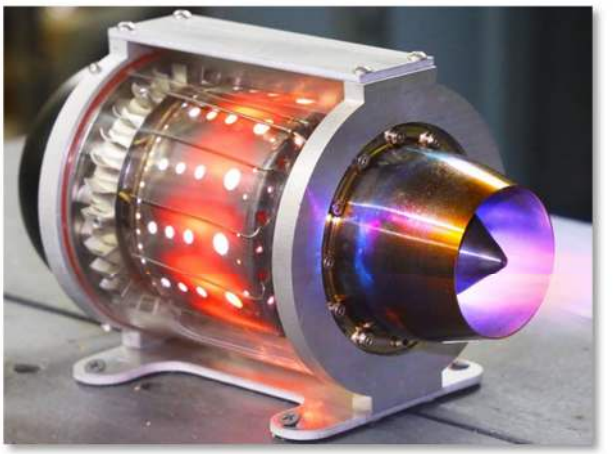
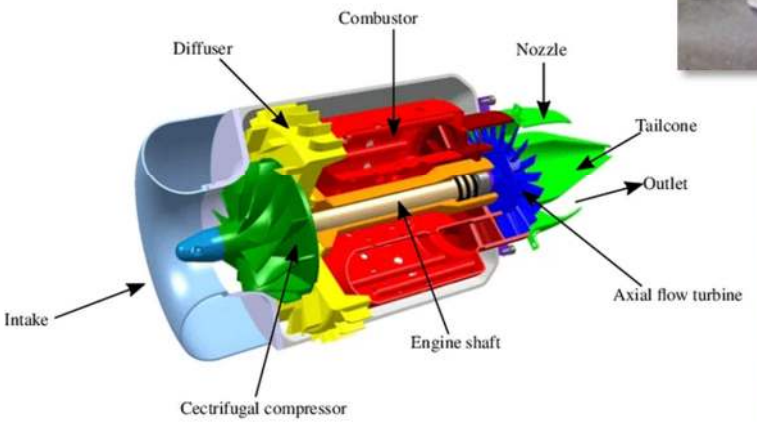
FLIGHTLINE

NEWSLETTER OF THE PALM BEACH RADIO CONTROL ASSOCIATION

RC Turbine Engines





AMA Club# 1016

ONE OF THE LARGEST AMA CLUBS IN AMERICA
Summer 2026

The Palm Beach Radio Control Association
Current Board of Volunteers

John Scaduto	President/Webmaster/Newsletter Editor
Tom Severino	Vice President
Princeton Rose	Treasurer
David Spielman	Secretary and Membership Chair
Gary Hoffman	Chief Safety Officer
Vacant	Chief Training Officer
Seth Sterling	Director

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

July	None	Summer Break
August	None	Summer Break
September	12th, 2026	9:00 AM at Westervelt Field (new time)
October	10th, 2026	9:00 AM at Westervelt Field (new time)
November	14th, 2026	9:00 AM at Westervelt Field (new time)
December	12th, 2026	9:00 AM at Westervelt Field (new time)

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

Over the past several months, your Board and several club members have been working behind the scenes on a project that represents much more than a physical improvement to our field. The planned milling and resurfacing of the PBRCA runway is, at its core, an investment in the long-term health, safety, and enjoyment of this club, for everyone who flies here today, and for those who will find their way here in the future.

Projects like this are not just about funding or logistics. They are about belief, belief that what we have at PBRCA is worth maintaining, improving, and protecting. We are fortunate to be able to move forward, and especially grateful for the support that has helped make this possible. Very generous anonymous donors, in particular, reflects something deeper than financial support. It reflects confidence. Confidence in the direction of the club, in the decisions being made, and in the way this organization is being cared for.

That kind of confidence is never taken lightly. Your current Board has worked to lead with consistency, fairness, and a clear sense of responsibility, not just for today, but for what this club will look like years from now. Whether it is maintaining our field, strengthening our relationship with the Parks Department, or simply making sure PBRCA remains a place people are proud to be part of, the goal has always been to lead in a way that earns trust.

At the same time, it is important to recognize that none of this exists in a vacuum. Every improvement we make, every decision we take, is built on the foundation laid by the boards that came before us. The strength of PBRCA today is the result of years of steady effort, thoughtful leadership, and members who cared enough to give their time and energy. Each board adds to that legacy, and in turn, inherits the responsibility to carry it forward.

Just as importantly, we want to be worthy of the faith that others have placed in this club. The generosity of our donors, along with the ongoing efforts of volunteers who give their time and energy, is not something we view as a given. It is something we aim to honor. Making those individuals proud, by how we manage, how we decide, and how we carry ourselves as an organization, matters.

At the same time, no single group carries a club forward forever. What makes PBRCA strong is not just who is leading today, but the continuity of leadership over time. The real foundation of this club is a shared mindset: taking ownership, thinking long-term, and approaching decisions with care and integrity.

As time goes on, others will take on greater roles within the club. When that happens, what matters most is not titles, but the spirit behind the effort, the same sense of responsibility, pride, and steady confidence that has brought us to where we are today. That is what sustains a club like this. That is what ensures that the trust we are fortunate to have today continues well into the future.

