

# FLIGHTLINE

NEWSLETTER OF THE PALM BEACH RADIO CONTROL ASSOCIATION

## The 1938 Everel Single-blade Propeller



[Single blade propeller on a Nitroplanes Hawk 3D](#)

AMA Club# 1016

ONE OF THE LARGEST AMA CLUBS IN AMERICA  
Spring 2024



*The Palm Beach Radio Control Association*  
*Current Board of Volunteers*

<i>John Scaduto</i>	<i>President/Webmaster/Newsletter Editor</i>
<i>Gary Hoffman</i>	<i>Vice President</i>
<i>Princeton Rose</i>	<i>Treasurer</i>
<i>David Spielman</i>	<i>Secretary and Membership Chair</i>
<i>Diego Souza</i>	<i>Chief Safety Officer</i>
<i>Jon Gerber</i>	<i>Chief Training Officer</i>
<i>Seth Sterling</i>	<i>Director</i>

*Please use the following email address to contact any of the Directors:*  
[pbrca.info@gmail.com](mailto:pbrca.info@gmail.com)

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*Membership Meeting Dates!*  
*Second Saturday of Every Month*  
*ALL DATES ARE TENTATIVE*

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<i>May</i>	<i>11<sup>th</sup>, 2024</i>	<i>10:00 AM at Westervelt Field</i>
<i>June</i>	<i>8<sup>th</sup>, 2024</i>	<i>10:00 AM at Westervelt Field</i>
<i>July</i>	<i>No MEETING</i>	<i>Summer break, no meeting</i>
<i>August</i>	<i>No MEETING</i>	<i>Summer break, no meeting</i>
<i>September</i>	<i>14<sup>th</sup>, 2024</i>	<i>10:00 AM at Westervelt Field</i>
<i>October</i>	<i>12<sup>th</sup>, 2024</i>	<i>10:00 AM at Westervelt Field</i>
<i>November</i>	<i>9<sup>th</sup>, 2024</i>	<i>10:00 AM at Westervelt Field</i>
<i>December</i>	<i>14<sup>th</sup>, 2024</i>	<i>10:00 AM at Westervelt Field</i>

*For more information and upcoming events please visit the Calendar page of the PBRCA Website*

<https://www.palmbeachrc.com/calendar>

*A FRIA approved club (FAA-Recognized Identification Area)*

# **John Scaduto**

## **President/Webmaster/Newsletter Editor**

As the President of PBRCA, I'd like to say that I'm proud of each and every one of our members. Our club is not just a gathering of hobbyists; it's a community of passionate individuals who share a love for aviation and remote-controlled flight.

From our seasoned veterans to our newest recruits, every member contributes to the vibrant atmosphere and camaraderie that defines our club.

I want to take this moment to express my gratitude for the dedication and enthusiasm shown by our members. Whether its spending countless hours perfecting their flight skills, generously sharing their knowledge with others, or simply being present at our events to cheer each other on, our members consistently demonstrate their commitment to the success and growth of our club. It's this spirit of collaboration and support that sets us apart from other clubs in our area and makes me proud to be part of this community.

Furthermore, I'm very appreciative of our volunteers. These individuals are the heart and soul of our club, and their unwavering commitment to our shared passion for radio-controlled aviation is inspiring. Our volunteers play a crucial role in the success of our club, generously giving their time, skills, and energy to support our activities and events. Whether it's helping to set up and organize our events, assisting with maintenance and repairs of our airfield, or technical behind the scenes expertise, our volunteers are always willing to lend a helping hand wherever it's needed.

What truly sets our volunteers apart is their selflessness and dedication to the betterment of our club and its members. They work behind the scenes, often sacrificing their own free time and personal commitments to ensure that our club runs smoothly and that everyone has a positive and enjoyable experience. Their passion for radio-controlled aviation is evident in everything they do, and their enthusiasm can be contagious...if you let it be.

Volunteers embody the spirit of camaraderie and teamwork that defines our club. They understand the importance of working together towards a common goal and are always willing to collaborate and support one another. Whether it's sharing tips and advice with fellow members, offering a helping hand to a novice pilot, or simply providing encouragement and camaraderie at our events, our volunteers are the backbone of our club's strong sense of community. Thank you for all that you do.

Looking ahead, I am excited about the future of our club and the opportunities that lie ahead. Together, we will continue to push the boundaries of what's possible, while fostering an inclusive and welcoming environment for enthusiasts of all ages and backgrounds. Let's keep soaring to new heights, both on and off the runway, as we celebrate our shared passion for radio-controlled airplanes.

At our last meeting on April 13<sup>th</sup>, 2024, there was much discussion about FRIA and the rules and regulations surrounding it. For your reference, I have uploaded an "Advisory Circular" from the FAA dated 10/19/22 to our website that can shed more light on the subject. This information is provided simply FYI and is not a product of the PBRCA BOD. Thanks to PRBCA member John Arnholt for providing the information. Click [here](#) to be taken directly to that information.

# Gary Hoffman

## Vice President

VP's Corner, by Gary Hoffman

I copied this post from Flying Giants, but I thought it was worth reposting here. Italics added by me.

