteristics of your plane. It should immediately start to slow down and if the power level is above half throttle it should start to climb. At low power it will continue to slow down. You manage the decent with the throttle not the elevator. This is important and you need to make sure you understand it.

Now let's set the landing up.

Call your landing so the other pilots on the flight line know your intentions.

Make a straight and level pass in front of you and reduce the throttle to about half and drop the landing gear. Fly another circuit and visually verify your landing gear is down. You should be 100 feet up as you turn onto the downwind leg. Drop your flaps and correct any altitude change. I dial in about 5 degrees of down elevator mix with the flaps through the coupling available in my radio and this keeps the plane flying level. It also gives me a shorter list of things I have to do as the radio automatically takes care of the trim change after dropping the flaps. Turn onto the base leg and you should still be at about 100 feet. Turn final and start your decent as you reduce throttle to about 1/3rd. Point the airplane at the touchdown area at the end of the runway and control the decent with the throttle not the elevator. To steepen the decent, reduce the throttle and to decrease the decent add a little more power. Steer the plane to touchdown with the rudder. Use the ailerons to keep the wings level. The entire approach should be at about a 45-degree angle. This seems pretty steep to some pilots but this is the right method. At about ten feet of altitude, you should be just over the end of the runway and if everything looks good reduce the throttle to idle and at about three feet start your flair. Let the plane settle on the mains and do not force the tail down with up elevator. Use the rudder not the ailerons to keep the plane going straight and as the speed bleeds off the tail will come down on its own and then you can steer with the tail wheel. Forcing the tail down can cause a takeoff and at this airspeed and low power you will certainly stall and we know the result.

If you are not satisfied with the approach simply add power slowly and keep the wings level. As the power comes back up so will the airspeed and the plane will start flying again. Climb slowly and do not attempt to turn until you are sure you have enough airspeed to do it safely. Just remember that if you are going to miss the approach add power slowly. You will want to jamb the throttle wide open and this could cause the dreaded death roll. Don't panic just add power slowly and start a gentle climb out back to your landing setup altitude and try it all over again. Don't force a landing any more than you would force a takeoff.

Once you have your plane back on the ground and you are breathing normally again analyze the entire flight and think about what you could have done to improve it.

Photo Corner

XF-85 Fighter: This Crazy Looking Plane Was Built To Save Bombers

The XF-85 was intended to protect gigantic B-35 fly-wing and B-36 Peacemaker strategic bombers designed to fly thousands of miles carrying nuclear weapons in their capacious bomb bays. These had fuselages large enough to fully enclose a Goblin in their bomb bays.

FAA REGISTRATION

Effective February 25, 2019, the FAA Interim Final Rule (Part 48) requires **ALL** unmanned radio controlled aircraft **PILOTS** flying unmanned aircraft weighing more than 0.55 pounds and up to 55 pounds (airplanes, helicopters, jet turbines, drones, quads, etc.) to register with the FAA and affix their assigned FAA Registration number to the **'EXTERIOR'** of **EVERY** aircraft that they fly.

FAA Registration website:
<https://faadronezone.faa.gov/#/>

AMA NEWS

 Clubs

HOW AMA INSURANCE WORKS

By Ilona Maine, Clubs director | ilonam@modelaircraft.org

AMA News Clubs

By Ilona Maine, Clubs Director | ilonam@modelaircraft.org

"When I look back on it now, I am so glad that the one thing that I had in my life was my belief that everything in life is a learning experience, whether it be positive or negative. If you can see it as a learning experience, you can turn any negative into a positive."

—Neve Campbell

If you are anything like me, you prefer life throwing positive experiences your way. Yet some of my more memorable lessons came from adversity. I'll spare you the details; after all, my therapist gets paid to listen to my madness, but why do I bring this up? I thought this would be a perfect introduction for this month's topic: insurance.

I have written about insurance in the past, but I want to mention again that AMA doesn't determine coverage or adjust claims. AMA contracts with an independent claims adjuster known as a Third-Party Administrator (TPA), who works on behalf of the insurance company to review the specifics of each incident to determine whether coverage is applicable. Your AMA team serves as the initial liaison between you, the AMA member, and the TPA.