The runway project is something we will all see and benefit from. But what it represents runs deeper. It is a reflection of thoughtful leadership, strong support, and a shared commitment to doing things the right way. That is something worth preserving, and something each generation of this club will carry forward in its own time.

PBRCA has built something special. With the same care, confidence, and sense of purpose that exists today, and with respect for all those who helped build it along the way, we hope it will remain that way for years to come.

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You know, it's easy to get caught up in the hustle of day-to-day life, member meetings, field maintenance, and arguing about who makes the best make and model of an airplane. But when you really boil it down, the heart of this club isn't the charging station, field house, runway, or our airplanes, it's the people standing behind the flight line.

Whether you're a seasoned giant-scale pilot or someone who just got their first trainer, you bring the enthusiasm, the laughter, and the friendly advice that makes our patch of sky so special. Without our members, we're just a bunch of strangers standing in an empty field holding transmitters; you're the reason this place feels so welcoming.

That's exactly why we set aside a day like Member Appreciation Day. We understand that you invest a lot into this hobby and to the club, not just the late nights gluing balsa or foam, but your time, your dues, and the patience it takes to help a newbie preflight their first foamie.

We try to flip the script for one day. Instead of asking you to volunteer work or the like, we want you to just enjoy open flying, proper hamburger in hand, without a to-do list. It's our simple way of saying "thank you" for the energy and financial support you put in, often when no one is looking. Seeing the pits full of smiles and hearing nothing but electric motors, gas engines and belly laughs is easily the best sound our field produces all year.

Speaking of generosity, we have to give a big shout-out to Jamie Benoit. Our 50/50 raffle brought in a grand total of $280, and when Jamie's number got picked, he had a cool $140 coming his way. But in true Jamie fashion, he immediately turned right around and donated the whole thing back to the club! That kind of selflessness is exactly the spirit we've been talking about, and it's members like Jamie who help keep this club thriving. Thanks, Jamie, we appreciate you!

Of course, we know a grilled hotdog and a bag of chips aren't an equal trade for the countless hours of volunteer work or the lifetime of expertise you bring to this club. But we hope that when we're all sitting around under the shade, talking about our most spectacular "dumb thumb" moments, you feel valued.

Providing that space to unwind and talk shop is the least we can do to celebrate the club you've built. You make this hobby better and you make the whole club a lot more fun. Let's keep the good vibes flying until next time.

Thanks to everyone who attended, and we hope to see everyone again next year. Photos from the event can be seen further on in this newsletter issue by Arty Mundell, Brooklyn Joe, and RWS Media; thanks guys.

Quick update on the By-Laws.

We've finished collecting feedback from members and are now moving forward with the applicable updates. We had hoped to get the revised version out to everyone for a vote before the summer break, but the runway project took priority. Our current plan is to send them out for a vote this fall. We will keep you posted as things develop.

John Scaduto

Tom Severino

Vice President

Weight and Balance

Weight and balance are among the most critical aspects of RC aircraft setup, while radios and stabilization systems can help compensate for minor setup issues, no technology can fully overcome a poorly balanced aircraft. The center of gravity is the point at which the airplane balances and is typically specified by the manufacturer as a distance behind the wing's leading edge. If the center of gravity (CG) is wrong, the aircraft can become difficult or impossible to control. Every component from the battery, motor, receiver, servos, fuel tank, landing gear contributes to where that balance point ends up. A properly balanced aircraft flies predictably, an improperly balanced aircraft can become unstable, difficult to control, or even unflyable.

Nose-Heavy Aircraft
Characteristics:

- Increased stability
- Smoother flight
- Better wind penetration

- Faster landing speeds
- Reduced aerobatic performance
- Greater elevator input required for flare

Tail-Heavy Aircraft
Characteristics:
- Sensitive controls
- Reduced stability
- Easier stalls
- Unpredictable flight behavior
- Tendency to pitch up suddenly
- Increased likelihood of crashes

Weight Affects Performance
Weight itself is equally important, as aircraft weight increases:
- Stall speed increases
- Takeoff distance increases
- Landing speed increases
- Climb performance decreases
- Flight duration may decrease

Checking the Center of Gravity
To check balance:
1. Install the flight battery.
2. Ensure the aircraft is in ready-to-fly condition.
3. Support the airplane at the recommended CG points, usually 1/3 the way back from the leading edge of the wing.
4. Observe whether the nose or tail drops, the aircraft should remain level, or hang slightly nose-down.

In electric-powered aircraft, the battery is usually the largest single adjustable weight, so before adding lead ballast, always see if relocating the battery can achieve the desired balance.

Weight Distribution and Moment Arms
Balance is not determined solely by how much something weighs, but also by how far it is from the CG, a small weight located far from the center can have a greater effect than a larger weight located nearby, one ounce added to the tail may require several ounces in the nose to compensate.

Princeton Rose
Treasurer

Mid-Year Report: At the halfway point of the year, we are pleased to report that the Club remains in a strong financial position. Operating expenses continue to track in line with expectations, and we are grateful for the continued support of our members. Your financial commitment makes it possible to maintain and improve the outstanding facilities and amenities we all enjoy at our flying sites.

We also extend our sincere appreciation to the Palm Beach County Parks and Recreation Department for its continued partnership and support. Their cooperation remains essential to the success of our Club.

