

FLIGHTLINE

NEWSLETTER OF THE PALM BEACH RADIO CONTROL ASSOCIATION

[Edgley Optica: The British Low-Speed Observation Plane](#)



AMA Club# 1016

ONE OF THE LARGEST AMA CLUBS IN AMERICA

Fall 2023



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>David Spielman</i>	<i>Chief Safety Officer</i>
<i>Jon Gerber</i>	<i>Chief Training Officer</i>

Please use the following email address to contact any of the Directors: pbrca.info@gmail.com

Membership Meeting Dates!

Second Saturday of Every Month

ALL DATES ARE TENTATIVE

<i>October</i>	<i>14th, 2023</i>	<i>10:00 AM at Westervelt Field</i>
<i>November</i>	<i>11th, 2023</i>	<i>10:00 AM at Westervelt Field</i>
<i>December</i>	<i>9th, 2023</i>	<i>10:00 AM at Westervelt Field</i>
<i>January</i>	<i>13th, 2024</i>	<i>10:00 AM at Westervelt Field</i>
<i>February</i>	<i>10th, 2024</i>	<i>10:00 AM at Westervelt Field</i>
<i>March</i>	<i>9th, 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 Tice

President

Hello Members,

Having grown up in South Florida and have lived here most of my life, I still find it strange that much of the country has two seasons for the hobby. There is the Flying Season and the Building Season. We are so fortunate to have one season for both. Our weather here in South Florida is far from perfect but if you know the patterns you can enjoy many hours of flying sessions all year long. We have quite a number of snowbird flyers and we always look forward to our wintertime friends arriving for the cooler weather.

Let's explore the building season. For those of us who grew up several decades ago, we had to build our aircraft because there were few ready-to-fly machines available. Most of us started with fascination of aircraft at a very young age and started with folded paper aircraft and advanced to drugstore bought chuck and wind-up rubber motor balsa models. We soon discovered control line and then those big boxes with pictures of cubs and war birds on them at the local hobby shop. Oh, the local hobby shops. That's another topic entirely but these were the greatest places on earth for many of us. Going into these shops with or without money in your pocket made for a truly memorable Saturday afternoon for us kids and adults. Most of these shops had everything you would need to build and complete a model, including advice from the guy behind the counter who seemed to have all the knowledge. These are still memories I carry.

Today the business model is different and there are so many ways to be involved in the assembly or full construction of a model. While the personal touch is gone from the shopping part, it's alive and well at the field or to some extent on the internet where so many RC nuts across the world, gladly share "how to" videos of every possible part of designing, building and flying RC planes, helicopters, gliders and everything in between. It's a better time now for learning to build than ever before.

When I got started in RC, I really was most interested in building. I started simple and have by now have built dozens of aircraft with a wide range of relative success. I owe what I know to many people whom I have followed online and of course from several of our members at the field. One of the best and a great place to start is Flite Test. I highly recommend you visit their web site and explore the videos. The founders of this group have a passion for sharing basic techniques and skills which can help anyone understand how to build simple and super flying machines for very little cost. They do have a store and I make a point to purchase some items from here on a regular basis. The guys from Flite Test also have a lot fun and host an annual gathering called Flite Fest at their Ohio Facility which is golf course they purchased and converted for RC flight.

RC Groups online is another amazing resource of everything RC. There is so much here to see, it's another must visit site. There are categories for every interest. The build logs are packed with photos and descriptions of each step in the process with questions and comments offered by people who have built similar projects. I highly recommend a visit here.

The first level of building is actually not building but repairing. Most aircraft need maintenance and repairs. Try to do it yourself but first ask around. We all have our ways for fixing things that get loose or break. Understanding how to make repairs is key. It's also satisfying to get that bird flying right again.

The simplest to make machines can be built with dollar tree foam board and hot glue. It's amazing what you can make in very little time and at low cost. Flite test has free plans, or you can purchase a kit that



will speed the process. You can build a basic foam board project in a weekend and for less money than it costs for a dinner for two anywhere.

The next step up is using the more traditional materials of balsa wood and light woods and covering. There are kits with laser cut or punched parts which go together accurately and fast. Some of the kits offer plastic cowlings and canopies which can be challenging to make from scratch. These are a great way to learn the skills and there is so much help available, it's difficult to do it wrong. The variety of models available is vast. These kits do require the use of a variety of skills which may be foreign to you. Ask at the field. We have many great builders hanging around.

The next level of building is scratch building where you start with a set of plans and build each piece by hand. Some say a true scratch-built project means you also draw the plans. Either way, you are in for a process that will take time and test you with many challenges along the way. I find that solving the many small problems is the most satisfying part of the build. Some plans are rather incomplete and leave much to the builder while others are more specific.

One thing I would recommend is to build an aircraft type that matches your current flying skill level. You want to enjoy flying that machine that you spent time putting together. You also might want to build a model that is fun to fly, or it may end up just hanging in your garage. Whatever you build, keep in mind that extra weight is the enemy. Keep it light and try not to add anything that does not do at least one useful thing of function. If it does two functions, then it's even better.

I have heard of club "Build Off" projects and wanted to ask how many of our members would be interested in participating. These can be simple models that get used for an event or something fun like a group combat contest. I have heard the club had done some of these in the past and maybe it's time to revisit this again.

