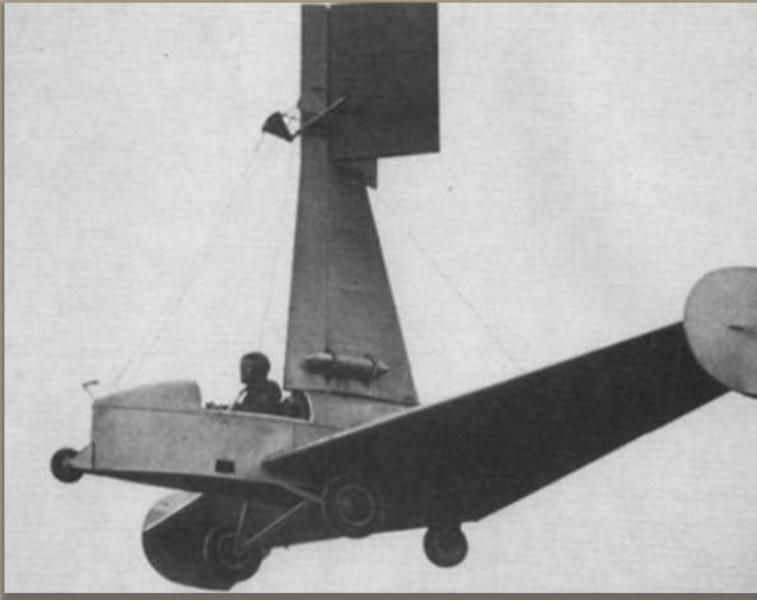


FLIGHTLINE

NEWSLETTER OF THE PALM BEACH RADIO CONTROL ASSOCIATION

[Charles de Rougé's 1936 Elytroplan](#)



AMA Club# 1016

ONE OF THE LARGEST AMA CLUBS IN AMERICA

Winter 2023



The Palm Beach Radio Control Association Current Board of Volunteer Directors

| | |
|----------------|--------------------------------------------|
| John Tice | President |
| John Scaduto | Vice President/Webmaster/Newsletter Editor |
| Princeton Rose | Treasurer |
| Ellen Hoffman | Secretary and Membership Chair |
| David Spielman | Chief Safety Officer |
| Jon Gerber | Chief Training Officer |

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*

| | | |
|-----------|-------------------------|------------------------------|
| January | 13 th , 2024 | 10:00 AM at Westervelt Field |
| February | 10 th , 2024 | 10:00 AM at Westervelt Field |
| March | 9 th , 2024 | 10:00 AM at Westervelt Field |
| April | 13 th , 2024 | 10:00 AM at Westervelt Field |
| May | 11 th , 2024 | 10:00 AM at Westervelt Field |
| June | 8 th , 2024 | 10:00 AM at Westervelt Field |
| July | 13 th , 2024 | 10:00 AM at Westervelt Field |
| August | 10 th , 2024 | 10:00 AM at Westervelt Field |
| September | 14 th , 2024 | 10:00 AM at Westervelt Field |
| October | 12 th , 2024 | 10:00 AM at Westervelt Field |
| November | 9 th , 2024 | 10:00 AM at Westervelt Field |
| December | 14 th , 2024 | 10:00 AM at Westervelt Field |

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,

2023 Year in review.

It's a good thing at the close of the year to look back and recall and recap the ups and downs and lessons learned. Most importantly we should look at our accomplishments and start the New Year with a new list of goals for the coming year.

Let's start with the highlights and note the events. We had a nice fun Fly in February to kick off the year. The PBRCA Swap meet on March 5th was a success. It was well attended as usual. National Model Aviation Day in August was well supported by our members at Markham Park with the Opa Locka Flying Tigers hosting. Warbirds was a great event again in November and Toys for Tots brought lots of generous donations for this deserving charity. We thank all the members and friends who helped make all these events successful. We learned a few things and will pass along this knowledge to keep these events going strong.

We are now in the planning stages of new events which may turn out to be some of the most outstanding events in club history. We are talking about the 3D event planned for February 16 through 18, 2024. Thanks to the organizers and helpers. This will be a potential boost for our club, and we should all support it by spreading the word and attending. We are also seriously talking about a Jet event. Let's keep the conversation going.

The Maintenance and Site improvements were significant this year. We installed a new helicopter field canopy structure which is really awesome. This structure also came about with some extra financial support from some of our heli-pilots. Thank you, guys.

The press box got the floor repaired, new windows, new door, new lock, new paint, and a substantial solar charging system upgrade. The weather station was upgraded and made operable by a generous donor. More security cameras are next.

The existing fence was repaired a few times by some outstanding members. This is great and will save us thousands of dollars in new fencing for some time.

The grass runway was rolled and now getting cut down to be maintained as real grass runway. Very nice, and long overdue.