One of our most significant accomplishments this year has been the successful transition to a calendar-year membership cycle. Effective January 1, 2026, all Club memberships now run from January 1 through December 31. The transition was completed with minimal disruption, and we appreciate everyone's cooperation throughout the process.

We also successfully introduced the **PBRCA Airfield Pass**. A number of local RC pilots have chosen this option, and we appreciate their support in helping maintain and preserve our flying sites.
RC Pilot Credentials: As a reminder, effective January 1, 2026, RC pilots who regularly fly at PBRCA flying sites must possess:

- A current AMA membership card; and
- Either a current PBRCA Club Membership Card or a PBRCA Airfield Pass.

Visiting pilots who fly only occasionally must have:

- A current AMA membership card; and
- A signed PBRCA/Palm Beach County Liability Waiver.

All Club members, Airfield Pass holders, guests, and visiting pilots participating in flying activities are required to sign the liability waiver releasing PBRCA and Palm Beach County from liability. The waiver is included with Club Membership and Airfield Pass applications, and copies are available in the Press Box for visiting pilots.

May once again featured our annual Member Appreciation Fun Fly, and it was wonderful to see so many members and visitors enjoying a relaxed day of flying and fellowship. Thanks to the generosity of those in attendance, the event also generated funds that helped support Club activities.

Looking ahead, the second half of 2026 promises another exciting schedule of events, including:

- National Model Aviation Day – August
- Warbirds Over the Glades – November
- Pylons Over the Glades – December
- Toys for Tots – December

These events continue to strengthen our Club, attract new participants, and provide important financial support for future improvements.

Our primary capital improvement project for the remainder of 2026 is the restoration of our 20-year-old runway. Following overwhelming member approval, we have entered the execution phase of the project to mill and repave the 600-foot runway. Construction will begin once all required approvals have been received. We remain cautiously optimistic that the new runway will be completed before the end of Fall 2026.

Looking beyond this year, additional long-term facility improvements include replacing worn sections of the Press Box floor and walls. Preserving and maintaining this valuable facility remains an important priority as we continue investing in the Club's future.

Thank you for your continued support, volunteerism, and enthusiasm.

Happy flying and continue enjoying this awesome hobby!

Princeton

David Spielman

Secretary and Membership Chair

Membership Secretary report Summer 2026

Membership is on the rise! Now with over 323 members we continue to grow month after month. Mandatory membership to fly at the PBRCA fields has undoubtedly influenced this, however, there are other better explanations. PBRCA has something to offer pilots that you don't get elsewhere. We at PBRCA invest in our field, pilots and visitor areas. We work with the parks department to keep our fields in great shape and the perimeter well maintained; we have a great relationship with the parks department. This gives everyone who comes to the West Delray Regional Park, specifically our airfields, a great experience.

It is obvious that our members are passionate about our club, what we do and how we spend our money. We see this at our meetings, chatter at the field, and in personal conversations. Our biggest investment in our facilities is maintaining our runway. We view the runway as a critical piece that makes flying fun. Our runway is good, especially compared to other clubs, but it has some cracking throughout. Members voted to address this maintenance overwhelmingly in a 2 to 1 vote with just under half of the membership voting.

We heard from members concerned that we should limit our investment in the runway and that was conveyed to the entire club. Armed with good information, most of our membership voted to have the runway ground down and repaved to give us more years of great flying. This was the culmination of time well spent by a PBRCA team (consisting of a board member and general club members) with paving and sealing companies. It was a good, honest vote and reflected what we heard from members at meetings.

Investment in the club does not stop with the runway. Other good ideas for more improvements came because of the discussions. You, our members, will have a chance to be involved and lead in deciding which projects we will do and when we will do them.

Simplifying the membership management has been one of my goals as a membership secretary. I like to build, fly, research new RC products and repair planes. When I'm managing the membership database and printing cards, I can't do the fun side of RC. A few weeks ago, we were contacted by Jeff of DualRates (dualrates.com), a web-based application for RC club like ours. According to the website "…DualRates is a one-stop shop for all of your RC club's website and information needs. We provide you with a simple set of tools for creating your website and managing your club, all through one easy-to-use interface. This allows you to keep your website up-to-date and doing so in less time than ever before." This could be a big help for membership management and our internet presence.

It sounded good enough to investigate further so we met with Jeff to discuss how DualRates could fit with our Club, and it sounds good. He has been supporting AMA clubs for the last 10 years and Dual Rates is the web platform for 109 clubs across the USA. Some clubs are similar in size to ours

One of the things I really appreciate about DualRates is how easy it makes transitions within the club. When it's time for me to hand off responsibilities to a new membership secretary or if the webmaster needs changing, everything transfers smoothly. Nothing gets lost, and even the more complicated tasks stay simple for both the outgoing and incoming volunteers. Potential new members and existing members will like how quickly the sign-up/renewal process works. When an individual joins or existing member

renews their PBRCA membership through DualRates, membership is approved in short order, and a member card can be printed directly from the website.

I also like having my own username and password so I can review and update my personal information whenever I need to. Changing my email, mailing address, or phone number is quick and painless. And for anyone who prefers traditional methods, paper applications and payments still work just fine, membership cards can even be mailed out so no one is left out. On top of all that, DualRates is more affordable than our current hosting setup, which is a nice bonus for the club.