Try building. The satisfaction of that day when your model takes to the sky for the first time is a feeling that never gets old and will keep you smiling!

John E. Tice
President



John Scaduto

Vice President/Webmaster/Newsletter Editor

This past summer, on a trip to Las Vegas, I had the opportunity to take an aerobatic plane ride in a full scale Extra 300LC...what an absolute blast! Not only was I along for the ride, but I also got to fly the plane and do basic some maneuvers myself...Wahoo!...I flew a real life Extra 300!

In addition to the basic maneuvers, the "[Afterburner](#)" package, which I had to take advantage of, also included 'advanced' aerobatics. It all took place at "[Sky Combat Ace](#)" in North Las Vegas, NV and my instructor pilot was Josh "Sandman" Serfas.

The Extra 300LC is one of many high performance, all composite, certified aerobatic aircraft in the world. It is a two-seater airplane with the certified pilot in the rear and me, the very excited passenger, in the front with a single stick right where it needs to be (in between my knees) and rudder pedals out in front of my feet. With a maximum speed of 253 mph and a load factor of +/- 10 G's it was quite and exciting ride.



"Sandman" offered me the option to do some high G's, but I opted out and preferred to concentrate on the technical aspects - like what we do with our RC planes. High G's? Sure, I get it, but I preferred to have some fun rather than pass out and ruin the rest of my day. Hysterically, they actually tie some plastic bags to the inside frame for easy reach in case you need to get sick. Apparently, when someone does indeed 'toss their cookies,' it's the pilot's responsibility to clean it up.

By the time the flight was over, which lasted approximately 20 minutes, we did a maximum of 4 positive G's and 2 negative G's. The G forces are definitely intense, but to my surprise I didn't get sick or nauseated at all. A flight of 20 minutes along with experiencing the G forces is plenty and felt like a heavy physical workout when it was over...it was tiring.

As expected, the roll rate was very quick and the plane itself was really 'sensitive.' Just the slightest twitch to the left or right on the stick would immediately have you banking in either direction. Pull back on the stick, clench your lower extremities, and go vertical for as long as you like... just like that.

The basic and advanced aerobatic maneuvers we did, in no particular order, were:

- A Loop
- An Axial Roll
- A Barrel Roll
- Hammerhead
- An Upright Flat Spin
- Inverted flight
- Knife Edge
- Torque Roll
- Tail Slide into a positive G tumble

In addition to all the aerobatics, and since I was the last flight for the day, "Sandman" allowed me to just 'fly around' the Las Vegas desert for a few more minutes before heading back to the airfield. How exhilarating it was to personally fly aerobatics in the same manner we fly our RC planes. It was a great adventure and something I'll always remember – it helps that I also bought some 'merch' like a T-shirt and ball cap.

John Scaduto



Princeton Rose

Treasurer

Up, Up and Away.....

With most of 2023 behind us, it's worthwhile recapping our investments over the past nine months and reflecting on our future near-term investing requirements.

Simply stated, 2023 can be characterized as the year we heavily invested in our club, procuring equipment and capabilities for our future benefit and enjoyment. It has been many years since we allocated as many dollars to improve our flying sites and enhance our club members' experience. Your leadership team along with many club members, worked to provide among other things, the large carport at the heli field, streaming video of our flight line, and a battery charging station that we expect will satisfy the power supply needs of our pilots. We also refurbished our Press Box with new impact windows and a new door, and only repainting of the exterior is left to complete this year's renovation activity. We will need to replace the Press Box floor in the near future.

Although pleased with our progress, we have two major projects to complete over the near term. The first is replacing the chain link fence around the drone field, and the second is implementing an effective solution to stop the pooling of water under the carports on the West end of the runway. Note that the completion of the parking lot paving project is the primary reason for the water pooling by the Press Box and we remain hopeful that the parks department will implement their solution for this problem in the very near future.

Naturally, with the bulk of the well-needed improvement and enhancement projects completed, our priority over the next several months will shift to rebuilding our coffers.

Happy flying and continue enjoying this awesome hobby!

Princeton



Ellen Hoffman

Secretary and Membership Chair

From the Secretary and Membership Desk,

We are approaching the season when many of you "old timers" need to renew your PBRCA club membership. The earlier, the better. December keeps me swamped, with the majority of club members having to renew at the end of the year.

Remember, the easiest way, which I am happy to report is widely used, is online on our website [palmbeachrc.com](https://www.palmbeachrc.com) using either PayPal or a credit card (<https://www.palmbeachrc.com/join-or-renew>). And remember, before you can renew your club card, you must renew your AMA card. Also, you can only acquire a two-year club membership if you have a two, or more, year AMA membership. If you are still a pen and paper person, you can print an application from the website or email me at ellenhpbrca@gmail.com and I'll be happy to forward an application to you that you can print, complete, and mail in with a check.

I would also like to take this opportunity to thank you all for your kind and thoughtful messages of sympathy after Joe's passing. They were a great comfort to me. Boy, I miss him like crazy! Needless to say, the reason I became involved in PBRCA was because of Joe. We were attached at the hip, and I loved spending time at the field watching him fly, and before I knew it, I got sucked into joining the Board. Now that hip is gone. I have already advised my fellow board members and I am now telling you all, I will honor my commitment to the club and serve the balance of my term, but you will not see my name on the ballot come next February.