"This post is to show with you how a person can get bit when getting itchy thumbs in an attempt to fly the plane that is not ready.

Some of you know I have the (supposed to be) Sukhoi, old design, with DA 50 in the nose. I am still not sure what ARF it is, but it is not important. Plane has ***heavy tail design***, all sheeted and elevator servos in the stab.

One day the weather was acceptable (12 mile/hr. winds) so I decided to join my flying buddies at the field and try to fly.

The plane was never balanced by me.

I made 3 MAJOR mistakes, read below.

1. When my buddies lifted the plane at the wingtips, I could see that CG was way too far aft. I ignored it, my buddy said, you will be fine.

2. I taxied a bit and added throttle and plane lifted up immediately and I chopped the throttle and let it "land". I should have known better... My buddy said, "she wants to fly" and yes, she wanted to fly but with it way too tail heavy. I ignored that.

3. I took off, the plane immediately went 60 deg up with just a touch of up elevator, I thought "oops, we have a problem." I should have tried to bring it back into the wind oscillating up and down and I chopped the throttle. That was a third major mistake, I should have brought it closer to the ground (I was into the wind) with some throttle and try to chop it off at the last moment.

So with the head wind and throttle off, I simply stalled it a few feet above the ground and made firewall and gear separate from the body.

I am not considering myself a pro but I am also not a novice. How stupid I was to ignore the 2 points and later make a third mistake. Bad, bad, bad.

I certainly don't want to rub it in, but the more time spent on set up, such as the following, could only help in the long run:

1) Balancing (***editor's note: this is a biggie, remember that "nose heavy planes fly every day, tail heavy planes fly once"***)

2) Running the engine on the ground and tuning it correctly

3) Checking all control links, connectors, pull-pull, throttle linkage

- 4) Loctite on servo arms (Loctite on the engine bolts if applicable)
- 5) Checking for fuel leaks or bubbles
- 6) Taxi test
- 7) Checking for muffler staying tight, after initial run in, check prop/spinner
- 8) Landing gear including tail gear or front if a trike
- 9) Loose covering
- 10) Cowl bolts tight

The more you check before the flight, the more you will enjoy the plane and the longer it will last.

I could go on and on. Most of this is visual as you set up the plane. Are bolts going in ok, and quick releases doing their thing. When I clean my planes on breakdown, I give a quick visual. I note once again the servos, control linages, etc.

I find problems most often during these times. And I do find problems, even though I think I'm pretty good at building and setting up a plane. Better on the ground than in the air. It takes very little time.

**Don't talk to people while you set up your plane to fly. If someone comes up to me while I am preparing to start or setting up, I ignore them. They will get the picture quickly enough. It's not rude, they should know better than to bother you while you prepare your missile for takeoff. One of the best pilots in our club did this recently!!!**

It's your plane, do your thing. Afterwards talk and sit back and bask in the satisfaction of another great flight."

# ***Princeton Rose***

## ***Treasurer***

2024 Off To A Terrific Start .....

Hard to believe that we are already four months into 2024. Happy to be able to continue reporting that club finances remain stable and strong, and our operating expenses remain in line with expectations. Again, thanks for your financial support without which we would be unable to provide the facilities and amenities that we use and depend on both at, and away from, our lovely field.

As already reported, our 3D Over the Glades and 2024 Swap Meet were very successful events and the monies raised provided a welcome boost to club coffers. Funds raised from these events buttress our flexibility for executing our near and long-term capital improvement plans.

As of this writing, we completed two improvement projects at the Heli field - cutting down the dangerous Australian pines and extending the safety fence. We are actively pursuing a solution for the water pooling by the West carports and reviewing security options for club investments.

Other near-term improvement projects include replacing worn sections of the floor and walls of the Press Box. Resurfacing our runway will be necessary in the not too distant future and we must start planning and saving now for this eventuality. All this to say that we are off and running.....

Happy flying and continue enjoying this awesome hobby!  
Princeton

# **David Spielman**

## **Secretary and Membership Chair**

There are big shoes to fill from Ellen Hoffman, our long-time club secretary. She made the secretary's job look easy. Ellen set up a system for me to follow and I hope I can serve the club members almost as well as Ellen did. Ellen passed the baton to me with 240 members, and we now have 260 members.

I have been a member of several model airplane clubs since 2002 back when dinosaurs were flying planes with NiCad batteries and controlled planes with 72mhz radios. Membership is as important now as it was 22 years ago. We are members to get things done to keep us flying and improve our facilities. It's also fun to be a member of a group of pilots who are passionate about our hobby.

We still manage our member lists with spreadsheets, print membership cards on inkjet printers and go to the post office to pick up applications and send out member cards. There is something about having a membership card that helps you feel part of a club. It takes work, but it is worth the effort. Occasionally, check your card and keep up to date with your membership especially when you renew your AMA. The club needs your help!

In addition to being membership secretary, I am the club contact with the AMA and I send messages to our members on the Google email blasts. I'll try hard to keep you up to date on what's happening with the club, answer your questions and share your ideas with the other board members.

Fly safe,  
David Spielman

How to pay online using the "Online Membership Form."