Sure, there are a few drawbacks, but the benefits are strong. Overall, DualRates makes managing our membership smoother, friendlier, and more efficient for everyone involved. I'll keep you updated on how things go with DualRates and let you know what we decide once we've had a chance to fully test it out. If we decide to go with DualRates, I'll include membership reminders in the next newsletter, along with instructions.

Thank you for supporting PBRCA,
David Spielman
Membership Secretary

Gary Hoffman
Chief Safety Officer

Best Regards,
Gary Hoffman
PBRCA Safety Director

Seth Sterling
Director

Tips, Tricks, and Odd Bits

Lite Spackle works well for filling in missing areas or dents on a foam-type airplane.

Lightly dampen the area to be filled with water and then apply the spackle, spreading it with a dampened finger or an old credit card. You can overfill the repair since it sands very easily when dry, and then a drop of thin CA will instantly harden the repair permanently, leaving it stronger than the surrounding surface.

An adjustable folding aluminum airplane stand on a breezy day can be prone to blowing over with a plane on it, so adjustable extensions to the “feet” can be added.

Remove any rubber caps that came with the stand. Cut four pieces of PVC pipe to approx. 12”-14” in length and tap each to fit a thumb screw to hold the pipes in place.

FEATURE ARTICLES

As highlighted in the Spring 2026 Newsletter, PBRCA is proud to be recognized as an AMA Gold Leader Club. One of the requirements of this designation is to publish either our club's safety code or the AMA's safety code once each year. You'll find the AMA safety code included below.

In addition, our Chief Safety Officer, Gary Hoffman, will be updating the club's safety code over the next couple of months. If you'd like to review the current version in the meantime, you can read the club's safety rules here.

The AMAs latest Safety Code in brief form. If you'd like to read the entire Safety Program Handbook, click here:

AMA ACADEMY OF MODEL AERONAUTICS

YOUR PASSION. HOBBY. ONE COMMUNITY.

Academy of Model Aeronautics 5161 E. Memorial Dr. Muncie IN 47302 | (765) 287-1256 | 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

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In case you missed it:

Helicopter reports near miss with RC plane near JFK after JetBlue drone strike

Click here to read the article and be sure to listen to the audio as well.

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RC Airplane Maintenance Checklist

Airframe Inspection

- ☐ Wings attached securely
- ☐ Control surfaces move freely with no binding
- ☐ Hinges intact; no cracks or looseness
- ☐ Covering tight with no tears or bubbles
- ☐ Landing gear, wheel collars, and struts tight
- ☐ Propeller tight, undamaged, and properly balanced

Radio & Control System

- ☐ Transmitter battery fully charged
- ☐ Correct model selected
- ☐ Control directions verified (left = left, up = up)
- ☐ Dual rates/expo set appropriately (beginner-friendly for new pilots)
- ☐ Servo screws tight; no jitter or unusual noise
- ☐ Control horns, clevises, and pushrods secure

Battery & Power System (Electric)

- ☐ LiPos fully charged and not puffed

- ☐ Battery strapped in securely
- ☐ Connectors clean and snug
- ☐ ESC wiring neat and unobstructed
- ☐ Motor mount screws tight
- ☐ Prop spins smoothly with no bearing roughness
- ☐ Flight timer set

Fuel & Engine System (Glow/Gas)

- ☐ Fuel lines soft, flexible, and crack-free
- ☐ Clunk moves freely inside the tank
- ☐ Carburetor linkage smooth
- ☐ Glow plug or ignition system checked
- ☐ Excess oil cleaned from firewall and fuselage

Range & Signal Check

- ☐ Perform a range check before first flight of the day
- ☐ Antennas positioned correctly and undamaged
- ☐ Receiver firmly mounted
- ☐ No loose or pinched wires
- ☐ Failsafe settings verified

Field Readiness

- ☐ Center of gravity correct
- ☐ Control surfaces centered
- ☐ Takeoff area clear
- ☐ Wind direction checked (beginners fly into the wind)
- ☐ All screws and bolts given a quick final check

Safety & Support

- ☐ Fly with a spotter or instructor if learning
- ☐ Announce takeoffs and landings
- ☐ Keep hands clear of the prop at all times
- ☐ Follow the club's flight pattern and field rules

After-Flight Checklist

- ☐ Disconnect battery immediately (electric)
- ☐ Empty fuel tank (glow/gas)
- ☐ Inspect for loose screws, damage, or heat issues
- ☐ Allow motor/ESC/engine to cool
- ☐ Log flight time and any issues for next session

****

Telemetry Basics for New RC Pilots

Telemetry is one of those features you hear experienced pilots talk about, but many beginners aren't quite sure what it actually *does*. The good news is that telemetry isn't complicated, it's simply your airplane

sending useful information back to your transmitter while you fly. Think of it as your model's way of talking to you.

What Is Telemetry?
Telemetry is a system that lets your RC airplane send real-time data back to your radio. This data can include things like battery voltage, altitude, airspeed, GPS position, or motor temperature. Your transmitter displays this information on its screen or speaks it aloud, so you don't have to look away from the airplane. Telemetry helps you fly smarter, safer, and with more confidence, especially when you're still learning.

Why Telemetry Matters for Beginners

Battery Awareness
The most important telemetry value for new pilots is battery voltage. Knowing your pack is getting low *before* the airplane loses power, prevents crashes and saves equipment.