It has truly been an honor and a pleasure to meet all of you and I feel proud to have been part of such a wonderful club and to have served as your secretary and membership chair for the past several years.

As always, fly safely.
Ellen Hoffman

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.



David Spielman

Chief Safety Officer

Chief Safety Officer's Report

Fall will be here before you know it and with fall comes the other half of our club. The field has been maintained, the press box updated with windows and a new higher capacity solar charging station. We are ready down at the field, but are your planes ready? In the rush to escape the Florida summer heat, you may have left your planes only partially repaired and not quite ready to fly.

I've been there, put my plane on the shelf with a push rod guide that needed to be reattached to the fuselage or a clevis that was missing an elastic retainer or maybe a hinge that had come loose and needed a bit of CA. Well, this is your reminder to CHECK YOUR PLANES!



Here's another reminder to remove the prop if you're going to power up your electric powered plane at home.

More than once, friends of mine have mistakenly set their plane loose, flying around their shop and now show the scars to prove it. Turbine and gas guys can ignore this...kind of.

An on-board engine starter can do some pretty good damage too. My point is mistakes happen and simply removing the prop can make life safer.

So, you've listened to me and fixed the linkages, covering, landing gear and all that and did your run up at home with the prop off. If you've been away from your plane, make sure you also understand which transmitter and program goes with your plane and maybe make sure your control surfaces move in the proper direction including your stabilized controls. Don't just grab any old transmitter, bind and go. There will be mixes that aren't active until you flick a switch and the best time to find that out is before your plane is in the air.

Now go out and fly your plane and tell us all about it, because your significant other is tired of hearing about your flights and we never get tired. You might even show your club spirit by going to Sew Busy at www.sewbusy.com and getting a club hat or shirt or maybe both. The process is simple, and the quality is great. I just got mine and am proud to show it off.

Fly safely and do it from the pilot's station.
David Spielman



Jon Gerber

Chief Training Officer

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 me via the following email address; your note will be forwarded to me: pbrca.info@gmail.com

TRAINERS ARE NOT RESPONSIBLE FOR DAMAGE TO YOUR AIRCRAFT



FEATURE ARTICLES

Repairing stick and tissue Airplanes – David Spielman

A few of my neighbors know I build and fly model airplanes, so it wasn't a surprise when my friend's 40 something-year-old son showed up with two planes that were crushed by an out-of-control soccer ball. Indoor soccer and stick and tissue planes do not mix! The two planes built by his grandfather were at least forty years old and were cherished heirlooms.



The planes showed up in multiple pieces, but all the pieces were there. Remember this when you collect your crashed RC plane. This was key to the successful repair. These scraps allowed me to just apply glue or make a new piece that matched the original.



I now had a Fokker Triplane and a British SE5-A Biplane on my workbench. It's been 50 years since I last used tissue and dope, so I needed to do some research for materials and techniques. My options for application were to put down three coats of dope, and then apply wet tissue with dope or apply dry tissue with a glue stick and then shrink by wetting with alcohol. The dope and tissue I found at www.Brodak.com. Butyrate dope can be applied on top of nitrate dope, but not the reverse. Also, Butyrate dope is available in multiple colors.

The Fokker's landing gear is back where it should be, now to the tail.



Brodak dope was available in the colors I needed. They even had Fokker Red.



The Folker Triplane's tissue was super dry and cracking and tearing. I counted about 30 holes and tears. This plane needed Rejuvenator! It's similar to clear dope but has more plasticizers. It is used to give life to old, doped tissue so that it doesn't tear. That is exactly what was happening to the Folker Triplane.

I found the easiest way to apply the tissue was to apply it dry and use a glue stick to stick it in place followed by shrinking with alcohol. I applied the alcohol with a strip of wet scrap tissue and dragged it over the area to shrink. For large areas, I painted the ribs and edges with three coats of dope so the tissue will stick better when I painted it. After shrinking, I followed with three coats of thinned clear dope.

The next step was to apply one coat of thinned colored dope and then two coats of clear, so six or seven coats total! The step I skipped was to sand between coats because that required a day of drying time between coats, yuck. There is only so much patience one has.



Small patches had two ways of application. I could paint the area with clear dope and put down tissue followed by more clear dope. This was ok for small tears. For bigger areas the glue stick method won out.

The Yellow British SE5 biplane had a bunch of structural damage. One wing was broken in half and the upper wing knocked off and the tissue badly torn. Repairs were done with carpenter's wood glue and the original wood pieces. I spent a good deal of time cleaning wood surfaces with a sharp X-Acto knife. This way things fit well and could be pinned and supported, so the wing has the original shape.

Using Brodak dopes and colored tissues, I was able to do full repairs. I did struggle with the top of the wing, first trying dry tissue and glue stick and then restarting with wet tissue and clear thinned dope to attach. The wet tissue approach was tough, it was a balance between tension and tearing so there are some wrinkles.