<https://www.palmbeachrc.com/join-or-renew>

- The online membership form contains a 'Submit Form' button at the bottom of the page.
- All 'starred' (\*) items are required and must be filled out in order to submit the form.
- You can sign your name in the signature box using your mouse. Hold down the left mouse button while signing your name in the box. You can use your finger or a stylus to 'sign' on a touch screen device.
- 'Application Type' and 'Membership Type' have drop-down lists to pick type of application or membership.
- Click inside a 'circle' to select a 'multiple-choice' item.
- Be sure to check the boxes for 'I have read the Safety Rules...' and 'I Accept the Terms & Conditions...'
- When you have completed filling out the form, click 'Submit Form.' If you do not have a PayPal account, you will be able to use a credit card to complete the payment.

***Diego Souza***  
***Chief Safety Officer***

***Jon Gerber***  
***Chief Training Officer***



# FEATURE ARTICLES

## Signs That an RC Plane Stinks

Adapted from Tail Heavy Productions

<https://www.youtube.com/watch/xPQra6NAXco>

So, you've got a hefty sum of money ready to burn a hole in your pocket, and an equally significant need to fill the gap in your collection of planes. The remedy? Retail therapy in the form of a sleek new airplane. However, how can you ensure it's a worthwhile investment rather than a disappointment? Whether your new purchase elevates you emotionally and physically to new heights or tragically crashes, someone still profits.

Let's delve into some warning signs that suggest we should proceed with caution. First, let's discuss some indicators for avoiding purchasing new airplanes. The primary factor to consider is the influence of the aircraft itself. It's evident that we form an emotional connection with our planes; otherwise, we'd all be flying plain sticks without decals or worse, using camera drones.

When we enthusiastically embrace a new plane simply because someone convinced us to hit the like button, our logical thinking may take a backseat. Two recent designs that illustrate this are the Flight Test (FT) Freedom Fox and the e-Flight Draco. The Draco was marketed as a short takeoff and landing (STOL) bush flying aircraft, but its intricate scale details ended up making it heavy, fragile, and tricky to handle. Many people were initially drawn to it, perhaps due to its strong visual appeal. However, its excessive weight caused issues, with some people damaging their suspension systems just trying to transport it to the airfield. While some appreciated its detailed design, that's about the only positive aspect we can recall, as bush planes shouldn't be overly bulky or reminiscent of fast-food indulgence.

Americans, we understand that tastes can vary, and some may genuinely enjoy the Freedom Fox, which is perfectly fine. However, there were also numerous individuals who were disappointed with it. The main issue was its excessive weight, coupled with a small wing area, making it challenging to handle. Additionally, its landing gear was as fragile as a graham cracker, among other problems. This trend is common with influencer aircraft, where achieving intricate scale details often leads to an unavoidable increase in weight. Moreover, the initial version of the Freedom Fox had to be recalled due to complaints about the electronic speed control (ESC) units catching fire unexpectedly.

Whether you own and adore these aircraft, we're genuinely happy for you. However, if you're a novice contemplating a purchase, it's crucial to understand what you're getting into.

Firstly, consider the availability of replacement parts. No matter how careful you are, accidents happen, and having spare parts readily accessible is essential, especially given recent supply chain challenges. If every spare part seems perpetually out of stock, it might be wise to explore other options.

Furthermore, pay attention to the range of replacement parts offered. For instance, a common issue with the Turbo Timber Evolution is the motor mount breaking. Surprisingly, there's no separate replacement for the motor mount; instead, you'd need to purchase an entire new fuselage. This could set you back \$75 and require considerable effort to transfer everything over. While some enthusiasts might not mind this inconvenience, it's a factor to consider, particularly if you're working within a budget.

Next. Version 1 aircraft. This isn't necessarily a sign of a bad aircraft, but it should raise a red flag if you're not keen on taking risks. Specifically, we're referring to Horizon aircraft, as they have a track record of addressing consumer complaints through version 2, 3, and sometimes even 4 iterations of their popular models like the Timber. We personally had several issues with the Twin Timber, for instance. However, we're optimistic that version 2 will address these concerns. The gear on the Turbo Timber Evolution was another pain point, as

replacing those springs frequently felt like a subscription service. We anticipate that the new version will adopt the durable gear from the Twin Timber, given its positive feedback. In essence, exercise caution when considering a version 1 aircraft. They often have initial quirks that need ironing out, and allowing the manufacturer time to refine the design through consumer feedback gives you a better chance of acquiring a reliable RC plane.

Next: Paint vs. stickers. While paint looks stunning initially, it's prone to fading from sun exposure, scratches from various sources, and general wear and tear. We experienced this with our Flex Innovation Cessna 170, which looked worn out after just a year. Stickers, though they may seem less sophisticated, offer durability, and can keep your foam aircraft looking pristine for longer, especially if you're not a fan of balsa wood models. Consider opting for stickered designs if long-term aesthetics are a priority.