Altitude Feedback
Altitude sensors help beginners understand how high they're really flying—useful when practicing patterns or staying within club limits.

Temperature Monitoring
Telemetry can warn you if your motor, ESC, or battery is overheating, which helps extend the life of your gear.

GPS Confidence Boost
Some radios can show distance from the pilot, speed, and even a "return direction" arrow. It's not autopilot—but it's reassuring.

Common Telemetry Sensors

- Voltage Sensor — The #1 sensor every beginner benefits from
- Altitude/Barometer Sensor — Great for training and glider flying
- Temperature Sensor — Helps protect electronics
- GPS Module — Adds speed, distance, and position data
- Current Sensor — Shows how many amps your system is drawing

You don't need all of these; most beginners start with just voltage.

How Telemetry Works
Telemetry sensors plug into your receiver or flight controller. As you fly, they send data back to your transmitter using the same radio link you already use for control. Modern radios like Spektrum, FrSky, Futaba, and Radiomaster all support telemetry in some form.

Most transmitters let you set voice alerts, such as:

- "Battery low"
- "Altitude 200 feet"
- "Signal warning"

This means you can keep your eyes on the airplane instead of the screen.

Why You Should Try It
Telemetry isn't just for experts. It's one of the easiest upgrades you can make to improve safety and confidence. Even a single voltage sensor can prevent a dead-stick landing or save a battery from over-discharge.

If you're a new pilot, telemetry is like having a co-pilot watching your airplane's vital signs while you focus on flying.

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Propeller Pitch: What It Is, Why It Matters, and How to Choose the Right One

If you've ever browsed propellers online or at the hobby shop, you've seen numbers like 10×6, 9×4.7, or 12×6. The first number is diameter, but the second number, pitch, is the one that confuses most beginners. Understanding pitch helps you choose a prop that gives your airplane the right mix of power, speed, and efficiency.

What Is Propeller Pitch?

Propeller pitch is the distance a propeller *would* move forward in one full rotation if it were traveling through a solid material, like a screw in wood.
Example:

- A 10×6 prop has a pitch of 6 inches.
- That means one rotation *tries* to move the airplane forward 6 inches.

In the real world (air), it moves less because of slip, but the idea still holds.

Think of pitch as the "gear ratio" of your airplane.

Why Pitch Matters

Pitch affects three major things:

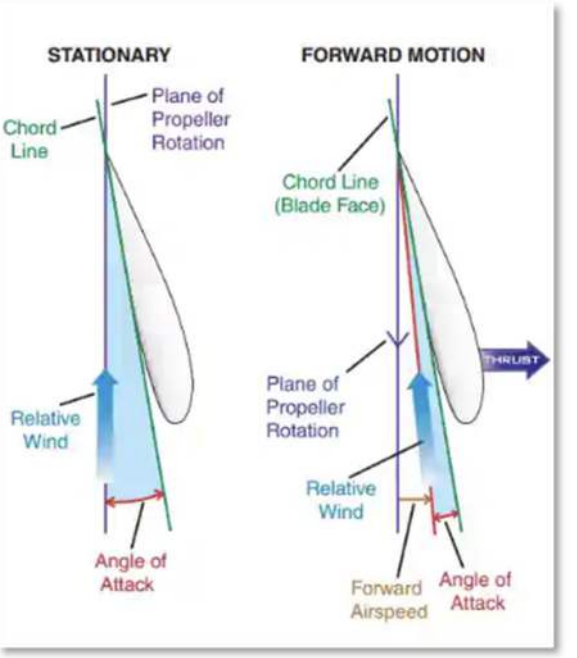
1. Acceleration & Thrust (Low Pitch)

A lower-pitch prop (like 10×4.7 or 9×5) grabs less air per rotation. This gives:

- Strong low-speed thrust
- Better takeoff performance

- Easier handling for beginners
- Cooler motor and ESC temps

Great for trainers, slow flyers, and high-drag airplanes.



2. Top Speed (High Pitch)

A higher-pitch prop (like 10×7 or 11×8) bites more air each turn. This gives:

- Higher top speed
- More efficient cruising at higher throttle
- Better performance for sport and racing models

But it also:

- Increases motor load
- Can overheat electronics if mismatched
- Requires more flying skill

3. Battery Life

Lower pitch = longer flight times Higher pitch = shorter flight times (Assuming the same flying style)

How to Choose the Right Pitch

Here's a simple, beginner-friendly way to pick the right pitch for your airplane.

For Trainers & Beginner Models
Choose low pitch:

- 9×4.7
- 10×5
- 10×4.5

Why: Stable, predictable, cool-running, and forgiving.