We did have some challenges. One of the worst was the apparently deliberate act of someone pulling down one of our west canopies. Thanks to a handful of unbelievable members, the canopy was taken away and re-welded and set back up in matter of weeks and at no cost to the club. WOW! We cannot thank those guys enough for their effort and skill.

Our relationship with the Parks department is very good and we have good communication and mutual concern for the property. We had a lake lettuce problem and as we were about to spend club



money to fix it, the park stepped up and treated it and in a matter of weeks, the problem cleared up and good to the current day. No club money spent here. Let's fly more on that lake. We opened the door to Pylon racing and hope to see that take off in 2024. You pylon guys get with us and let's do a demonstration and or a race.

Training was very active this past year. The ages of trainees varied from teens to seniors. It's very rewarding to see your student start to get it right and move on to solo. We still need trainers and planes and organizing. Thanks to our current trainers.

Another great thing is that we have had very few injuries and safety has been quite good. This is a result of our culture of safety, and we must always be on top of safety.

I have learned so much this year. I have been trying to listen and ask more questions. Please do the same and let's keep that respect for each other high, even if you disagree.

It's been a good year and I think 2024 has the potential to be even better.

I want to close with a sincere thank you to Ellen Hoffman who has been an outstanding club secretary and is stepping down come 2024. She has set the bar for that position and it's just wonderful that Ellen, who is not an RC flier, has done this in support of our club for years.

See you at the field.

John E. Tice
President



John Scaduto

Vice President/Webmaster/Newsletter Editor

Following up from John Tice's - PBRCA's President - previous Fall newsletter contribution, I'd like to ask you...do you build your airplanes? I do. I'm currently in the process of scratch building, or for the purists out there, building from plans, a 72" wingspan 1929 Monoprep – a predecessor to the Monocoupe. My hope is that it will resemble what you see in the photo.



If you don't build, you should try it.

Building radio-controlled airplanes isn't just a hobby; it's like stepping into a cool adventure that mixes creativity, learning new skills, and feeling awesome when you succeed.

Imagine putting together your own mini flying machine—it's not just about building, but also solving puzzles and exploring how cool technology works. You get to be super creative, making your plane look and fly just how you want. When your creation finally zooms through the air, it's like reaching a level in a video game or acing a test—total confidence boost! Plus, you join a friendly group of other RC airplane fans who share tips and stories. Whether you're into science and tech, love being outdoors, or just want a fun and rewarding hobby, building radio-controlled airplanes is like jumping into a world where your ideas take flight, and the sky is your playground. Give it a shot, and you'll discover the excitement of creating your own flying wonders!

Here are ten positives about 'building' your plane:

1. **Skill Development:** Building radio-controlled airplanes provides an excellent platform for developing various skills, including fine motor skills, hand-eye coordination, and problem-solving abilities. Assembling the intricate components of an RC airplane enhances manual dexterity and fosters a better understanding of mechanical systems.
2. **STEM Education:** The hobby of building RC airplanes is an engaging way to promote STEM (Science, Technology, Engineering, and Mathematics) education. As a builder, we learn about aerodynamics, electronics, physics, and engineering principles while working on our projects, making it a hands-on educational experience.
3. **Creativity and Customization:** Building RC airplanes allows for a high level of creativity and customization. We can personalize our models by choosing unique designs, color schemes, and modifications. This creative aspect not only enhances the aesthetic appeal of the aircraft but also encourages our individuality in the hobby.
4. **Sense of Achievement:** Successfully building and flying an RC airplane provides a profound sense of accomplishment. Overcoming challenges during the construction process and witnessing the finished product take flight instills confidence and pride, fostering a positive mindset and a can-do attitude.
5. **Community Engagement:** The RC airplane hobby often involves a vibrant and supportive community. Builders and pilots gather at flying fields, events, and online forums to share knowledge, experiences, and tips. This sense of community enhances the overall enjoyment of the hobby and creates opportunities for social interaction.
6. **Introduction to Aviation:** Building and piloting RC airplanes can serve as a gateway to an interest in full-scale aviation. Many RC hobbyists develop a deeper appreciation for aviation, leading some to pursue careers or hobbies related to flying, aeronautics, or aerospace engineering.
7. **Outdoor Recreation:** Flying RC airplanes encourages outdoor activities and provides a reason to spend time in nature. Whether at a designated flying field or a local park, the hobby promotes fresh air, physical activity, and a break from screen-based entertainment.



8. Problem-Solving Skills: Building an RC airplane involves troubleshooting and problem-solving. From diagnosing technical issues with the electronics to optimizing the balance and performance of the aircraft, builders and pilots continuously refine their problem-solving skills throughout the building and flying process.