Next: Painfully obvious oversights. Why the original Timber had its battery hatch on the bottom of the fuselage remains a mystery that armchair engineers still ponder to this day. Similarly, the FMS Beaver's rudder servo being plastic-g geared and directly linked to the tail wheel made it vulnerable to damage with just one bad ground loop, necessitating a replacement servo. And then there are jets that lack sufficient space for the recommended battery, a critical oversight that can only be uncovered through thorough research. Therefore, it's crucial to delve into reviews from various sources like RC groups, YouTube, Instagram, and beyond, rather than relying solely on the manufacturer's website, to uncover these potential issues.

Next: Planes not designed for transport. Some planes are more convenient to disassemble and reassemble, with anything exceeding 1.5 meters typically prompting us to remove the wings for transport. However, not all planes are equally cooperative in this regard. For instance, the Motion RC Flightline Bronco requires a considerable effort to attach and detach its wings, almost requiring a village, while the FMS Beaver accomplishes this task effortlessly in mere seconds. Additionally, certain biplanes demand assembly skills akin to those of an expert sailboat builder, which may suit some enthusiasts but can be a time-consuming hassle for those with limited time at the field. In summary, these are some warning signs to consider when purchasing a new aircraft.

Next: "Wow, honey, you've gained some weight." Often, when manufacturers address previous issues in an airplane by releasing a version 2, they tend to add more components rather than remove them. As a result, new versions of airplanes are typically heavier than their predecessors. This trend caters more to enthusiasts who prioritize powerful performance over lightweight agility. These enhancements usually involve larger motors, ESCs, and a sturdier structure to handle increased thrust.

For instance, if you appreciated the original Conscendo for its affordability and pleasant motor gliding capabilities in various conditions, you might be disappointed with the Evolution version, which has undergone significant weight gain. The same can be said for the Turbo Timber Evolution compared to the original Timber. The Evolution version is almost 1 pound heavier, noticeably impacting flight dynamics, especially in terms of wing loading.

In fairness, the FunCub NG is also heavier than the original FunCub, but the difference is not as substantial. The key takeaway here is to always check the specifications of the latest aircraft revision. If the size remains unchanged but the weight has increased, expect a different flying experience, though hopefully not too drastic.

Let's now discuss the warning signs to watch out for when buying a used aircraft.

Number one: Be extremely cautious when dealing with an RC plane that doesn't have a verifiable existence. Sending money over the internet for such a purchase is risky. Always opt for goods or services when using PayPal for added security. Beware of scams on platforms like Facebook; meeting in person and exchanging cash is the safest option, barring the unlikely event of being kidnapped.

Number two: Cheap servos can be a red flag. If you come across an airplane that's supposedly ready to fly but equipped with low-quality servos to save costs, it's worth reassessing your decision. There are plenty of excellent servo options available from reputable suppliers, so don't hesitate to explore new brands. However, if a 50cc gas-powered plane you're eyeing has cheap \$9 plastic-g geared servos installed, it's a sign that the builder might have compromised quality in other areas. Plan accordingly by budgeting for potential servo replacements, as subpar servos can lead to performance issues and safety concerns.

Number three: A cheap engine or motor ESC can lead to unexpected issues. While there are surprisingly good and affordable power systems available, if you notice the motor grinding or lacking a recognizable brand, be prepared to swap it out for a more reliable option. A budget ESC may initially power the motor adequately, but it could fail under load, such as when deploying flaps. We often see newcomers buying used gas-powered planes with inexpensive, unbranded engines, only to struggle with hard starting, inconsistent running from air leaks, and even loose mufflers.

Number four: Incorrect motor, ESC, or servos can create problems. While it's acceptable to use alternatives to what the manufacturer recommends if they meet the specifications, modifying an airplane's servo pockets to accommodate oversized servos or using an undersized motor with added ballast for balance can cause issues. Consider the time and cost involved in replacing these components if they are not suitable for the aircraft's design.

When purchasing an airplane, a quick way to assess its suitability is by comparing the installed motor's specifications to the recommended motor for the aircraft. If they have a similar KV (speed rating) and weight, it's likely a suitable replacement. However, sometimes people install incorrect components in an airplane, leading to poor flight performance. Instead of rectifying the issue, they may sell the entire plane, presenting an opportunity for savvy buyers to acquire a good setup at a low cost by replacing the incorrect parts with the right ones.

Number five: Check the linkages of the aircraft you're considering buying. If they appear shoddy or poorly assembled, they probably are. Apply gentle pressure to the control surfaces; if the push rods bend before the servo moves, that's a sign of poor quality. Likewise, if the push rods are barely secured in the ball links or clevises, it's also a red flag. While these issues can be fixed, it requires time and investment in quality hardware. Additionally, if the aircraft requires special parts that are no longer available, it can lead to extra expenses and time spent searching for suitable replacements.

Number six: When buying a used airplane, prioritize checking its alignment. Begin by ensuring the aircraft is straight; your eye is generally reliable for this assessment. Check if the horizontal stabilizer aligns with the wing and inspect the ailerons for warping. Verify if the rudder is centered at the bottom and if its counterbalance aligns with the fin. Sometimes, aircraft that have been stored for extended periods may develop a permanent dihedral due to external pressure on the wings.