For Sport Flying
Choose medium pitch:

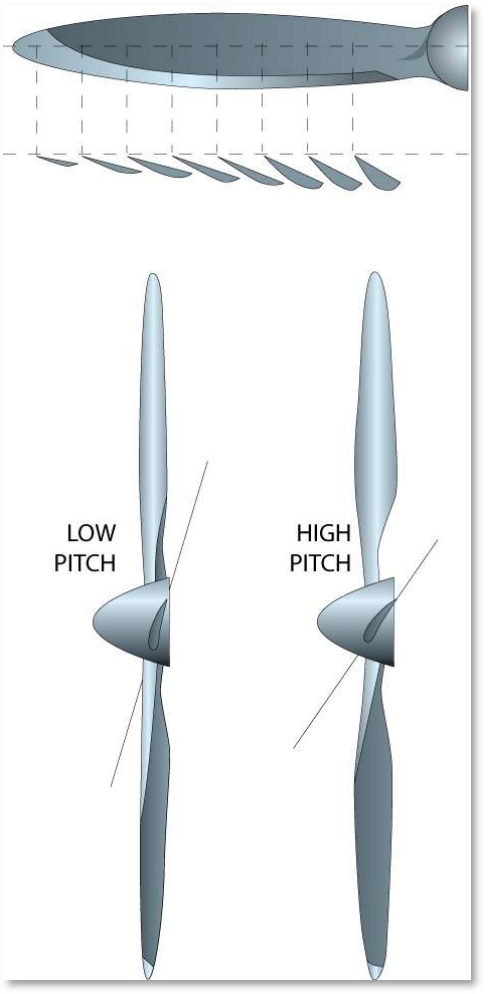
- 10×6
- 11×6
- 9×6

Why: Good balance of speed and thrust.

For Speed or Aerobatics
Choose higher pitch:

- 10×7
- 11×7
- 11×8

Why: More speed and punch—but watch motor temps.



A Simple Rule of Thumb

Lower pitch = more pull Higher pitch = more speed
If you're unsure, start with the manufacturer's recommended prop for your motor, then adjust pitch up or down depending on how you want the airplane to behave.

What Happens If Pitch Is Too High?

- Motor overheats
- ESC overheats
- Shorter flight times
- Sluggish acceleration
- Possible motor damage

If your motor comes down hot, drop pitch first before changing diameter.

Try This Beginner Test

Fly your airplane with the recommended prop.
If you want:

- More climb / more pull → drop pitch by 1
- More speed → raise pitch by 1
- Cooler temps → drop pitch
- Longer flights → drop pitch

Small changes make a big difference.

****

Servo Extensions and my new Servo Lead Tester
by David Spielman

For two months I saw advertisements in Model Aviation Magazine and one review on a new servo extension lead tester. I thought, "…maybe I should make sure the servo extensions I use are ok before I put them in my plane." I sometimes buy cables at swap meets or pull them from crashes I've had. Could those cables be putting some of my models at risk? They look good and I don't see corrosion. Maybe more testing is needed.

Cable from Pylon crash looks good, but is it?

I've worked in the electronic sensor manufacturing industry for over 40 years and have not seen cable testers in use often. Function testers are much more common. Cable testing tends to be expensive and dedicated to specific cable harnesses. Most of the testing we did was continuity tests looking for 1 to 2 ohms or less to ensure contact was made. So, for less than $70, having a cable tester that can read milliohms was very cool.

In less than a week my new tester arrived. I installed a 9-volt battery and printed labels with resistance values from the instructions which listed milliohms for popular extension gauge sizes. First step is to connect the input, and output leads together and turn the meter on so the meter zeros to within 1 milliohm. That's easy.

The new tester finished self-calibration

My own labels make it easier for me

e-Flite Y-cable looks good with low lead resistance

I grabbed a Y-cable that came out of an e-Flite plane. That tested good at less than 30 milliohms per conductor. This cable can be put into the good pile.

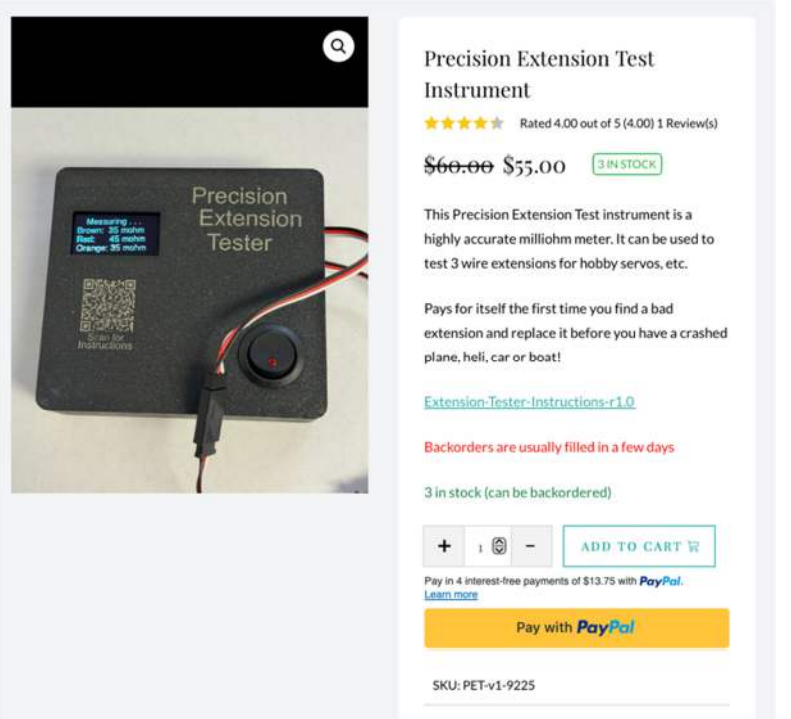
Very high resistance shows a bad cable

I then tried two very nice extensions that came out of a pylon racer that was rescued from the pond. Visually the cables looked great, but the meter told another story. A resistance of about 550 to 1300 milliohms per lead said this cable was going in the trash. My fluke meter goes down to .5 ohms and tests one lead at a time and would not have picked up this problem cable. The new cable tester saved the day.