Recently, there was some online discussion about AMA's member insurance coverage, its excess status, and how and when it works when other applicable coverage—usually homeowners coverage—is involved.

HOW AMA INSURANCE

Although I can't go into the details of the incident that prompted the debate, I want to use some general information to better explain the insurance coverage provided to you as a membership benefit.

First, AMA's insurance is "excess" to any other applicable insurance coverage. Therefore, if your modeling activities cause property damage or bodily injury, you must submit a claim through any other insurance coverage you have available that would respond to this kind of claim.

So, when does AMA's coverage come into play? If you don't have any other insurance, AMA's coverage would be primary. This would also be if you have other liability insurance, but it doesn't provide coverage for your modeling activities. This is usually determined by a specific exclusion listed in your policy.

Finally, if you are involved in a claim that exceeds the insurance limits of your other applicable coverage, AMA's liability coverage will fill in the gaps.

I like to use examples, so bear with me.

Example 1: Orville Wright is at an event flying his aircraft. His airplane crashes into a truck owned by Charles Lindbergh, causing property damage. One of the following results:

A: Orville submits the claim into his homeowners insurance and that insurance pays the claim.

B: Orville turns the claim into his homeowners insurance, which denies the claim because the policy specifically excludes model aircraft. Orville submits the claim and denial to AMA. The TPA pays the claim.

C: Orville doesn't have any other insurance and submits the claim to AMA. The TPA pays the claim.

Example 2: Orville is at the event and his aircraft crashes into a nearby barn, starting a fire. The fire damages/destroys farm equipment and the barn, causing \$300,000 in property damage.

HOW AMA INSURANCE

A: Orville has homeowners coverage, but only for \$100,000. He submits the claim to his homeowners insurance and to AMA. The homeowners insurance will pay the \$100,000 and AMA's TPA will pay the remaining \$200,000.

Sometimes a homeowner's adjuster might deny a claim because the incident was unexpected or unforeseen. When we encounter such reasoning, we obviously disagree because an accident is rarely an expected or foreseen event.

In these cases, AMA can serve as your advocate and reach out to its resources, including our legal counsel or TPA, to contest the homeowner carrier's denial. However, if the homeowner carrier's adjuster maintains its stance, AMA's TPA's hands are tied based on the policy language, and they cannot pay for the damages.

If I were to talk with Charles Lindbergh, I would tell him that in my 22 years of working for AMA, I have only encountered one claim in which a homeowner's carrier denied liability and then stuck their collective heads in the sand.



TIPS & TRICKS

AFFIXING YOUR FAA REGISTRATION NUMBER TO THE EXTERIOR OF YOUR AIRCRAFT

The FAA Temporary Interim Final Rule (Part 48) effective February 25, 2019 does not specify a size or location for affixing your FAA number to the outside of your RC Aircraft.

Custom 'water slide' decals: You can purchase water slide decal paper for your home printer and make custom water slide decals in any size, any color and any font that you want. They can be placed anywhere on the exterior surface of your aircraft.

Permanent Marker: You can purchase permanent markers in a variety of colors and write your FAA & AMA numbers on the exterior of the aircraft. Or write it on clear scotch tape, or packing tape and create a 'removable' label for when you sell the aircraft.

Masking Tape & Marker: You can purchase masking tape in different sizes (width) and create a removable label with a marker pen.

Vinyl Decals: You can purchase custom made press-on vinyl decals in a variety of colors, sizes and fonts (I know a 'guy' at the field) !

The FAA Registration number is registered to **YOU**, the pilot, and that registration number must be applied on the exterior of **ALL** of your aircraft.

You can apply the FAA registration number anywhere on the exterior of the aircraft, including the back of the propeller, underside of the wings or elevator, or below the elevator on the fuselage if you don't want it to be prominent.

Ps - If you have an FAA Part 107 license (Commercial RC pilots), you must register EACH aircraft separately and put the unique registration number assigned to that aircraft on only that aircraft.