I am not a painter, so to me dope is a real challenge! I used a small amount at a time and thinned it 50/50 applied with a brush. This was all done in an 80° to 90° garage with the door wide open and fan running to avoid the fumes. Thinner evaporated fast and when I tried to use dope direct from the can, it got a film on it within a minute. Side note, John Brodak lost his sense of smell and taste for at least a few months because of overexposure to dope, so the stupid hot garage was my go-to place.

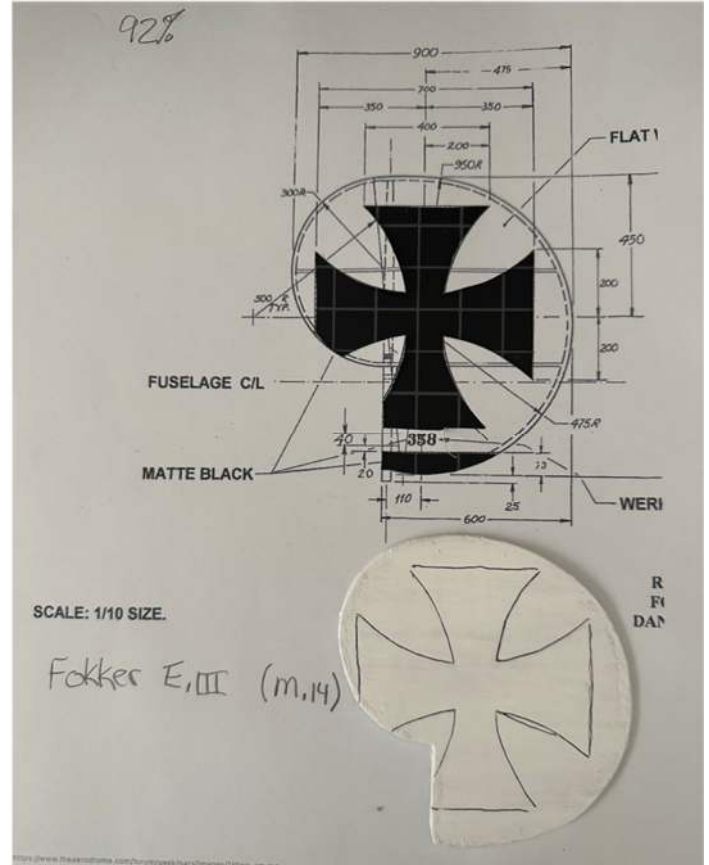
A new rudder for the Folker: The internet had some great sources. I found plans for the full Size Folker rudder and shrunk them down by printing with a 60% scale setting. I cut out the rudder from a balsa sheet,



sanded it, doped it three times and covered it with tissue followed by three coats of insignia white and the symbol with two coats of jet black. Once dry, I glued the rudder in place with CA. This is the first time the Folker had a rudder in at least 20 years. Now that looks like a plane!



On the red Folker Triplane, thirty holes were patched with red tissue, clear dope and then two coats of Folker Red, perfect match. I applied one coat of rejuvenator to all the red areas. It was supposed to be thinned but I got lazy. It looks super!!! White and black doped areas tended to steak because rejuvenator dissolved a bit of the old dope, so I left the insignia alone. I cannot believe how good this plane looks.



Thanks to my friend Sage, without her help, I would not have had a chance to work on this project.





The original string guy wires on the SE5 are back in place and looking great.

A bit of acrylic paint was used to repair the decals on both planes.



Battery Safety



Curt's P51 post LiPo battery fire. The plane and all the electronics were a total loss.

We've been discussing best practices for safe flying and use of equipment at our field meetings. This June my friend Curt from CRRC in Massachusetts had a close call when charging a LiPo flight pack in his P51 Mustang.

Curt was charging a 4S pack with a balance charger on his back porch. Luckily, he was sitting right by the plane and charger when the battery just burst into flames. He grabbed the plane by the tail and threw it into the yard. Also, lucky he had a dry chemical extinguisher right by the charger. The fire was pretty large and aggressive - if unattended, it could have been a much bigger deal.

10 years ago, another CRRC member, Harold, was charging LiPo batteries in his basement unattended and was not as lucky as Curt. His home sustained \$500,000 in damage from flames and water damage and he and his wife had to live in a rental for 6 months during renovations.