Was the cable tester worth the money? Yes, for me it's great. I like to know I have good parts to work with, and I like to troubleshoot crashes. It is dead simple to use and fast. I don't think the meter is expensive because I know how much industry pays for this type of instrument. In the future I may make adapters for testing other hobby cables.

How to get your Precision Extension Tester

https://pe2buy.com/product/precision-extension-switch-tester/



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Photos from the 2026 Member Appreciation Day


PBRCA
Delray Beach
EXTRA 260
RWS Media


A320 AIRBUS
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REGULAR FEATURES

The Recreational UAS Safety Test (TRUST)

What is TRUST?

The law requires that all recreational flyers pass an aeronautical knowledge and safety test and provide proof of passage if asked by law enforcement or FAA personnel. The Recreational UAS Safety Test (TRUST) was developed to meet this requirement.

TRUST provides education and testing on important safety and regulatory information. If you fly your drone recreationally under the Exception for Recreational Flyers, you must pass the test before you fly.

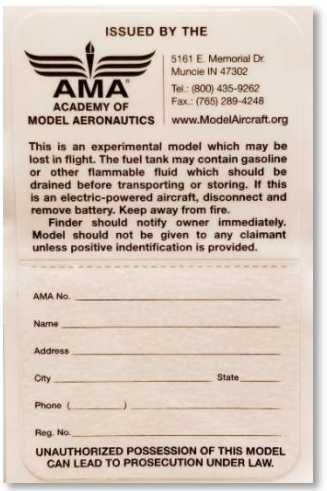
TRUST was developed in collaboration with drone stakeholders to determine content, and how it would be administered. Since June 2021, we have worked with a group of approved Test Administrators to provide TRUST as an online test. We in the FAA provide the TRUST content to the approved test administrators who, in turn, provide the online test to you, the recreational flyer.

Renew your AMA before it expires!

https://www.modelaircraft.org/membership/enroll

Renew your PRBCA club membership before it expires!

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



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

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 6/30/2026

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

You MUST have a current AMA membership card and PBRCA membership or Airfield Pass 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 or Airfield Pass card unless you have a current AMA membership card. The Club Membership form and Airfield Pass information is available on the PBRCA web site, www.palmbeachrc.com or at the field in the press box.

