

# FLIGHTLINE

NEWSLETTER OF THE PALM BEACH RADIO CONTROL ASSOCIATION



KALININ K-7 (RUSSIAN HEAVY BOMBER) - 1933



AMA Club# 1016

ONE OF THE LARGEST AMA CLUBS IN AMERICA

Winter 2022



*The Palm Beach Radio Control Association*  
*Current Board of Volunteer Directors*

<i>John Tice</i>	<i>President</i>
<i>John Scaduto</i>	<i>Vice President/Webmaster/Newsletter Editor</i>
<i>Princeton Rose</i>	<i>Treasurer</i>
<i>Ellen Hoffman</i>	<i>Secretary and Membership Chair</i>
<i>Joe Ramos</i>	<i>Safety Coordinator</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!*  
*ALL DATES ARE TENTATIVE*

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<i>January</i>	<i>14<sup>th</sup>, 2023</i>	<i>10:00 AM at Westervelt Field.</i>
<i>February</i>	<i>11<sup>th</sup>, 2023</i>	<i>10:00 AM at Westervelt Field.</i>
<i>March</i>	<i>11<sup>th</sup>, 2023</i>	<i>10:00 AM at Westervelt Field.</i>
<i>April</i>	<i>8<sup>th</sup>, 2023</i>	<i>10:00 AM at Westervelt Field.</i>
<i>May</i>	<i>13<sup>th</sup>, 2023</i>	<i>10:00 AM at Westervelt Field.</i>
<i>June</i>	<i>10<sup>th</sup>, 2023</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>



# John Tice – President

Hello to all our members. We from the board hope you are enjoying your holiday season and get some RC flying in. There is so much to write about, but I thought it might be a good opportunity to touch on U.S. Airspace and how radio control flight is part of and is regulated by the Federal Aviation Administration. The FAA over the last decade or so has had to address the reality that Unmanned Aerial Systems, UAS's, (that's us!), are a vast and growing part of flying things in the air space, both for fun and commercial applications.

Commercial Drones are regulated under FAA Part 107 and if you are considering using drones for any commercial use, please do the homework. The FAA website has abundant information.

Yes, we are on the fun side but have to be regulated just the same. Fortunately, we, on the recreational side, have some reasonable exceptions which give us great freedom to fly with certain conditions.

Let's talk about basic airspace. All airspace is broken into Classes, depending on the intensity of the use. The Classes are A, B, C, D, E, and G. The most restrictive space is the A which is the space above 18,000 feet up to 60,000 feet. The B is the space around major airports like Miami, Orlando, Atlanta, etc. The C and the D are around the smaller airports like PBI and Boca, respectively. The E is upper space between A, B, C & D. The last but not least is the Class G space. We operate our models at our field in Class G airspace. G is the space from ground and up to where it bumps into another airspace which is either 700 feet or 1200 feet. This is well known to you full scale pilots out there and if I mangled any of this, I'm sure I will hear about it. But that's OK. My full-scale ticket is a bit rusty.

Since we are restricted to 400 feet, that puts us in a G. Class G is called uncontrolled airspace but that does not mean *Unregulated*. Here is the good news: The AMA has worked closely with the FAA to make our rules quite fair and reasonable. This was no small effort. Our AMA is an FAA recognized CBO (Community Based Organization) The FAA rules state if we follow the safety rules of a CBO, we are allowed to fly for Recreation. We do have to keep our aircraft in sight or have a spotter if using FPV. We must give way to other aircraft and not interfere. So, if one day we get a full scale or other aircraft fly into our space, (knucklehead) you must get out of the way of said Knucklehead. We must fly at or below 400 feet in class G Airspace You must take the Recreational UAS Safety Test (TRUST) Do this online. You must have a current FAA registration mark on your aircraft. This is also quite easy and inexpensive to do online.

The last part is important to understand. Starting September 16, 2023, you will be required to equip your aircraft with a remote identification device which broadcasts your information. The only exception to this Remote ID is if flying from a Federally Recognized Identification Area. We at PBRCA have registered with the AMA who will assist us in getting the FRIA status so we will **not** need a remote ID when flying from our field if and when we get the FRIA. If you fly from your backyard, you will need remote ID or need to apply for FRIA. We will keep you posted on this very important topic. The AMA has done really great work here and is making the process simple.

Thank you and safe flying is fun flying

John E. Tice  
President



# **John Scaduto –**

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

2022 was a great year. What stands out most for me is how many individuals I've either trained or am in the process of training how to fly; several men, an 11-year-old boy, and one woman! It might sound cliché but to see the pleasure on the persons face and to hear the excitement in their voice is really satisfying and fun.