Number seven: Consider the covering material when purchasing an older, proven model like a Telemaster. While it may seem like a good choice, ensure that replacement covering is readily available. Some modern ARFs use unique covering materials that may not be found elsewhere. Determine if your flying style leans towards total replacement in case of damage or if you're comfortable with patching repairs in a different color, akin to a "Mad Max" style. Opt for covering materials that handle fuel well, especially if you use a fuel-powered engine. Ultimately, what makes an aircraft "bad" or "good" can vary based on individual preferences. These insights are drawn from our years of experience in the hobby, highlighting aspects we've grown cautious about or dislike when purchasing aircraft.

## PBRCA's Intro To Flight Kids Day..... An Unforgettable Experience

Our *Intro to Flight Kids Day* is enjoyable and meaningful for club participants and our aspiring young pilots and helps us satisfy the club's **educational** objective. To maximize our exposure for 2024 we plan to combine the *Intro to Flight Kids Day* with our annual *National Model Aviation Day* event. We believe this will broaden exposure to our wonderful and exciting hobby to potential RC aircraft builders and pilots, kids, and adults alike. The combined event is scheduled for Saturday, August 17, 2024, so please save the date and plan on joining the kids for a fun-filled and thrilling day of buddy-box flying, simulator flying, and exhibitions.



A club member recently asked if our kids program influences the club's 501(c)(3) status. The short answer is yes. PBRCA is recognized by the Internal Revenue Service (IRS) as a **tax-exempt organization** per §501(c)(3) which means the IRS deems PBRCA as a public charity for purposes of the deductibility of contributions. From a fund-raising perspective, the deductibility of contributions oftentimes *inspires* financial support from potential donors to the club.



To be tax-exempt under §501(c)(3), an organization must be organized and operated exclusively for *exempt purposes*, one of which is **educational**. Per PBRCA's Articles of

Incorporation, a **primary objective** of the Club is to foster **educational** and technical advancement in model aeronautics. Doing activities that align with the club's objectives allows us to "operate exclusively for *exempt purposes*" and therefore satisfy the tax-exempt requirements of the IRS.

Embarking on the thrilling adventure of RC aviation can be a transformative experience for kids, sparking their imagination and fostering a love for STEM-related fields.<sup>1</sup> We are excited for the opportunity to share our RC aircraft knowledge and passion for the hobby and look forward to welcoming aspiring young pilots in August.

Princeton

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<sup>1</sup> Science, Technology, Engineering and Mathematics (STEM)



**YOUR PASSION. HOBBY. ONE COMMUNITY.**  
Academy of Model Aeronautics 5161 E. Memorial Dr. Muncie IN 47302 | (765) 287-1256 | [modelaircraft.org](http://modelaircraft.org)

## **Academy of Model Aeronautics National Model Aircraft Safety Code**

Effective January 1, 2018

**A model aircraft is a non-human-carrying device capable of sustained flight within visual line of sight of the pilot or spotter(s). It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance with this safety code and related AMA guidelines, any additional rules specific to the flying site, as well as all applicable laws and regulations.**

### **As an AMA member I agree:**

- I will not fly a model aircraft in a careless or reckless manner.
- I will not interfere with and will yield the right of way to all human-carrying aircraft using AMA's See and Avoid Guidance and a spotter when appropriate.
- I will not operate any model aircraft while I am under the influence of alcohol or any drug that could adversely affect my ability to safely control the model.
- I will avoid flying directly over unprotected people, moving vehicles, and occupied structures.
- I will fly Free Flight (FF) and Control Line (CL) models in compliance with AMA's safety programming.
- I will maintain visual contact of an RC model aircraft without enhancement other than corrective lenses prescribed to me. When using an advanced flight system, such as an autopilot, or flying First-Person View (FPV), I will comply with AMA's Advanced Flight System programming.
- I will only fly models weighing more than 55 pounds, including fuel, if certified through AMA's Large Model Airplane Program.
- I will only fly a turbine-powered model aircraft in compliance with AMA's Gas Turbine Program.
- I will not fly a powered model outdoors closer than 25 feet to any individual, except for myself or my helper(s) located at the flightline, unless I am taking off and landing, or as otherwise provided in AMA's Competition Regulation.
- I will use an established safety line to separate all model aircraft operations from spectators and bystanders.

For a complete copy of AMA's Safety Handbook please visit:  
**[modelaircraft.org/files/100.pdf](http://modelaircraft.org/files/100.pdf)**

## HOW THE FAA UAS TRAFFIC MGMT (UTM) WILL AFFECT THE FUTURE OF MODEL AVIATION

by John Arnholt

PICTURE CREDIT ADVANCED FLIGHT TECHNOLOGIES JAN 2021



If you only fly RC models at your local AMA field, you might think that this does not apply to you. By FAA definition.... now, model airplanes, including quadcopters and helicopters are UAS (Unmanned Aircraft Systems), in that they are:

1. Unmanned.
2. Aircraft, defined by the FAA as a “device used or intended to be used for flights in the air.”
3. Systems, being made up of airborne and terrestrial components that operate together to produce flight.

From a regulatory perspective, the distinction between drones and airplanes has pretty much been erased at this point. The hardware doesn't matter, only the reason for which you are flying it. For PBRCA.... Recreation.