9. Patience and Focus: Building RC airplanes requires patience and attention to detail. This aspect of the hobby helps us develop patience and focus as we work through intricate tasks, follow instructions, and wait for the final result. These skills are transferable to various aspects of life.

10. Technological Understanding: The electronic components and systems in RC airplanes, such as transmitters, receivers, and motors, provide a practical introduction to technology. As hobbyists we build and experiment with these components, they gain a better understanding of how technology works, contributing to digital literacy and technological proficiency.

John Scaduto

Here are a couple of other 'plans-built' airplanes I've constructed.

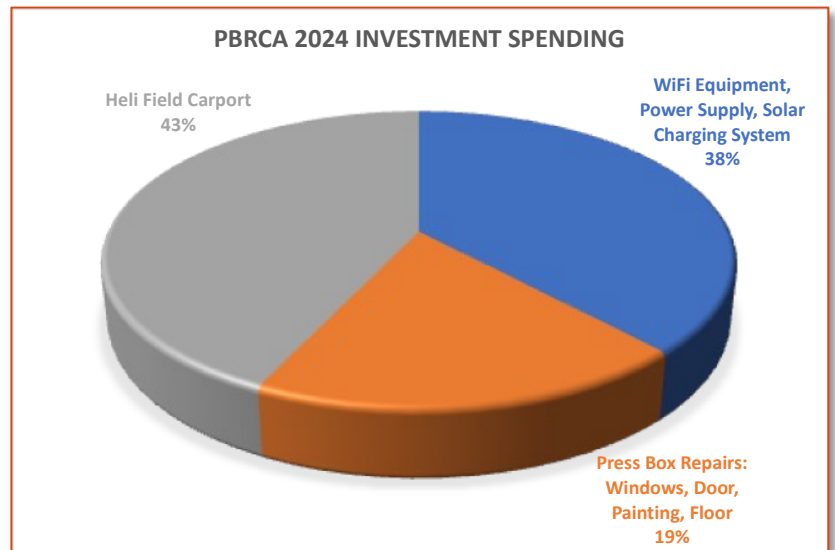


Princeton Rose

Treasurer

Reflections and looking ahead...

Wow, another year in the rear-view mirror! How does this happen? It's most likely due to all the fun we are having in our hobby. Reflecting on 2023, I'm absolutely "tickled" with our accomplishments and am quite excited about the prospects for 2024 and beyond. During 2023 our R/C flying sites and club operations benefitted from club funding for our new heli field carport, expanded solar power supply supporting two charging stations and streaming video of the runway, and new windows and door for our beloved Press Box. As we discussed at our December 2023 General Meeting, "living within our means is paramount" which requires covering operating costs with our primary funding source, membership dues.



With the bulk of our improvement projects behind us, we can focus on our evolving 2024 schedule of events which includes our "3D" event in February and plans for a "Jet Event" by mid-year. In addition to providing thrilling and fun experiences for club members and visitors, we expect a positive financial impact from these events.

Charitable giving from club activities in 2023 consisted of cash donations to Alexander Nininger Veterans' Nursing Home and Toys for Tots. We also donated 80 toys to Toys for Tots (75 in 2022). Our participation in the 2023 South Florida National Model Aviation Day fun fly event enabled participating clubs¹ to make another generous contribution to Feeding South Florida. This was our second donation in as many years to Feeding South Florida and we remain impressed with their operation.

Remaining improvement projects include refurbishing our Press Box floor and walls and installing a solution to manage water pooling from heavy rains under the runway carports. Longer term we must resurface our 17-year-old runway. ***It goes without saying that responsibly maintaining our wonderful flying sites requires the commitment of our members and their financial support.***

Princeton
December 2023

¹ Participating clubs were Opa Locka Flying Tigers, R.C. Bush Pilots, Vista View Flyers, Aero Modelers of Perrine, and PBRCA.



Ellen Hoffman

Secretary and Membership Chair

From the Secretary and Membership Desk,

Thank you to all those who have heeded my request to renew your club membership early. But there are still many members who have not renewed, some of whom are several months behind. Check the expiration date on your club card and if it has expired, please renew it now. The financial health of our club depends primarily on the membership dues that we collect throughout the year. We have accomplished so much this year; let's keep the ball rolling!

Remember, the easiest way, which I am happy to report is widely used, is online on our website palmbeachrc.com using either Paypal or a credit card. And remember, before you can renew your club card, you must renew your AMA card. And, importantly, 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.

It is also that time of year to nominate and elect new Directors for the board of PBRCA. It takes a village to run an organization such as our great club. Consider volunteering your time to become a member of the board and help PBRCA continue to thrive. Email me at ellenhpbrca@gmail.com if you would like to put your hat in the ring and include a short candidate statement describing your professional and RC experience and how you feel your knowledge and experience can benefit the club.