Get **FREE** 'AMA Membership'!

GET THREE (3) NEW AMA MEMBERS OR 3 EXPIRED MEMBERS TO RENEW and ENTER *Your AMA Number* ON THIER AMA APPLICATION AND GET A YEAR OF FREE AMA MEMBERSHIP FOR YOURSELF. ONLINE APPLICATION OR PAPER (MAILED) APPLICATION!

Thoughts or questions about the new website? We're here to help.

AMA FLIGHT SCHOOL

AMA FOUNDATION

AMA SAFETY GUIDE

1-800-IFLYAMA

JOIN/RENEW

Shop

Donate

Login



About AMA

Membership

Programs

Media & Resources

Events

Museum

Sign 3 Fly Free Program

Rules:

- Receive a one year AMA membership credit for each three (3) new or former AMA members who join. (Yes, you can earn more than one free year!)
- All new or former memberships must be full Open or Senior Citizen memberships to qualify. New sign-ups cannot be current AMA members.
- Sponsoring member's name and AMA number must be clearly identified on each new member's application.
- Current AMA Life Members will receive an AMA merchandise credit of equal value to a 1 year free membership.

Your free membership credit will be applied to the next AMA membership year.

ENTER MEMBER'S AMA NUMBER ON THE ENROLLMENT FORM
TO GIVE MEMBER CREDIT FOR SIGN 3 FLY FREE

How did you find us?

Referring member's AMA membership number

Another AMA member



|

ENROLL NOW

CALL THE AMA AT (800) 435-9262 - 1-800-I-FLY-AMA

For more information about this program, contact the [Membership Department](#).

This application is a two page membership application and you must submit both pages with the waiver **SIGNED (located on the next page).**

The Palm Beach Radio Control Association **MEMBERSHIP APPLICATION & RENEWAL FORM**

☐ **FIXED WING**☐ **ROTARY**☐ **MULTI-ROTOR**☐ **TURBINE**☐ **STUDENT**

Please select ONE category based on your current flight status !

NEW PILOTS

I hereby apply for membership in the Palm Beach Radio Control Association, Inc. I understand that I must first be a member of the Academy of Model Aeronautics (AMA) or that I must apply for membership prior to submitting this membership application.

Academy of Model Aeronautics (AMA)

5151 E Memorial Drive,

Muncie, IN 47302

AMA: 1-800-435-9262

IMPORTANT: You must have a current AMA Membership in order to fly at Westervelt Field and receive your new or renewal PBRCA membership club card.

PBRCA DUES INFORMATION:

☐ Annual dues per person \$35.00

☐ **2 Year dues per person \$70.00**

(You must have a 2 year AMA Membership)

☐ Annual dues under 18 years old \$15.00

Membership Benefits:

Club newsletter, club website, club meetings, use of club maintained grass & blacktop runway, lake flying, pit area tables, benches & canopies, free flight instruction (dependent on availability of volunteer club instructors), participation in club contests, fly-ins, picnics, shows and raffles.

PLEASE PRINT THE REQUIRED INFORMATION CLEARLY

First Name **

Last Name **

Initial

Street Address **

City **

State **

Zip Code **

Home phone number with area code

Cell phone number w/area code **

AMA Membership Number **

FAA Registration Number **

AMA Turbine Waiver Number

Emergency Contact Number **

e-mail Address **

**** REQUIRED
INFORMATION**

☐ **NEW MEMBERSHIP**

☐ **RENEWAL**

☐ **Do not include my information on the published club membership list !**

All members of the Palm Beach Radio Control Association are Safety Officers, and have an obligation to ensure that all members and their guests operate their aircraft in a safe manner consistent with the published PBRCA Field Rules & By-Laws, and the AMA Safety Code. All PBRCA members are duly authorized agents of the Palm Beach Radio Control Association for the purposes of ensuring that safe flying conditions exist at all times and are empowered to request anyone flying in an unsafe manner to leave the flying field.