As a reminder for PBRCA members, it means:

1. Follow the guidelines of PBRCA and AMA.
2. Keep your UAS within VLOS (Visual Line of Sight).
3. Give way and do not interfere with other aircraft.
4. Fly at or below 400'.
5. Take the FAA TRUST TEST.
6. Have a current UAS registration.





With all that said, anyone flying a UAS is responsible for flying within FAA guidelines and regulations. That means it is up to UAS pilots to know the Rules of the Sky, and where it is and not where it is to fly.

Did you know?

Lois Mock, who is the AMA Club Services Representative, has informed us of the following regarding non-AMA personnel on our field:

- 1) A news reporter/cameraman can be on the field briefly but should NOT be on the flightline.
- 2) An AMA-designated Intro Pilot CAN buddy box a visitor for a single flight.
- 3) At an event, ONLY AMA members can be on the flightline, like a pilot and spotter. Any cameraperson must also have AMA.

### Crew Resource Management (CRM)

In the world of commercial aviation there is a term called “Crew Resource management (CRM)” that I believe can dovetail very easily into our world of RC Aviation, primarily how things are handled at our airfield.

In short, CRM aims to enhance flight safety and efficiency by maximizing the use of available resources among flight crew personnel. It originated from insights gained through flight data and cockpit voice recordings, highlighting the importance of crew responses in accident prevention. CRM encompasses communication, situational awareness, problem-solving, and teamwork to optimize resource utilization. It also emphasizes cognitive and interpersonal skills essential for managing flights effectively within the aviation system.

I've taken a broader description of CRM and changed the language a bit to apply to us at the Westervelt Field. So, here it is for your consideration.

Crew Resource Management (CRM) for RC pilots would be using all available resources to fly our remote-controlled airplanes safely and efficiently. Besides mechanical and radio communication problems, accidents can happen when we don't respond well to what's happening. For instance, if we don't communicate well with other pilots or people nearby, we might lose track of what's going on and make mistakes.

CRM involves lots of different skills like talking with others, being aware of what's happening, solving problems, making decisions, and working together as a team. These skills have always been important in flying, and CRM is just a fancy name for them. CRM helps us use everything we have – like our planes, our plans, and the people around us – to make flying better.


It's not just about knowing how to fly our RC planes; it's also about thinking clearly and working with others. We need to pay attention to what's going on, figure out what to do, and talk to each other. These skills are important not only in RC flying but also in other parts of life, and they mix with our technical skills too.

John Scaduto



To help you comply with the AMA/FAA regulations of having identification on all your airframes, the AMA sells stickers that can help.

**ISSUED BY THE**



**AMA**  
ACADEMY OF  
MODEL AERONAUTICS

5161 E. Memorial Dr.  
Muncie IN 47302  
Tel.: (800) 435-9262  
Fax.: (765) 289-4248  
[www.ModelAircraft.org](http://www.ModelAircraft.org)

**This is an experimental model which may be lost in flight. The fuel tank may contain gasoline or other flammable fluid which should be drained before transporting or storing. If this is an electric-powered aircraft, disconnect and remove battery. Keep away from fire.**

**Finder should notify owner immediately. Model should not be given to any claimant unless positive identification is provided.**

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AMA No. \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Phone ( \_\_\_\_\_ ) \_\_\_\_\_

Reg. No. \_\_\_\_\_

**UNAUTHORIZED POSSESSION OF THIS MODEL  
CAN LEAD TO PROSECUTION UNDER LAW.**

This adhesive-backed label has fuel-proof adhesive and space on the bottom for your name and address. A clear plastic flap seals over your information to protect it. One of these stickers on or in your model complies with the Safety Code requirements for identification and will help recover the model if it is lost. 10 labels per pack. Id labels measure 2.125" x 3.5".

Item: 5084 Airplane Id Label 10Pk

\$3.99 as of today 4/17/2024

Click the link below to get to the respective web page on the AMA site:

[https://shop.modelaircraft.org/product/5084-airplane-id-label-10pk/398?cp=true&sa=false&sbp=false&q=false&category\\_id=16](https://shop.modelaircraft.org/product/5084-airplane-id-label-10pk/398?cp=true&sa=false&sbp=false&q=false&category_id=16)





# REGULAR FEATURES

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, [www.palmbeachrc.com](http://www.palmbeachrc.com) or at the field in the press box.

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## Thank-You's

- Spring 2024: Tom Severino, John Alaimo, Ernie Jochen, Arty Mundell for various maintenance tasks at the field.
- Spring 2024: Everyone who assisted with the 2024 Swap Meet and 3D Over the Glades events.
- Chris Lavin for continued use of live streaming from the airfield camera.

## 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 David know your e-mail address and we will update our records (David's email: [pbrca.info@gmail.com](mailto:pbrca.info@gmail.com)). If you want your name & phone number removed from our website list, also contact David at: [pbrca.info@gmail.com](mailto:pbrca.info@gmail.com).