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

"Timing is Everything"

Knowing when to fly and when to stay on the ground is important. Sometimes you are in the right, and you should be able to fly, but staying put is the best decision. For instance, there's a helicopter pilot with a big electric bird that is hovering on the end of the airplane field taxi way. It lands, pauses, takes off, lands, pauses and repeats. You're in the shared pilot's station, controller in hand and plane on the runway. Should you take off? Should you yell out "You can't fly that thing here!" or should you pause? Resisting the urge to fly could be your best choice and letting other pilots in the pilots' station know the issues is super useful.

"Talk, don't yell."

The best thing to do is ask the Heli pilot what his flight plan is. That means wait until he lands and shuts off his bird because he can't listen until it's off. It's why we all fly from the pilot's station so we can all hear each other.

A lot of our issues with other pilots can be eliminated if we stop and wait to talk to the other pilots. If we take the time and remain calm, we can make difficult conversations easy.

A few simple steps to follow.

1. Stop and see what's happening.
2. Don't approach until it's safe and the aircraft is down.
3. Don't interrupt the pilot until they've landed unless something really bad is about to happen and you can save the day. (Doesn't happen often).
4. Don't say, "you can't fly that here". Many times, they can and we don't know it's allowed.
5. Lead with a complement, "That was some awesome flying." "What model was that? It looks sweet."
6. Last, comment on what concerns you. "It was really hard to fly my plane with the Heli on the taxi way. We should all fly from the pilots' station so we can hear each other" or "When you go up again, I'll let the other pilots know to stay on the ground until your copter lands."

In this case the helicopter can fly on the plane field, but we need to coordinate. The plane pilots should not take off until the helicopter is unplugged, but if planes take off, the person who should pause flying is the one who can control the situation. That may be the Heli pilot. How frustrating is that!

Communication is the answer. Announce you're going to hover for 5 minutes to tune your Heli and ask pilots to give you the airfield. If you've got a spotter, have them speak to the pilots if they approach the pilot's station, "Wait a sec, the helicopter is going to hover for a few minutes."

So, I'm the safety guy and I've done all these things wrong, at least once. I've also done them the recommended way and things went alot smoother. It does require a little bit of waiting sometimes, but it's definitely worth it.

This situation doesn't only apply to helicopters, which was just an example. Large fast expensive aircraft, pylon racers, slow aircraft, a camera drone, a freestyle drone, a special demo or a pilot in trouble may need more air space. Keep an eye out and stay aware. We all want to have fun flying with friends and it's sometimes necessary to give way and wait it out.



“Close Call”

Now is not the time to get complacent about charging LiPo batteries.

One of our members had a close call with a common brand battery that many of you own. He was charging batteries on his kitchen counter while he was cooking, rather than charging in the garage unattended. His wife alerted to a funny noise and said, what’s that popping sound? The LiPo battery had swelled to a round sausage.

Our member grabbed the battery and ran to the front door. By the time he was outside foot long flames were coming out of the battery. No-one was hurt and no damage to the home.

This is a reminder to not charge batteries unattended and to consider charging in a fireproof container or outside. For those of you with DC chargers, you can charge at the field with our new charging station.

“The Woods”

With safety being one of our top goals we recommend that you refrain from risking their health and safety by wandering out to the woods to retrieve downed planes. Our field is at the edge of the Everglades and wild animals including snakes, alligators and other creepy crawlies live there and are waiting for something good to eat. The ground can be very soft and muddy. If you do go out, take water, your phone and a friend who can pull you out of the water or mud if you slip.

“Throttle Cut...and direction too!”

You’ve listened to us talk at the meetings about throttle cut and you programmed it on your transmitter. Great!!!!

Did you program the switch in the correct direction?



Ok, what am I talking about. You want your switch to cut the throttle when you trip and squeeze your radio. Pulling the switch towards you should shut off the motor. When set the OTHER way, an accidental squeeze of the transmitter during a trip can start the motor, YIKES. I know someone who that happened to. The doctor in the emergency room was impressed with the damage. Huge and clean. Don’t let this happen to you.

On my Spektrum radio, throttle cut switch is H and position 1 cuts the throttle. This is the most common throttle cut switch on Spektrum radios. If you select another switch, pulling towards you should cut the motor.