THIS IS A TWO (2) PAGE MEMBERSHIP APPLICATION. YOU MUST COMPLETE AND SIGN THE BACK PAGE. IF APPLICANT IS UNDER 18 YEARS OF AGE THE WAIVER MUST BE SIGNED BY A PARENT OR LEGAL GUARDIAN.

Mail this form to:

PBRCA

PO Box 480392

Delray Beach, FL 33448-0392

**OFFICIAL
USE ONLY**

☐ CASH Rec'd by: _____ Date: _____

☐ CHECK # _____ Amount Paid: _____

**PBRCA
APPLIC**

Palm Beach Radio Control Association

You must have a current Academy of Model Aeronautics (AMA) membership (which provides you 2.5 million in insurance), to join the Palm Beach Radio Control Association.

MEMBERSHIP WAIVER

Palm Beach Radio Control Association (PBRCA) Complete this REQUIRED form ONLY if you are an adult ADULT (18 and Over). *If applicant is under 18 waiver must be completed and signed by parent or legal guardian.*

REQUEST, RELEASE AND WAIVER OF ALL CLAIMS AGREEMENT

I, PRINT FIRST & LAST NAME, hereby request that the Palm Beach Radio Control Association (PBRCA) allow me the privilege of flying radio controlled aircraft at Westervelt field. I have been informed of and I know the risks and dangers involved in the operation of radio controlled aircraft, and that unanticipated and unexpected dangers may arise during such activities and I assume all risks of injury to me and my property that may be sustained in connection with the stated activities, including, without limitation, the potential crash and loss of my aircraft and its on-board equipment and personal injury.

In consideration of the permission granted to me to participate in the stated activities, I do hereby, remise and discharge PBRCA, board members and volunteer flight instructors in the stated activities of and from all claims, loss, damages, demands, actions, and other causes of action of any sort, for injuries to person and/or property during or as a result of participating in any of the activities contemplated by this Agreement, whether such loss, damage, or injury results from the negligence of PBRCA, their officers, board members, volunteer flight instructors or from any other cause.

I represent and certify that I am over 18 years old, and that I am a member in good standing of the Academy of Model Aeronautics (AMA), or parent or legal guardian of minor applicant.

I HAVE READ, UNDERSTAND AND AGREE TO THE FOREGOING REQUEST,

IMPORTANT – Please Read: All applicants should be aware and understand that the activities involved in the flying of model airplanes and helicopters are not without some degree of hazard. Therefore it is the obligation of all members and guests to abide by AMA, PBRCA, and common sense safety guidelines to minimize these hazards and to assist the PBRCA Board in their attempt to provide a safe environment for all members and visitors. The PBRCA club, its Board of Directors, individually or collectively, will not be held liable for incidents involving injury or property damage, including, but not limited to, loss of aircraft. By submitting this membership application, you hereby acknowledge and accept these conditions.

APPLICATIONS WILL NOT BE PROCESSED UNLESS ALL REQUIRED FORMS, DOCUMENTS AND PAYMENT ARE SUBMITTED AND COMPLETED CORRECTLY.

SAFETY RULES: http://www.palmbeachrc.com/PBRCA_safety_rules_revH.pdf

I have read the updated PBRCA "Safety Rules" and agree to abide by all the safety rules, including those rules & restrictions posted by Palm Beach County.

PRINT NAME HERE

SIGN NAME HERE

DATE

**ATTACH A COPY OF
YOUR CURRENT
AMA CARD HERE**

APPROVED: 04/ 24 /2021 - 2021 NewMemberApp.pages

Everyone that has a drone (quadcopter) should view this page !

<http://knowbeforeyoufly.org/learn-the-drone-laws/>



MEMBERSHIP

AMA in Action: FAA TRUST FAQs

The FAA recently released information about the next step of implementation of The Recreational UAS Safety Test (TRUST). Recreational users should expect to see the required test sometime this year. Visit the AMA Blog for FAQs regarding the test.