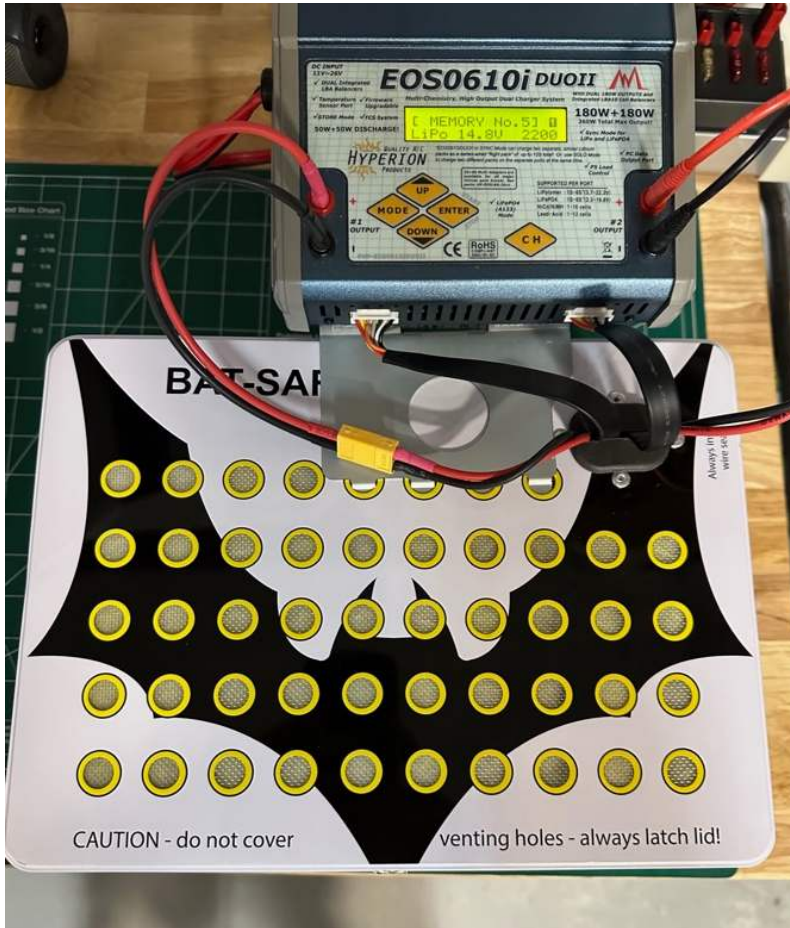
Best practice is to charge batteries in a fireproof container. This is especially important if you live in an apartment and don't have easy access to throw your battery out in the yard like Curt did. A Bat-Safe equipped with balance lead extensions can hold between 1 and 4 batteries during charging. Bat-Safe advertises a filter that removes the heavy black smoke associated with LiPo fires. A lot of our PBRCA members use this method and found a supplier for a charge harness extension that fits great.

Other very suitable methods include a lined ammo box, cinder blocks, soft sided battery bags and zip up boxes. Any surface you charge on should be fireproof and have an easy way to get the batteries out of your home without burning yourself. Whatever way you charge your batteries, make an easy-to-follow plan in the event of a battery fire and stick to it.

David Spielman



A Safe Charging Solution



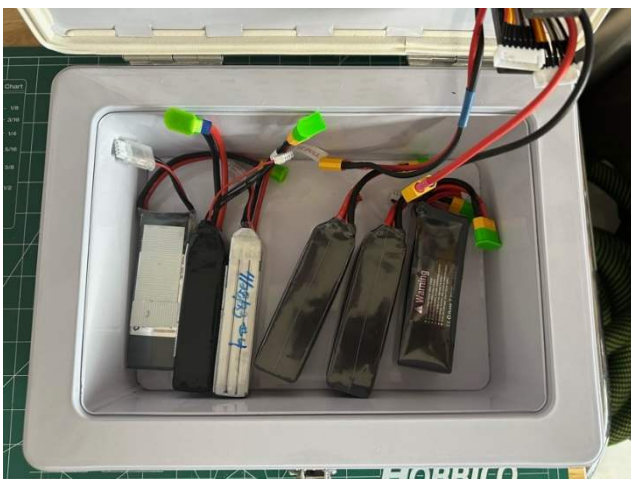
Bat-Safe is a metal charging box with a filter in the top to filter out the black sooty smoke associated with a battery fire. It also has a feed through so you can charge two batteries with the cover closed. I've had The Bat-Safe for a while but until I saw a recent LiPo fire, I thought I could easily deal with a fire on the top of my garage tool chest.

I purchased a pair of 6s balance extensions from Amain Hobbies and made up 2 sets of 12" male to female XT60 battery lead extensions. Both were marked 1 and 2 so I could manage cables well. I stuffed the wires through the rubber grommet by following the manufacturer's instructions of pulling half the grommet through and then reinserting it. These 6S cables fit between my charger and balance boards.

I straightened the included sheet metal holder so it would support my charger and attached it with Velcro. Here are photos of my first charge with the setup. There is plenty of room to charge large batteries

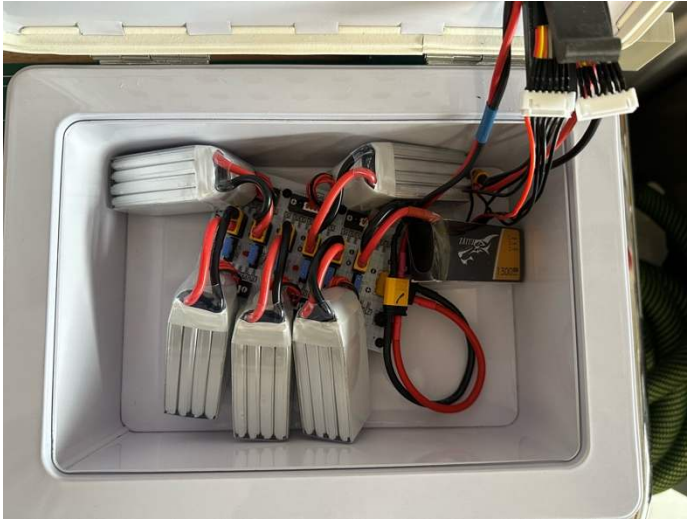
and then store some more when done. The charger is held in place with a bracket. To place it on the table, you will need longer extensions.