Do you remember the first time you lifted off the ground with your first plane! "Wow, I'm really flying!" Then there's the actual flying - look at those thumbs and fingers shaking – "No, your other right." What about your first (successful) landing? Or was it a crash? We all know it's not if - but when.

If you feel confident about your piloting skills and think you'd like to experience the same good feeling that I did, feel free to reach out to the Board and let us know you're interested in being a flight trainer. We do have training aircraft along with transmitter(s) that can be used in a 'buddy-box' setup.

Events I've enjoyed participating in this 2022 have been the Swap Meet where I was able to pick up some goodies; the Intro to Flight Kids Day where I was able to have my neighbor bring out his 7 year old daughter Mia who was able to fly for the first time; National Model Aviation Day resulted in being able to give back to the community via Feeding South Florida and bring attention to club with local NBC News affiliate Channel 5 airing a segment on the event; and finally the Warbirds Over the Glades where a fantastic collection of planes representing different eras were represented.

Do you have 13 minutes to watch a fun video? It's had 5.8 million views and is a great time. Check out this giant foam RC plane and how it gets built and then pounded by smaller planes.

<https://www.youtube.com/watch?v=nKXQbJU70yw>

Finally, I'd like to thank each of you that have volunteered to help at the various events; you know who you are. There are many who have taken their time to provide some service to an event and the Board appreciates you. In the future we will strive to recognize our volunteers and call you out individually as we move forward.

John  
Vice President/Webmaster/Newsletter Editor

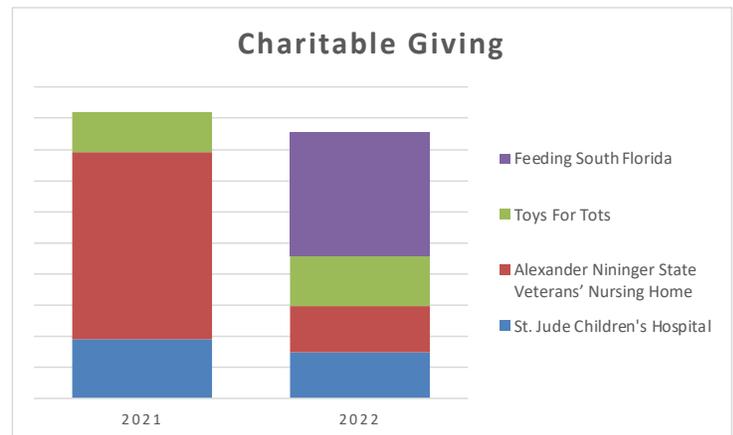


# Princeton Rose – Treasurer

Yesteryear reflections and looking ahead.....

Like many of you I'm still trying to accept that another year is in the rear-view mirror. That said, reflecting on 2022, I'm happy with our accomplishments and am excited about the prospects for 2023 and beyond given our list of repairs and improvement projects. More on these later. During 2022 our R/C flying sites and club operations benefitted from club funding for painting the picnic tables, and the transition of our financial recordkeeping to the web version of QuickBooks. As we discussed at our December 2022 General Meeting, we are not immune from inflation and our operating expenses have increased due to inflation pressures. Potty services and fire ant control continue to be our largest expenses and we are actively exploring ways to reduce and/or share these costs. Although hopeful for some relief, we must continue planning to cover operating costs with our resources.

Charitable giving from club activities in 2022 was in line with 2021 as shown in the chart at right. As a reminder, at the beginning of the year the board approved distributing 50% of monies raised from our fund-raising activities to build club reserves for future capital outlays. During the year cash donations went to St Jude,<sup>1</sup> Alexander Nininger Veterans' Nursing Home, and Toys for Tots. We also donated 75 toys to Toys for Tots (65 in 2021). Our 2022 National Model Aviation Day fun fly event enabled participating clubs<sup>2</sup> to make a generous contribution to Feeding South Florida. This was our first donation to Feeding South Florida and we were quite impressed with their operation and hope to support them in 2023.



Our operating budget and reserves will be impacted by the long list of repairs and improvement projects. Club members approved funds for installing a new carport to replace the worn canopy at the heli field. We are continuing to explore options to expand our solar power system to increase our battery charging capacity and power our field camera and weather station. We also plan on moving to streaming video which will require a cell plan and hotspot supporting greater bandwidth than we currently have. Refurbishing our press box requires replacing worn sections of the floor and walls and replacing the windows. Other projects include resurfacing our 16-year-old runway and installing pavers under the runway carports to manage water pooling from heavy rains.

We face exciting times ahead and I look forward to the club completing the repairs and improvements. It goes without saying that responsibly maintaining our wonderful flying sites requires the commitment of our members and their financial support.