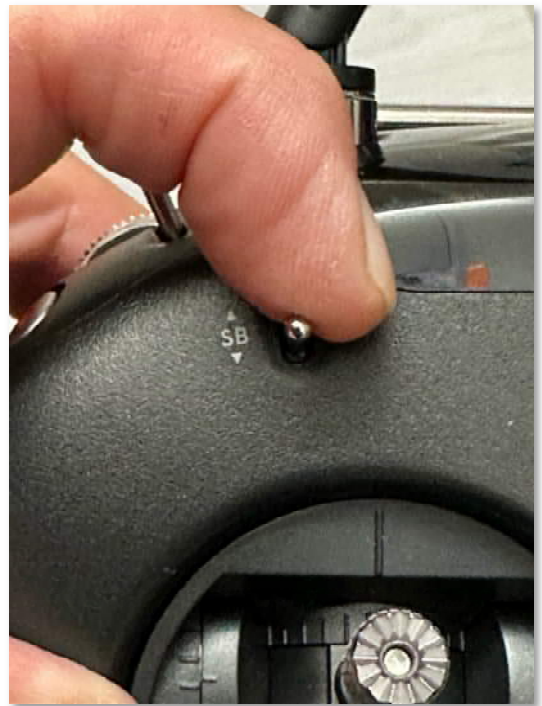




On my Futaba radio, it's switch SF. It's a three-position switch but works just like the Spektrum.

For my DJI radio the switch is just above the throttle. Pull down and the motors all cut.

David Spielman
Safety Guy



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

PBRCA, keep doing what you're doing!

In the late 1980's as a young teenager I entered the hobby of RC planes. Similar to most of us, instant passion was born, and I went from spectator at an RC air show straight to the hobby shop. My first plane was a balsa taildragger from "Model Engineering of Norwalk", fit with an Enya 0.25 and a 4 channel Futaba AM radio. I could not have been more excited and worked all winter long building the kit, perfecting my Monokote and dreaming of the first spring flight. In retrospect, the most challenging and unexpected aspect of my start up – more so than raising the funds, building the kit, bumming rides to the field – would be the training. As a young teenager and first-generation flyer, I was a bit out of place in a hobby largely led by my grown men quite senior in stature, skill, financial footing, and comfort amongst airfield peers. Unfortunately, this got the best of me. Simulators were a distant concept, the internet was an unknown, and it took all my might to ask for help at the flying field. A few good crashes, a few cold shoulders at the airfield, and before you know it my life moved on to new adventures.

In 2010, my son was born and realized that there was still a kindle of excitement regarding the RC hobby inside me. Something inside me always hoped he might find my lost trail of RC planes. As a parent, like all of us I want the best for my children. I coach, I steer, and occasionally give a soft push but in general I do let them navigate their course with the safety net not too far behind. Fast forwarding, a few lucky unsolicited strokes from various sources landed my son right into the middle of the hobby – ironically where I had packed it up decades prior. I was determined to make this a success and already knew what we had to do differently in round two.

As a resident of Davie, we have a few field options in close proximity. Some we could practically run home if we forget something. Notwithstanding several local options, we were introduced to Palm Beach RCA and decided to check it out in person. Based on the initial (and continued!) reception we received, the instant sense of inclusion, and the support offered – we knew this is the place for us. This is what I needed in 1988 and immediately knew this is where my son would be able to continue where I left off. There was and continues to be excitement to see him succeed and know the dream my is not lost.

"We are grateful for the team at PBRCA and sincerely appreciative for everything it has brought us."

It's a passionate 71-mile round trip to the flying field but worth every minute and the effort. Whilst the facilities at PBRCA are exceptional, it is the people that define the experience. So many people have taken their time to shadow a flight, tune expo settings, lend a hand and most importantly show their support, understanding, extend their fellowship to someone decades removed by age. It is the complete opposite of my early flying experience and one that promotes the hobby, accepts the youth and facilitates safe learning. My son has now found his own passion for the hobby as well as a corresponding sense of direction.

We are grateful for the team at PBRCA and sincerely appreciative for everything it has brought us. As Kai is finding his place in the hobby, it is piquing my interest for a return as well.

Please keep doing what you're doing. Your excitement for the hobby is contagious and your willingness to share a story or shadow a pilot is beyond helpful.

Safe landings,
Jamie & Kai Benoit



Fail-Safe Basics.....

This article is a gentle reminder for pilots to ensure that “Fail-Safe” is **set up and working** on their aircraft, especially the larger models. It’s worth remembering that **“Fail-Safe is primarily there to protect people on the ground.”** As a cautionary note, oftentimes at the field we assume that Fail-Safe is operable and effective on the aircraft operating around us, and that’s a mistake. Also note that at our field we expect pilots to be able to demonstrate that (s)he has correctly set up Fail-Safe.