Two batteries, no problem. These are 2300 mAh. You can easily fit 4000mAh 6s and larger batteries during a charge.



You can easily store a bunch of batteries. Six 2200mAh batteries fit without a problem.





With a little organizing, six 1300 mAh 4s 100C batteries and the balance board fit in the Bat-Safe.

This setup is especially good if you don't want to reach between the flames to throw the batteries out in the yard. Much easier to throw the box.

Caution: Read all your instructions and understand battery charging before you start. Bat-Safe is advertised to contain the flames and black smoke but do your best not to test the limits. It's your responsibility to charge safely to avoid accidents and property damage. Bat-Safe buys you time if something goes wrong.

Watch the very first episode of "The Big Bang Theory" where Sheldon gets rid of rocket fuel - which was part of an experiment - into the elevator shaft to get an idea of what battery disposal could be like.



WARBIRDS OVER THE GLADES 2023

Supporting our Veterans
www.palmbeachrc.com

November 4-5, 2023
Free for Spectators • Public Welcome!

Host:
Palm Beach Radio Control Association
West Delray Regional Park
10875 West Atlantic Ave.
Delray Beach, FL 33446

- Aircraft must have military markings
- All aircraft sizes welcome!
- AMA Required
- Pilots raffle
- Pilots Awards
- Pilots receive free T-shirt / lunch / Raffle ticket!
- Food sales for spectators and crew
- Lunch / food sales Sat. only
- \$40.00 landing fee

Registration: (morning of event only)
Saturday, Nov. 4 8:00 AM to 10:00 AM

Event Times 8:30 - 4:00
Open Flying 4:00 - Dusk

CO:
Chris Seiler 561.716.4540
chris@burningvisions.com

Watch and listen to 'AMA Air' shout out to our Warbirds event!

https://www.youtube.com/clip/UgkxawhYnYhfCqwAZdrOL7MRtEaTEl6pj76_

Thank you, David Spielman, for putting that out there!

Passing of a Founding Member



Walter Dreyfus, a longtime Secretary/ Webmaster of PBRCA, passed away on September 19, 2024.

Walter was an honorary Lifetime Member of PBRCA and was instrumental in helping to combine the three smaller clubs that formed PBRCA. Walter is pictured with former President Doug Christensen.



FAA Extends Remote ID Enforcement Date Six Months

As AMA anticipated, the FAA has announced they are extending the [Remote ID](#) enforcement date by six months. Radio Controlled Operators now have until March 16, 2024 before they will have to comply with the rule. This extension provides the FAA more time to approve FRIA applications and manufacturers the time for production of broadcast modules. For the FAA's full statement on the extension, [click here](#).

If you're interested in seeing some of the recent offerings for the 'Remote ID Module' hardware, please click on the link below to see information provided by the AMA:

[AMA Advanced Flight System Committee Remote ID Module Status Report Summer 2023](#)

**AMA Advanced Flight System Committee
Remote ID Module Status Report
Summer 2023**

Blue Mark \$139.26

uAvionix \$299.00

dronetag \$215.00

Aerobits \$99.00

NEW Futaba FRID-1 REMOTE ID \$125.75

Blue Mark \$107

Dronetag Basic Solution (BS) \$89.00

26 mm

14 mm

17 mm

Coca-Cola

configuration button and LED

aux power connect

status LED

power connector

Click the image below to get to Spektrum's offering on RID module.

HORIZON
H O B B Y

SPEKTRUM
SKYID

Special Introductory Price. Save \$30 for a limited time!

SkyID Remote ID Module

Remember, if you fly at the PBRCA field you are **ALREADY COVERED** by FRIA, which PBRCA is now recognized as, so you will not need a RID module.



New 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!

Board of Directors
Palm Beach Radio Control Association
September 20, 2023



Risk Management Practices

We must never tire of executing effective risk management practices when flying model aircraft at our flying sites that are open to the public, and this article builds on the *Field Risk Management* discussion in the Fall 2022 newsletter. Among the many risks club members face are the following:

- Pilots inadvertently hurting park patrons that walk into the pits and/or onto the flight line,
- Pilots with engines/motors running that taxi in the pits including the tarmac in front of the Press Box, and
- Pilots ignoring safety requirements while charging their batteries at the club's charging station.

Park Patron Safety and Welfare – It's worth emphasizing that creating a safe environment that protects bystanders, other R/C pilots, and surrounding property is crucial and the responsibility of every individual participating in R/C aircraft building and flying. The number and composition of curious bystanders at our West Delray Regional Park flying sites vary by the day of the week and the time of day, and oftentimes many of the curious onlookers are unaware of the ever-present dangers of our hobby. It is incumbent on us to keep everyone safe, and we are happy to note that club members are generally vigilant in looking out for each other and for park patrons and their pets. This is testament to our club's long history of promoting safe flying by enforcing practical safety rules and fostering a "safety first" culture.

As part of our ongoing efforts to keep park patrons and their dogs safe, we recently worked with the parks department to install new warning signs around the heli field. These warning signs alert park patrons to not enter the heli field through the openings in the chain link fences on the East and West sides of the heli field.