Princeton  
Treasurer

<sup>1</sup> 2021 St. Jude contribution shown here excludes a large one-time donation.

<sup>2</sup> Participating clubs were Vista View Flyers, Opa Locka Flying Tigers, and Aero Modelers of Perrine.



# ***Ellen Hoffman – Secretary and Membership Chair***

*From the Secretary's desk.*

Teamwork and volunteerism are at the heart of PBRCA.

I don't know how many of you have had a supervisor who posted this on the wall of their office:

**T**ogether  
**E**veryone  
**A**ccomplishes  
**M**ore

Yes, I was one of those, but I'm a firm believer in the saying.

PBRCA is run by a Board of Directors, the members of which are charged with making decisions that are in the best interest of the club and its members. We are not, however, able to do everything on our own. As they say, it takes a village. When it comes to doing projects at the field, or running our many fundraising events, we depend on members who are willing to volunteer.

So, what is volunteerism and why is it important?

Volunteering is a way of giving back to your community. It is the principle of donating time and energy towards a greater cause. It is also a selfless act and sometimes a sacrifice, but when you start doing it, you usually discover the benefits outweigh all the things you're giving up. You are doing something to benefit others and that is a great feeling! People are inherently meant to help others. When we collaborate and work to support each other, the world becomes a better place.

So, the next time you get an email from me asking for volunteers, hit that reply button and step up. You will feel better for it.

Thank you all, and as always, fly safely.

Ellen Hoffman  
Club Secretary and Membership Chair



# ***Joe Ramos – Safety Coordinator***

Safe flying everyone!

Joe Ramos

## ***Training –***

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

If you would like to volunteer to be a trainer, please contact a member of the board.

**TRAINERS ARE NOT RESPONSIBLE FOR DAMAGE TO YOUR AIRCRAFT**



# FEATURE ARTICLES

The Spin – Described with ‘plane-ese’  
By Dave Lockhart

All of us have, or likely will, experience a spin with our airplanes at some point in our model aviation journey. If you’re a ‘newbie’ and don’t know exactly what this is or even if you’re a veteran, read this description of the maneuver written by Dave Lockhart. Not only does he explain what a spin is, but he does it so eloquently and with ‘plane-ese’ language. Try reading this out loud to someone who doesn’t exactly know aerodynamics and watch their head explode! This is not the full article, but you’ll get the idea...

The Spin –

A traditional spin is entered from upright, nose-high, slow flight. To achieve a basic spin to the left, up-elevator input is slowly increased to the point at which the aircraft stalls - when the lift of the wing is insufficient to maintain level flight. As the aircraft stalls, left ruder input is added, which creates differential lift of the wing. The right advancing wing generates more lift than the left receding wing, adding a left rolling element to the spin.

If the elevator and rudder authority are sufficient to maintain stalled and yawed conditions, the aircraft will drop vertically as it begins to rotate to the left. In an established spin, the pitch attitude of the airplane will typically be near vertical or maybe pitched up as much as 30° from vertical down.

As the spin progresses, some aircraft might increase in rotation rate, while others might slow and transition to a spiral dive. An airplane that is nose-heavy with a forward CG might require the use of left aileron to avoid transition to a spiral. More tail-heavy aircraft are likely to “flatten” out in the spin with the nose pitched up 60° or more from vertical down. This type of spin orientation is generally called a flat spin...



## Chapter 21!!

This article falls into the category of “FYI.” In West Delray Regional Park there are two (of the same) signs listing the requirements and rules for using the R.C. Flying Sites: one posted at the heli field and the other at the fixed-wing field (by runway). Note the requirement for users of the sites to have proof of AMA insurance, and that all rules and regulations contained in Palm Beach County Code, Chapter 21, must be followed. So, what is Chapter 21?

Chapter 21 of the Palm Beach County Code<sup>3</sup> provides the framework for operating Palm Beach County parks in accordance with Florida state law.<sup>4</sup> The framework is established by Sections 17, 35, 38, and 40 of the ordinances. Section 21-17 vests all powers, duties and authorities relating to the operation of the parks in the Director of Parks and Recreation. Section 21-35 outlines park usage and 21-35 (e) states.... “No person shall conduct an activity within a county park that is prohibited, restricted, or regulated by posted signage.” Section 21-38 gives the director authority to develop permitting systems and related rules and regulations for the use of park facilities. Finally, Section 21-40 (b) limits remote-controlled airplanes, helicopters, drones, and other aerial vehicles to designated areas consistent with FAA regulations and Florida Statutes. Also, remote-controlled aerial apparatus must not fly over people or harm wildlife.