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

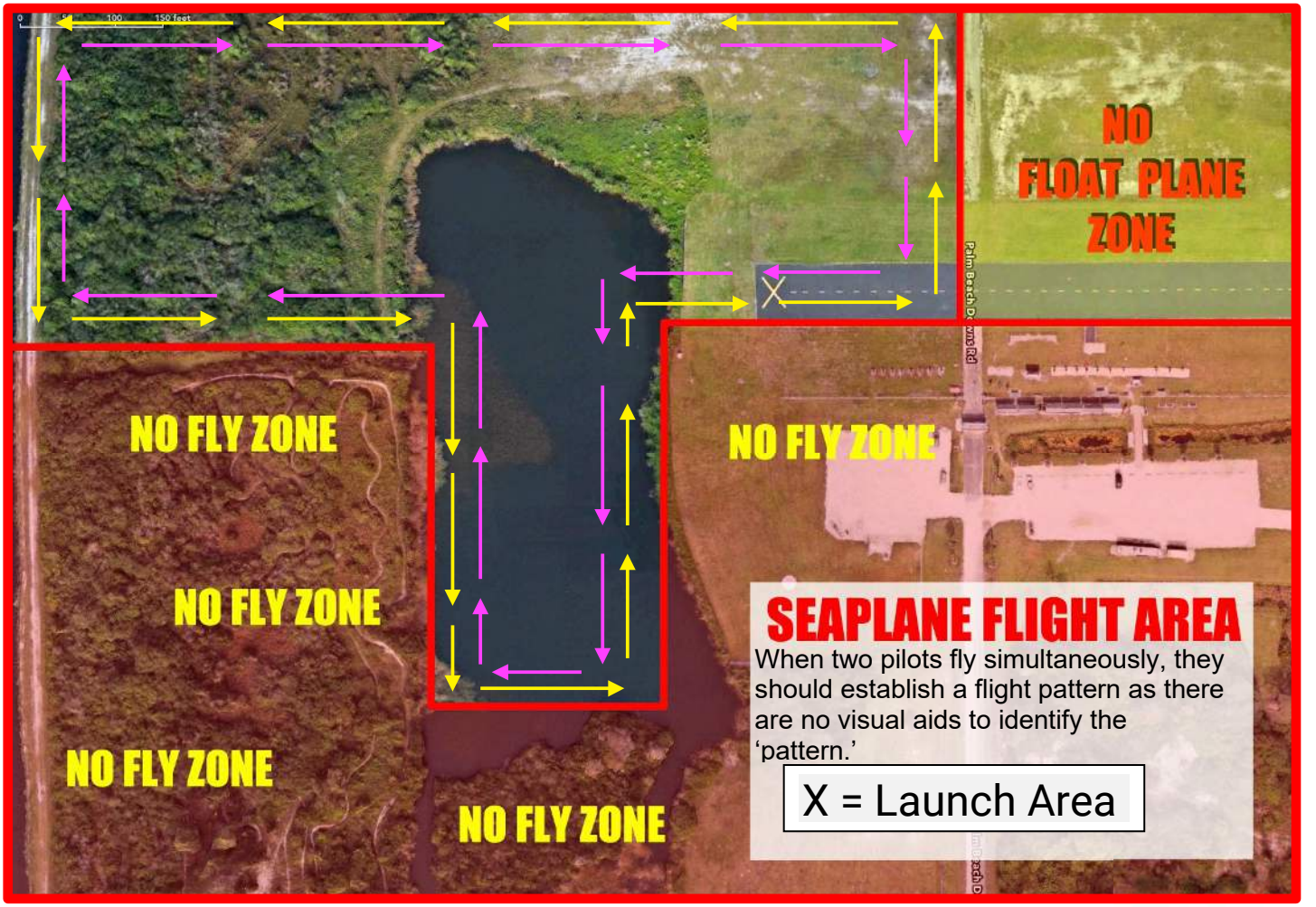
FAA sUAS REGISTRATION

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/#/

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



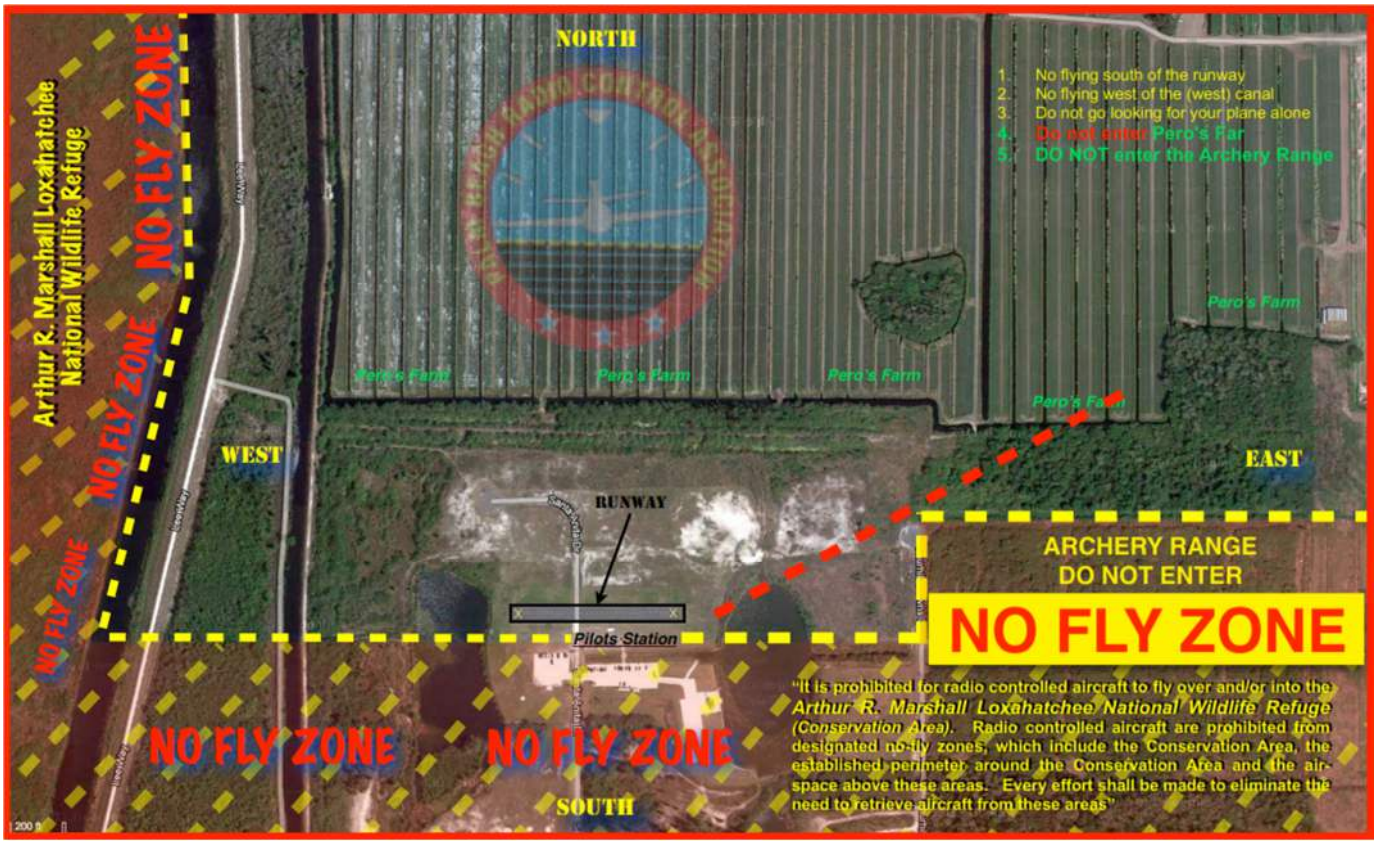
changes and additions are now incorporated into our Safety Rules.

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!

https://trust.modelaircraft.org/