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## FAA sUAS REGISTRATION

All sUAS (small Unmanned Aircraft Systems - (0.55 lbs. up to 55 lbs.) pilots must register with the FAA. Furthermore, once registered, you are required to affix your assigned FAA Registration number to the 'exterior' of **every** aircraft you fly. For more information and registration online go to: <https://faadronezone.faa.gov/#/>



# SAFETY FIRST!



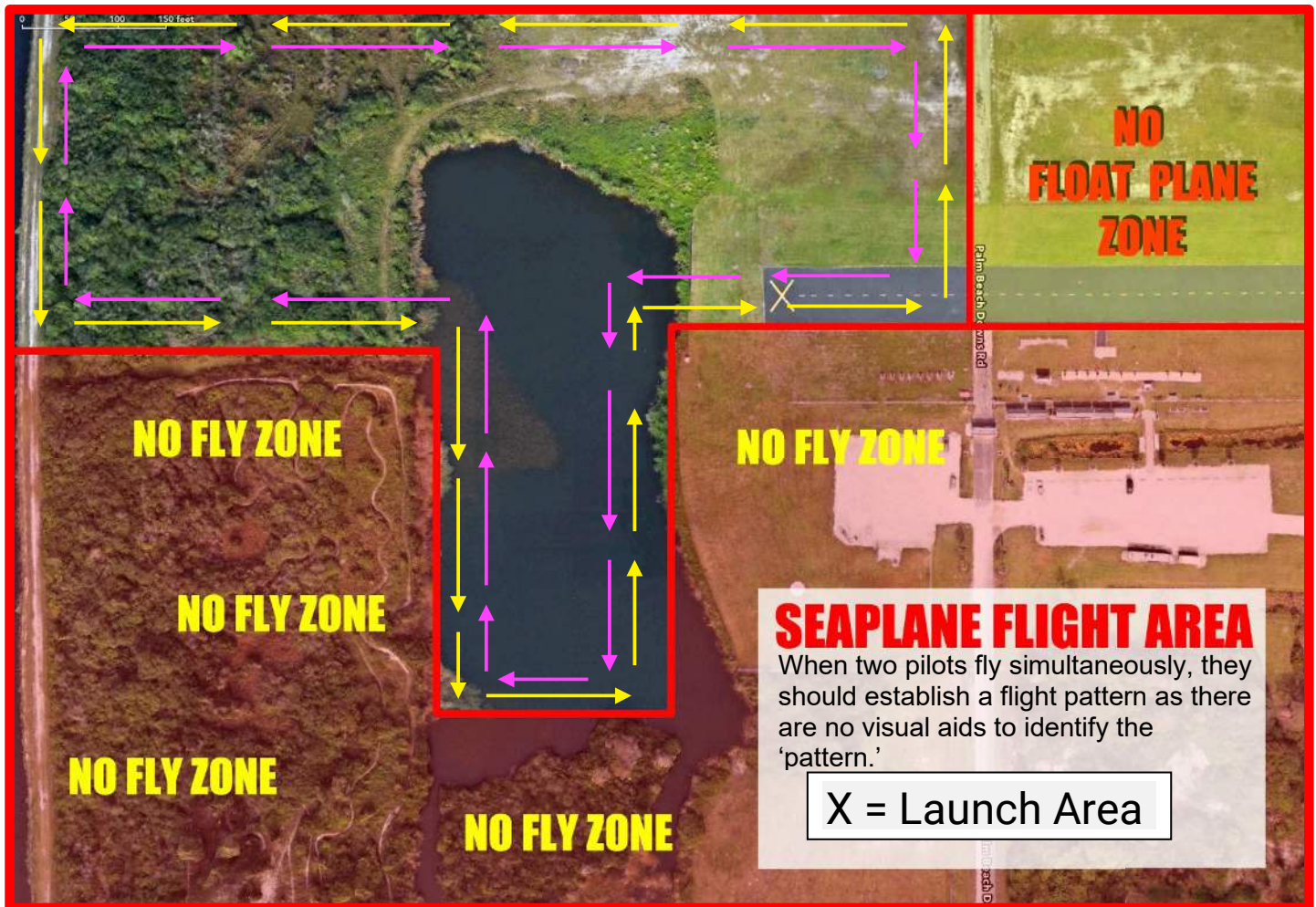
As the park gets more and more popular, we are going to see more and more patrols by the Sheriff's Department. The park speed limit is 25 mph and stop signs mean STOP! Don't risk an expensive ticket by becoming complacent. Also, watch for the Frisbee Golf guys. That group seems to be getting more and more active.

Click this link for the Club Safety Rules: [Flight Safety Rules](#)



# Float-plane Flight Area

The membership has approved the proposed rules for flying off 'West Lake' in April 2018. The



changes and additions are now incorporated into our Safety Rules.