[learn more](#)

The link to the AMA article (learn more): <https://amablog.modelaircraft.org/amagov/2021/02/24/the-recreational-uas-safety-test-trust-faq/>

AMA NEWSLETTERS



Did you know that your Academy of Model Aeronautics membership includes a wealth of information, and it is available for free, at the AMA website.

An area that may be of interest to you is the 'publications' tab on the main website page: www.modelaeronautics.org; and in particular, the '**Media Minute**' and '**Roto Report**' newsletters.

You can subscribe to any of the newsletters and get them delivered right to your e-mail inbox, as soon as they are published.

Media Minute is a new electronic newsletter that is designed to give you a quick look at stories you might have missed from Model Aviation and other media channels.

Roto Report is an e-mail newsletter that is specifically focused on model helicopter and multirotor enthusiasts and features content from Model Aviation magazine, as well as AMA's other media outlets.

Publications

- Model Aviation
- Membership Manual
- AMA Newsletters
- Park Pilot
- Subscribe Today
- Advertising in AMA's Publications
- Contact Publications

AMA Newsletters

As a part of AMA's ongoing effort to promote the hobby, we have multiple newsletters that go out to members and non-members. *Cloud 9* keeps Patrons of the National Model Aviation Museum informed on developments, acquisitions, and educational elements with the museum. The *Nats News* is a daily publication of the National Aeronautics Championships. *AMA Today* is a bi-weekly newsletter to the membership. *Flightline* is a youth focused newsletter. *Ground Control* exchanges information between chartered clubs and AMA officials. *Media Minute* is a membership newsletter that features articles from our magazine *Model Aviation*. And *Rotor Report* is our bi-monthly newsletter focused on the multi-rotor community.

- cloud 9
- nats news
- ama today
- ama flightline
- ground control
- media minute**
- rotor report**



Academy of Model Aeronautics

You don't have to read the AMA News, now you can watch "AMA AIR" the Video News:

<http://air.modelaircraft.org>

Get AMA Information:

AMA 2019 Membership/Renewal Application:

<https://www.modelaircraft.org/sites/default/files/files/902.pdf>

AMA Newsletters:

<http://www.modelaircraft.org/publications/newsletters.aspx>

AMA Education:

<http://www.amaflight school.org>

FAA REGISTRATION IS REINSTATED (FAQs):

<http://www.modelaircraft.org/aboutama/faa-uas-faq.aspx>



THE RECREATIONAL UAS SAFETY TEST (TRUST)



Dear valued AMA member,

When the FAA Reauthorization Act of 2018 was signed into law, it included a requirement for [recreational UAS users](#) to pass a knowledge and safety test. The Recreational UAS Safety Test, or TRUST, has the goal of increasing awareness of safety and best practices in the most complex airspace system in the world. AMA has worked closely with the Federal Aviation Administration (FAA), ensuring that TRUST meets the intent of Congress without placing an undue burden on our hobby community. AMA has been there to help make decisions regarding guidelines, administration, and questions included on the test.

Since 1936, the AMA has been dedicated to the hobby of model aviation, educational programming, and safety in the airspace. As such, the FAA selected AMA as a test administrator for TRUST.

What can you expect from TRUST? First, AMA is offering it for free for all recreational fliers.

But don't worry, it is more like a brief training session than a test, because you can't fail!

There is some information to read that deals with flying safely and legally, along with 23 multiple-choice questions. If you select an incorrect answer, you'll be guided to the correct response until you get it right. After you finish, you'll receive a TRUST completion certificate that you should print, save electronically, or take a photo of with your phone. This certificate is proof that you passed, and you will only have one opportunity to save it. To protect your privacy, the FAA dictates that taking the test is anonymous and no record is kept by anyone other than you, so losing your certificate means you need to retake the test.

More information about TRUST can be found at www.modelaircraft.org, including frequently asked questions. We're here to ensure that you can quickly pass the test and potentially learn something new as a recreational pilot. We even have a quick tutorial you can look through to get an idea of what you'll need to know. It will allow you to get through TRUST quickly and easily, allowing you to prove that you are a safe and knowledgeable pilot. Learn more at MODELAIRCRAFT.ORG/TRUST.



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