Unsafe and Dangerous Taxiing Practices – As a reminder, it's against club safety rules to taxi your aircraft in the pits including the tarmac in front of the Press Box. Section 2, Item #10, of PBRCA's Field Safety Rules, states "No taxiing, take off and landings are permitted in the pits area or spectator area."

Notwithstanding the safety rule, it's quite easy to imagine the dangers to pilots and other aircraft posed by aircraft taxiing in the pits. Pilots are required to shut down engines and motors as soon as they exit the runway. So, please push, pull, or carry your aircraft after exiting the runway and avoid the occasional temptation to drive your aircraft in the pits or on the tarmac by the Press Box.

Battery Charging Safety – As outlined in our Battery Charging Operating Principles, 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. Additionally, to protect the charging station's DC Power Strips from fire, battery chargers and batteries should be placed on the wire shelf below the metal boxes that houses the DC Power Strips, and users should avoid placing items in the metal boxes.



For the safety of the system, battery charging must only be performed when the *Smart Battery Monitor* shows the charging system's voltage above 12 volts.

Finally, users must charge their batteries within the following operating parameters of the DC Power Strips: the maximum output current for each charger position is 24 Amps, **AND** the total maximum current is 50 Amps. We ask that 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, we ask that you first locate, and correct the offending connection(s) and then reset the circuit breaker.



PBRCA's Risk Management Program

Our club's "risk management program" includes ongoing efforts to comply with the requirements of the "Special Use Permit" from the parks department and the safety code and related guidelines of the AMA (see AMA safety code below). To help us comply with the conditions of the Permit and the AMA, our club has requirements for trainee pilots to fly solo, a detailed set of club safety rules, and safety reporting at our club meetings. **Note, having the rules doesn't take the place of club members using common sense and just being considerate of their fellow pilots and visitors to the park. And this requires ongoing commitment and vigilance.....**

AMA 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.*



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 or at the field in the press box.

Thank-Yous

- July 2023: Joel Victoriano – for his assistance with cleaning out and disposing of the trash from the press box cabinet and transporting of the new press box door to the field.

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). If you want your name & phone number removed from our website list, also contact Ellen at: pbrca.info@gmail.com.

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!