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:

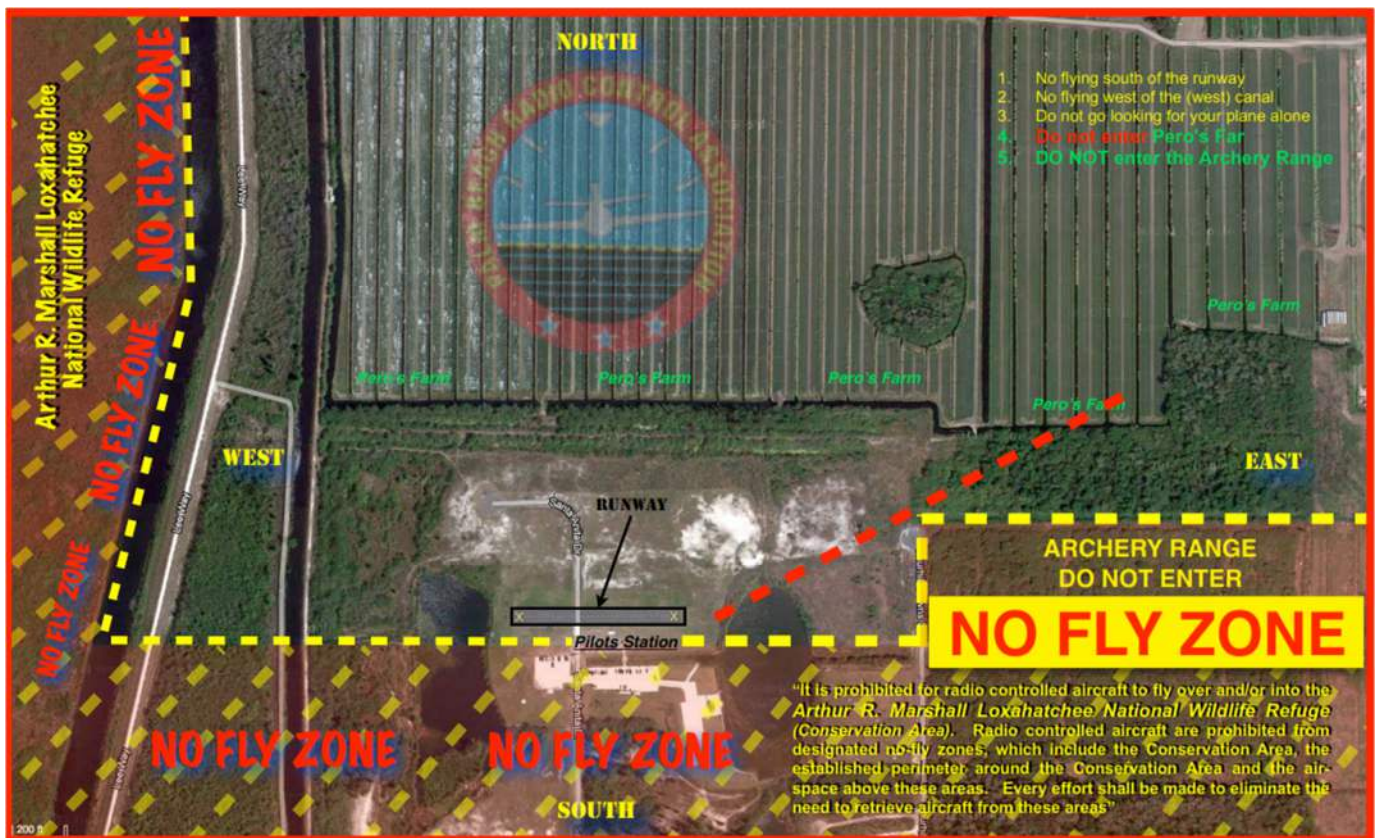
[Flight Safety Rules](#)





# Land-based Flight Area

Palm Beach County has previously established "flying" boundaries and we need to adhere to those restrictions. This is an aerial map showing the boundary lines for West and South flying, and it is also posted in the bulletin board located at the "impound." Our club has already been warned about flying over the Everglades by a Federal Wildlife Officer. You must fly within the designated boundaries!



## PBRCA Battery Charging Station ([Operating Principles](#))

Note that for fire safety concerns, all battery charging must be done outside of the Press Box and at the charging station. It is against Club Policy to use the 110-volt AC power strip inside the Press Box for charging batteries inside the Press Box.

For the best charging experience while using our DC-volt charging stations, users should keep the following Operating Principles in mind:

- Plan on connecting your battery chargers to the 4mm banana plug connectors on the DC Power Strips, using connecting wires ideally 24" long with banana tip plugs.
- To protect the DC Power Strips from fire, battery chargers and batteries should be placed on the wire shelf below the metal boxes that house the DC Power Strips. Please avoid placing items in the metal boxes.
- Battery charging must only be performed when the Smart Batter Monitor shows the charging system's voltage above 12 volts. For example, in the screenshot the system is reporting 14.1 volts, so charging would be safe since it's above the minimum 12 volts.



- Users must charge their batteries within the following operating parameters of the DC Power Strips:
  - the maximum output current for each position is 24 Amps, **AND**
  - the total maximum current is 50 Amps.
- Multiple users charging at the same time should coordinate among themselves to stay within the operating parameters of each charging station to avoid overloading the system.
- For safety and convenience, the charging stations are equipped with resettable circuit breakers. In the event a circuit breaker is tripped, first locate, and correct the offending connection(s) and then reset the circuit breaker.

Happy and safe charging!





# TRUST

## HAVE YOU TAKEN IT!?

(THE RECREATIONAL UAS SAFETY TEST)

## YOU SHOULD.

<https://trust.modelaircraft.org/>



### CLUB MERCH



**Hats and shirts are available  
for online ordering!**



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**your door!**