You can find information on RC aircraft flying activity at West Delray Regional Park on the Palm Beach County Parks & Recreation website under West Delray Regional Park at the following URL:

<https://discover.pbcgov.org/parks/Locations/West-Delray-Regional.aspx>. In the park, remote-controlled airplanes, helicopters, drones, and other aerial vehicles are restricted to the “radio-controlled airplane field” and the “radio-controlled helicopter field” operators “must be insured members of the AMA.” Both flying

fields are covered by permit<sup>5</sup> as noted on the Parks & Recreation website under “Radio Controlled Fun” at the following URL: <https://discover.pbcgov.org/parks/Amenities/Radio-Controlled.aspx>.

Happy and safe flying! Princeton

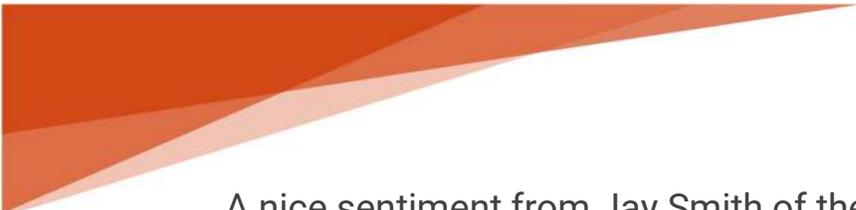


<sup>3</sup> Palm Beach County, Florida - Code of Ordinances Chapter 21 - PARKS AND RECREATION, provides the framework for the operation of the Palm Beach County Parks and Recreation system.

<sup>4</sup> Title XI, Section 125.01(f), Florida Statutes, grants Palm Beach County the power to provide parks, preserves, playgrounds, recreation areas and other recreational facilities for the welfare of its citizens.

<sup>5</sup> A “Special Use Permit” was negotiated with PBRCA when the park opened in 2007.





A nice sentiment from Jay Smith of the AMA taken from the Park Pilot magazine – Summer 2022 - edited for this newsletter.

“I’m guessing that most of you react the same as I do when you hear a full-scale aircraft flying overhead – you look up. If that happens while I’m at the flying field, everyone looks up, or at least those who can do safely.

When that scenario happens in my neighborhood or elsewhere, I look up briefly to see the type of aircraft. I then look around to see who else is looking, but more often than not, no one is.

*With this hobby, we all have the opportunity to be ambassadors of flight. I urge you to share your knowledge, pass along a magazine to someone who shows interest, and invite him or her to your flying site. At this point in my life, I often find more joy in helping someone else with the hobby than making my 10,000th flight or whatever the appropriate number is...”*

*[emphasis added]*



## Three Strikes and You're Out – The Accident Chain

Eddie Mann – Coachella Valley Radio Control Club

An often-observed scenario in full-scale aviation accidents is that the accident or incident was not the result of one single event. It was the culmination of several situations or events occurring in a string. Further, if any one of those events had not occurred, the accident would not have happened. The string of events, decisions and situations leading to the accident is now commonly referred to as the “accident chain” in investigative reports, and we can be trained to recognize it as it forms.

Be it full-scale or model-scale, when we operate complex equipment in ways that depend on skill and judgement, we employ a process of preparations, decisions, and procedures which, if not done properly, can lead to accidents and outright disasters.

We can all think of instances where we've had a sense of foreboding, where things were not going well. In our RC flying, maybe we left some needed parts at home, discovered a battery not charged, or found a loose or cracked structural joint at the field. Frustrated, we apply workarounds, but they are annoying and take time, and the morning is half-gone already. Finally, we get to the flight line, make a hurried controls check, and take off into a stiff crosswind that has come up from the South. In the air we discover that the airplane is somewhat out of trim. In the process of fighting that, we let the airplane fly further North than we intended, pushed by the wind. It's now borderline out of sight. Our turn to base leg is late and too shallow and the airplane disappears from view. We cut power, and the plane descends somewhere into the farms or tree line to the North, maybe to be found again, maybe not.

Is this accident the result of the single incident of a late turn to base leg? No, clearly not. It is the result of the chain of events that started before we ever left home. And the chain of succeeding events that added to frustration and delay, then caused us to mis-judge the wind and handle the airplane poorly.

Some experienced RC'ers have come to recognize an Accident Chain forming. They employ a “3 Strikes and You're Out” philosophy. When that 3rd thing goes wrong, whatever it is, that's the time to sit down and NOT FLY. Or, if already flying, land NOW because it's time to break the Accident Chain.