So, what is Fail-Safe? Fail-Safe allows you to define the “GO TO” operating position of each servo if the receiver loses the signal from the radio, even if it is only for a few seconds, or when the receiver battery voltage becomes low. Put another way, Fail-Safe defines the behavior of each channel if the receiver loses the signal from the radio or when the receiver battery voltage becomes low. **Fail-Safe is set up in your radio with the “GO TO” operating positions for each channel set to either “HOLD” last position, OR F/S, where each control surface moves to a pre-set position.** (Please note that the names and features may differ by radio model.)



| CH | Function | Mode | B.F/S | F/S Pos. | CH | Function | Mode | B.F/S | F/S Pos. |
|----|----------|------|-------|----------|----|------------|------|-------|----------|
| 1 | Aileron | Hold | OFF | | 7 | Auxiliary1 | Hold | OFF | |
| 2 | Elevator | Hold | OFF | | 8 | Auxiliary2 | Hold | OFF | |
| 3 | Throttle | Hold | OFF | | 9 | Motor | Hold | OFF | |
| 4 | Rudder | Hold | OFF | | 10 | Auxiliary2 | Hold | OFF | |
| 5 | Gear | Hold | OFF | | 11 | Auxiliary1 | Hold | OFF | |
| 6 | Flap | Hold | OFF | | 12 | Auxiliary1 | Hold | OFF | |

Futaba 32MZ Fail Safe Setup Screen

BINDING AND PROGRAMMING FAILSAFE

Failsafe is configured when the transmitter and receiver go through the binding process. When binding an aircraft, always follow these steps to ensure the failsafe operates as expected in the unlikely event of a loss of radio link:

1. Move the throttle to the low or off position.
2. Set all other controls to the desired failsafe position.
3. Follow the receiver instructions to power the receiver on in bind mode.
4. From the iX20 transmitter Bind menu, touch and hold **BIND** until the transmitter reports it is binding.
5. When the transmitter indicates binding was successful, power off the receiver, according to the receiver instructions.

After the transmitter and receiver are bound, if the radio signal link is ever lost between the transmitter and receiver, the receiver immediately moves the aircraft control surfaces to the failsafe positions or holds position depending on the type of failsafe set during bind.

Spectrum iX20 Fail Safe Programming

“Effective” Fail-Safe setup is **model dependent** with some room for personal preferences; however, there are some basic considerations that are worthy of special mention. First and foremost is the behavior of the throttle channel. How should the aircraft propulsion system behave when the receiver can no longer communicate with the radio? The last thing you want is a runaway aircraft at full throttle. Common sense safety expectations for throttle are as follows: for glow/gas engines, throttle should be set to “Idle” / “Kill,” for turbine ECUs, typically “Shut-Down,” and for electric motors, “Off.” Note that for a gas engine, installing an electronic ignition kill switch allows the engine to be shut down in the case of a signal loss. (Fail-Safe on complex setups using power supply systems (e.g., PowerBox Pioneer) in between the receiver and the ECU for a turbine, requires understanding the Fail-Safe features of those power supply systems and adjusting accordingly.)

Although RC pilots routinely debate Fail Safe settings for the control surfaces, pilots seeking guidance can turn to the “best practices” outlined in **AMA’s Air Show Safety Program**. These are in *Appendix 2, International Council of Air Shows Remote Control Aircraft Operations Best Practices, Section 12:*



| | |
|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 12. | Equipment |
| 12.1 | All radio equipment shall be FCC approved narrow band 72 MHz, Ham narrow band or 2.4 GHz spectrum band systems. Radios using other frequencies are not permitted by the FCC. |
| 12.2 | All radios should have the Fail-Safe function enabled and set to the following conditions: |
| | 12.2.1. Throttle closed or idle cut off |
| | 12.2.2. Flaps down (if applicable) |
| | 12.2.3. Speed brakes deployed (if applicable) |
| | 12.2.4. The remaining controls should be in the last position held |

As a final note, make sure you confirm that your model behaves according to your Fail-Safe settings, especially the throttle setting.

Happy and safe flying!
Princeton



Excerpt from Jeff Troy's "Tool School" - Park Pilot 2023

"...Before I get into the specific, here's my personal opinion about how this model-building thing works: I believe that there is not really such a thing a hard-to build model. Some model airplanes can be more or less challenging to put tighter than others, but when you really think about it, no model is *hard* to build – it might just be *complicated*."

"What? No, I'm not crazy, so follow me. Model kits are built through a series of steps, and an airplane that some modelers describe as "hard" to build is actually one that simply requires a greater number of steps to complete. Read on."

"Let's say step one in a models' manual has you punching out a few parts from a die-cut or laser cut sheet. Is that hard? Of course not. You could do that all day. Step two might have you gluing two of those punched-out parts together to make a horizontal stabilizer. Again, is that hard? Nah. You know you can handle that."

"Step three might be gluing a double onto the inner wall of a fuselage side. Steps four through infinity will each require just one simple procedure, any of which would present no problem to someone who can get past steps one through three without a meltdown."

"So, that's my point. Model building is never really hard, although an intricately detailed airplane will surely be more complicated than a simply one in the number of steps required for completion.

These observations can be applied to any type of material you use to build your planes: balsa, foam, carbon fiber, fiberglass, etc. The tools you'll need will, of course, be based on the materials you use. Regardless of the type of material you use or where you are with your flying skills, you should consider maintain a good set of tools so that you can get to repairs or new builds as quickly as possible and so that you don't miss out on those great flying days.