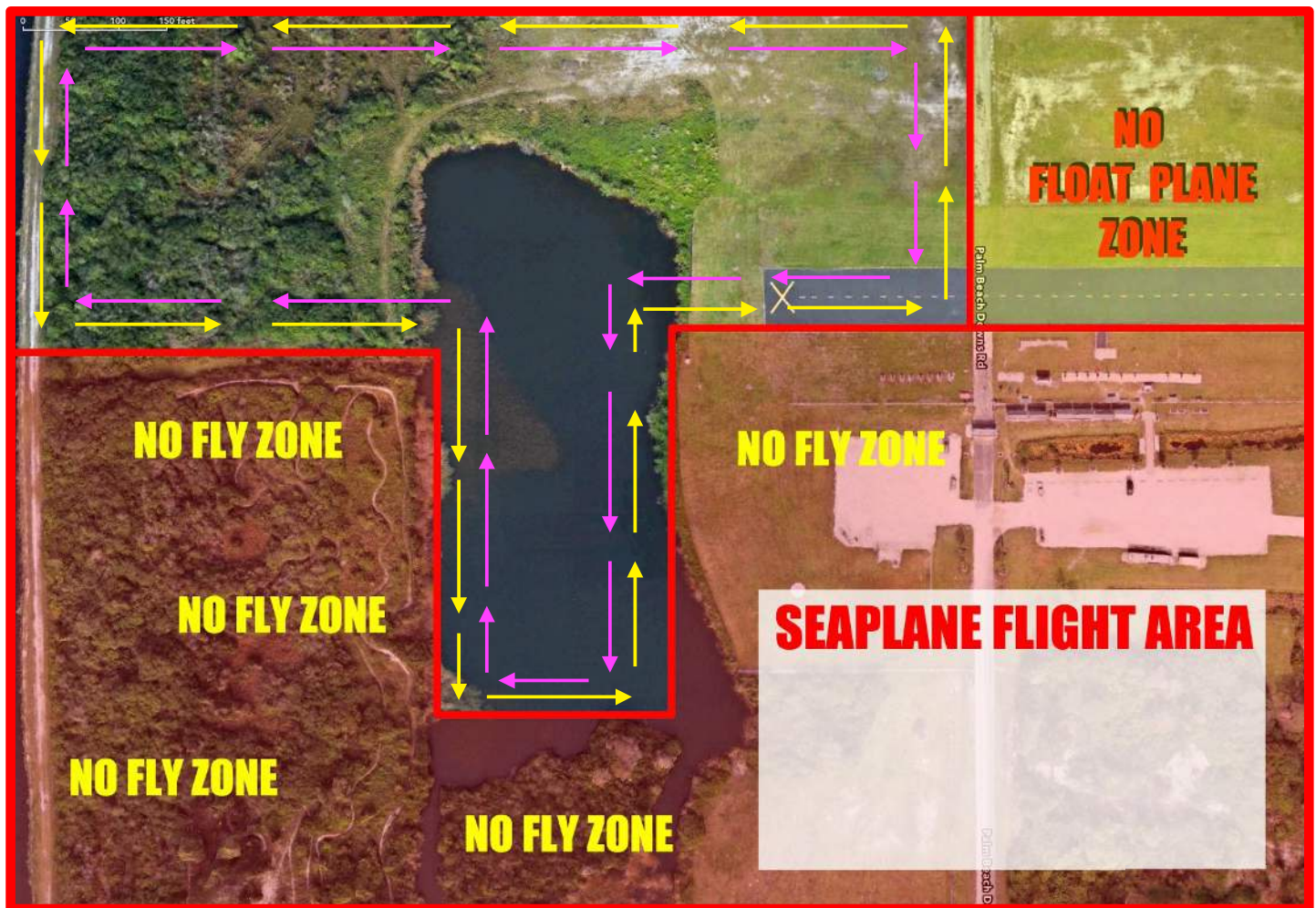


As the park gets more and more popular, we are going to see more and more patrols by the Sheriff's Department. The park speed limit is 25 mph and stop signs mean STOP! Don't risk an expensive ticket by becoming complacent. Also, watch for the Frisbee Golf guys. That group seems to be getting more and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

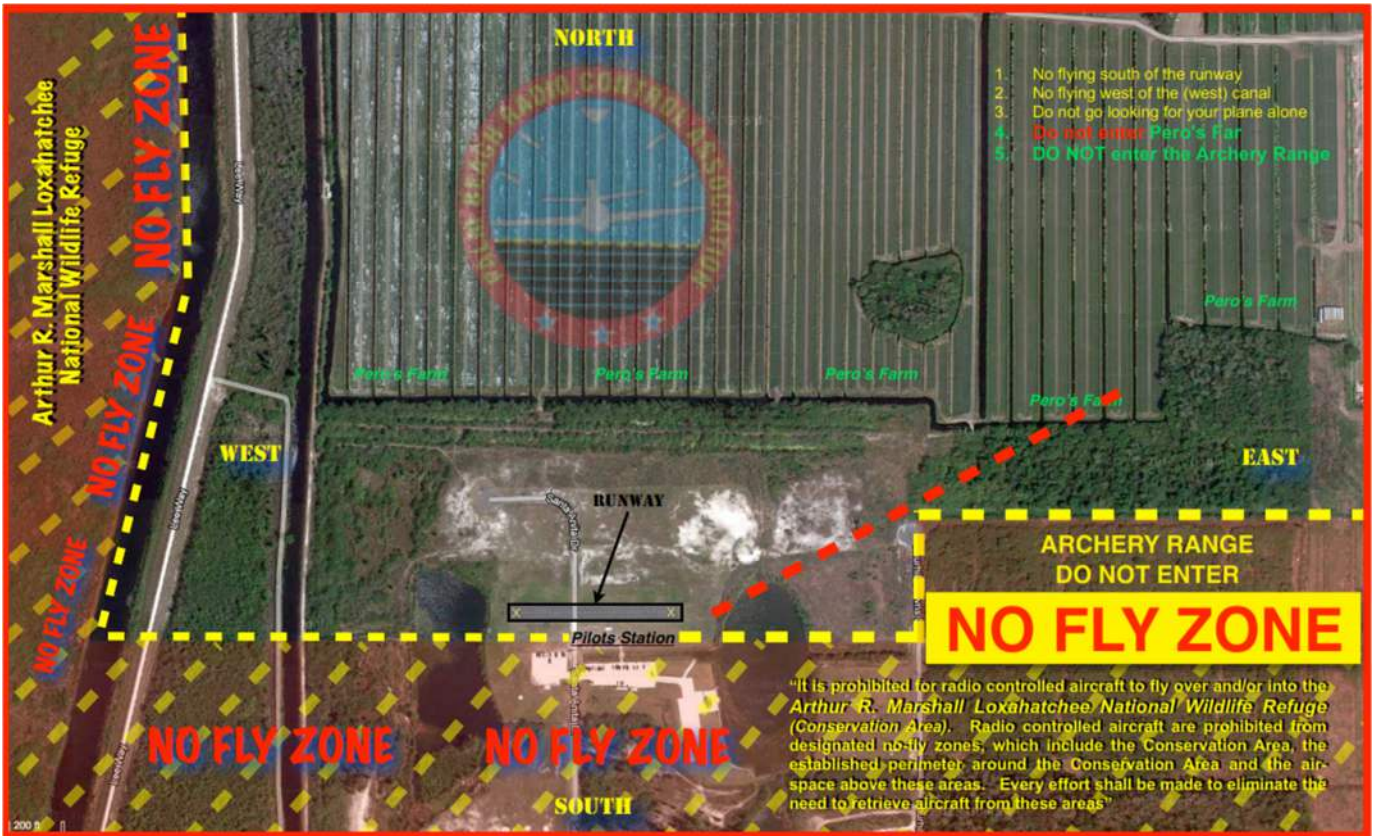
The revised safety rules and the map have been posted on the window of the press box and on our website, and can be accessed at:

[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!





TRUST

HAVE YOU TAKEN IT!?

(THE RECREATIONAL UAS SAFETY TEST)

YOU SHOULD.

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



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



**Pick your size and color and have it delivered to
SEWBUSY.COM your door!**