A sense of the Accident Chain is one of the attributes of a good RC pilot. Employ your own “Three Strikes and You're Out” rule! It can save your airplane and make everybody safer.

# 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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### **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 your e-mail address and we will update our records (Ellen'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 Ellen 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!**

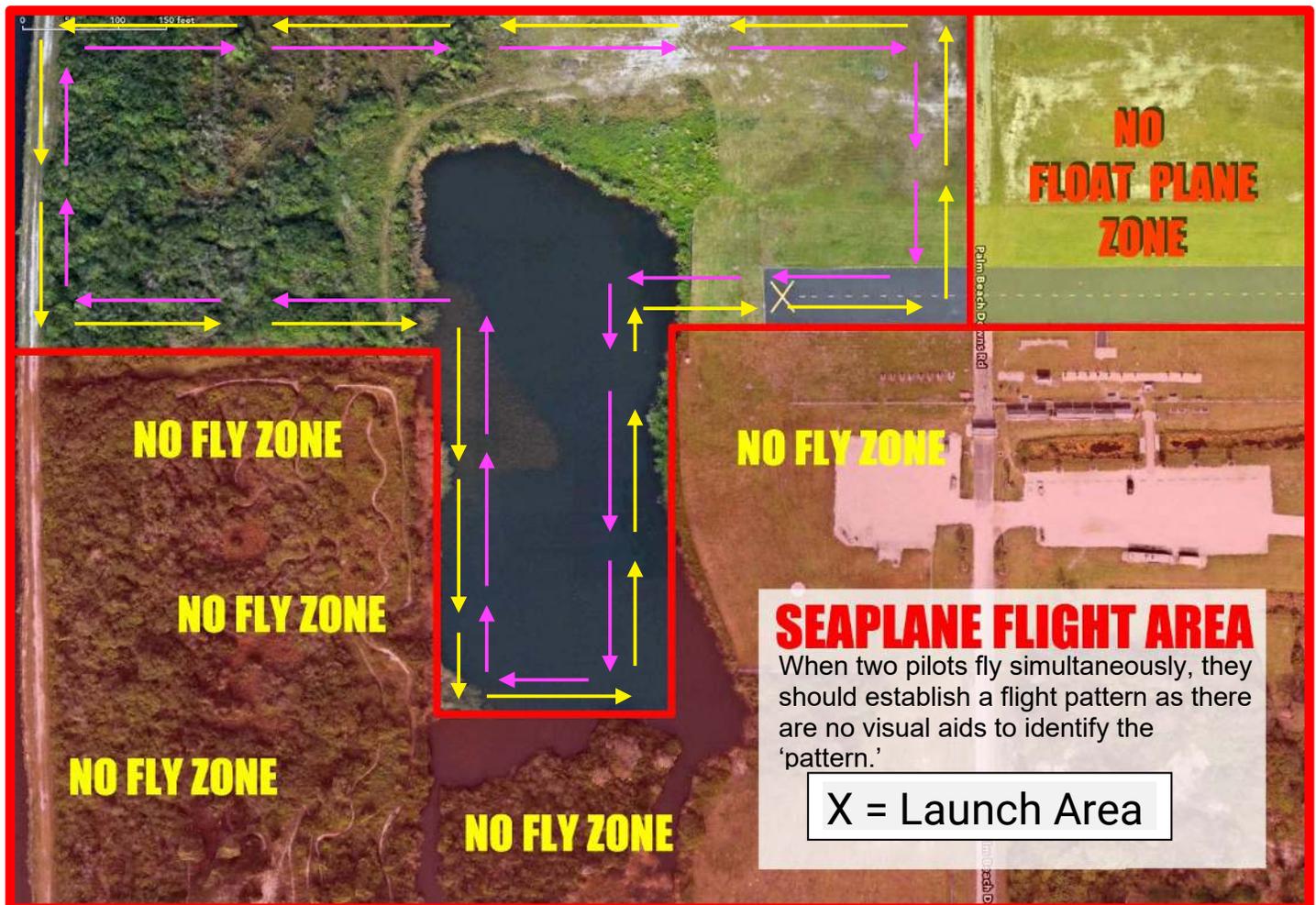


As the park gets more and more popular, we are going to see more and more patrols by the Sheriff's Department. The park speed limit is 25 mph and stop signs mean STOP! Don't risk an expensive ticket by becoming complacent. Also, watch for the Frisbee Golf guys. That group seems to be getting more and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

Click this link for the Club Safety Rules: <https://www.palmbeachrc.com/files/safety-rules>



# Float-plane Flight Area







# 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!**



**Pick your size and color and have it delivered to**

[SEWBUSY.COM](http://SEWBUSY.COM)

**your door!**