That said...do you have 24 minutes and want to see a couple-a-bazillion steps masterpiece? Check out this build of an Airbus A350...it's mesmerizing.

<https://www.youtube.com/watch?v=0S79s49-KMg>



Repair Foam Hinges

When was the last time you tugged on the rudder to make sure the hinge was secure? Probably a long time ago. As planes get used, more things happen to compromise linkages. I decided to check the hinge on my eFlight foam T28. I pulled it lightly and it started to tear on the hinge line.

Time to do a repair.

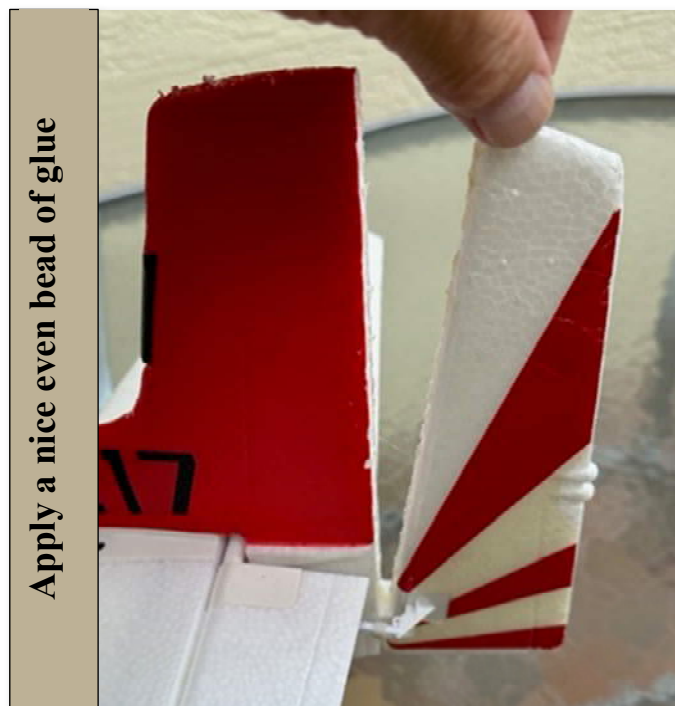
The best way to take care of a weak hinge is to separate the rudder completely from the stabilizer. It doesn't take much force and that's why I knew it was the right thing to do.

To fix this hinge I decided to use Foam-Tac. There's a great video on this and I'll demonstrate it for you here. Link at the end of this article.

Removal of loose tape, glue and paint is crucial. Easy enough to do with good tweezers or pliers. I was lucky the foam stayed together well, or I would have



removed the loose bits.



Dry fit the rudder to make sure you know how it fits. You can remove the control linkage too. I was lazy and did not. Have clean hands unless you like black hinge lines.

Apply a bead of Foam Tac to one side of the hinge joint evenly.

Dry fit the rudder to make sure you know how it fits. You can remove the control linkage too. I was lazy and did not. Have clean hands unless you like black hinge lines.



Good and Stringy joint

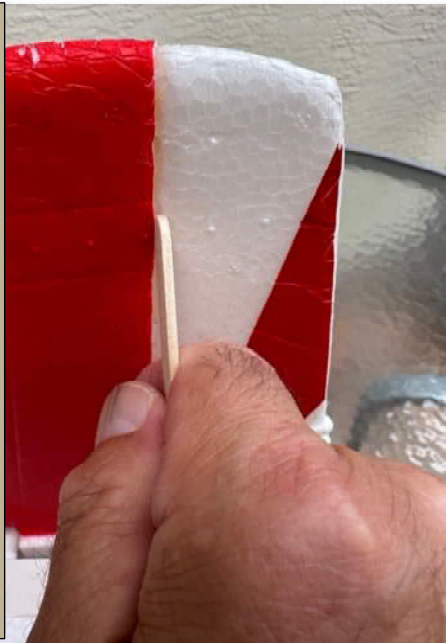


Squish the two pieces together. the glue will wet both sides. Now pull the two pieces apart and repeat until the glue becomes thicker and stringy. Now separate the pieces one last time. Let the glue sit for one to three minutes to dry.

The rudder can now be pushed in place and left to harden.

Remove excess glue that blocked the rudder from swinging.

Removing excess Foam-Tac



I used a popsicle stick to smooth or remove excess.

Let it sit for a few minutes. After the glue has dried for at least five minutes, you can manipulate the hinge to make sure it works and swings easily. When you think it's dry, give a tug and you'll find the hinge is quite strong.

The complete rebuilt hinge



See the repair video on here:

https://youtu.be/L3fmdBeeNqo?si=KCWijE_98yuV4WAU

- David Spielman



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-You's

- October 2023: Donald Kulp a big thank you for repairing the chain link fence poles and cross bars.
- November 2023: All the following for their assistance with the 2023 Warbirds event: Chris Stellas, Ed Christiansen, Bill Kanter, Sean Seiler, Justin Ochoa, Alex Spielman, and of course Arty Mundell....Thanks guys!
- November 2023: A HUGE THANK YOU to Wes Baker for repair and (re)installation of the damaged carport.
- December 2023: Wayne Knight for taking the initiative to rent and then 'roll' the grass runway with a heavy duty vibratory roller.

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!



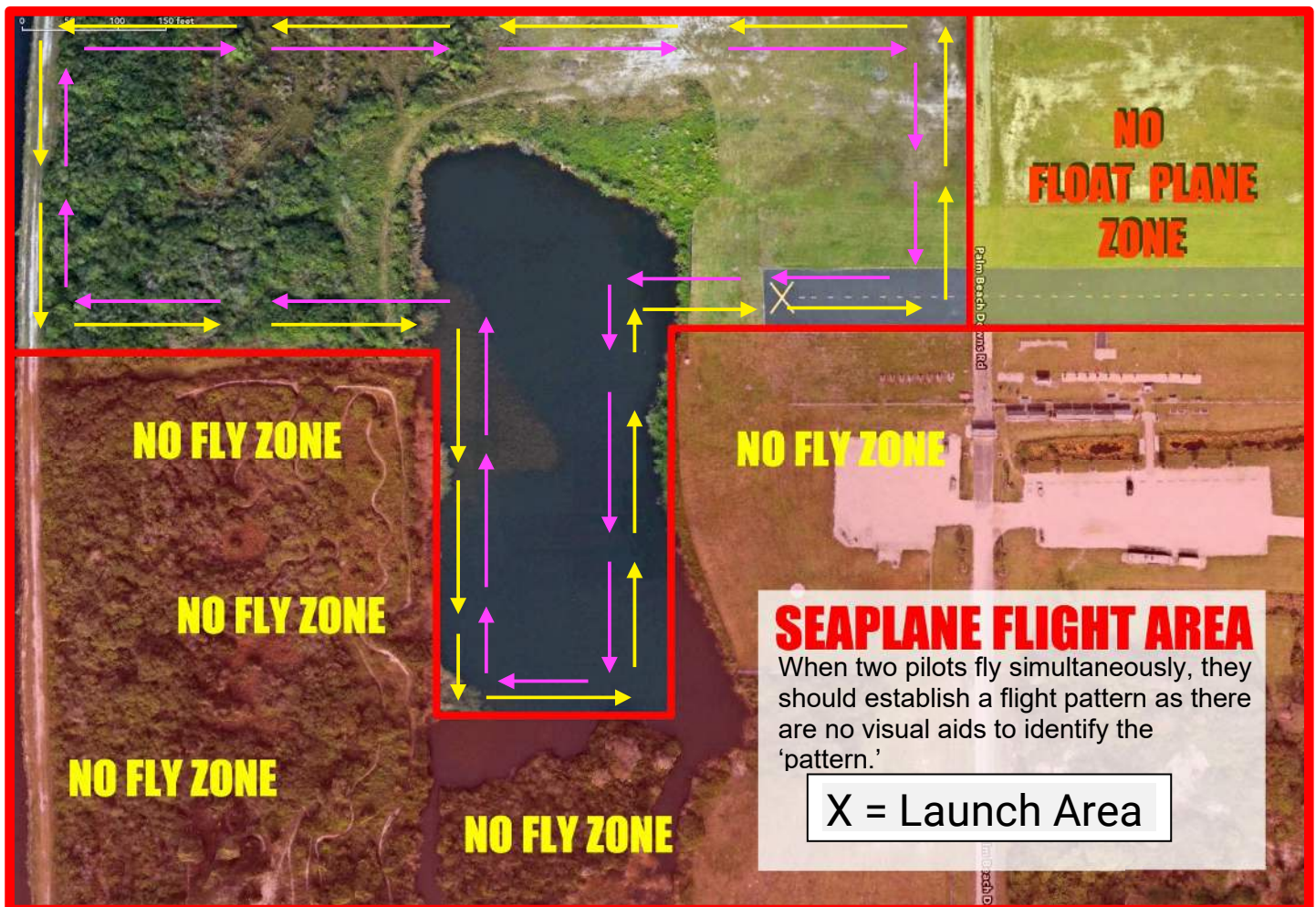
As the park gets more and more popular, we are going to see more and more patrols by the Sheriff's Department. The park speed limit is 25 mph and stop signs mean STOP! Don't risk an expensive ticket by becoming complacent. Also, watch for the Frisbee Golf guys. That group seems to be getting more and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



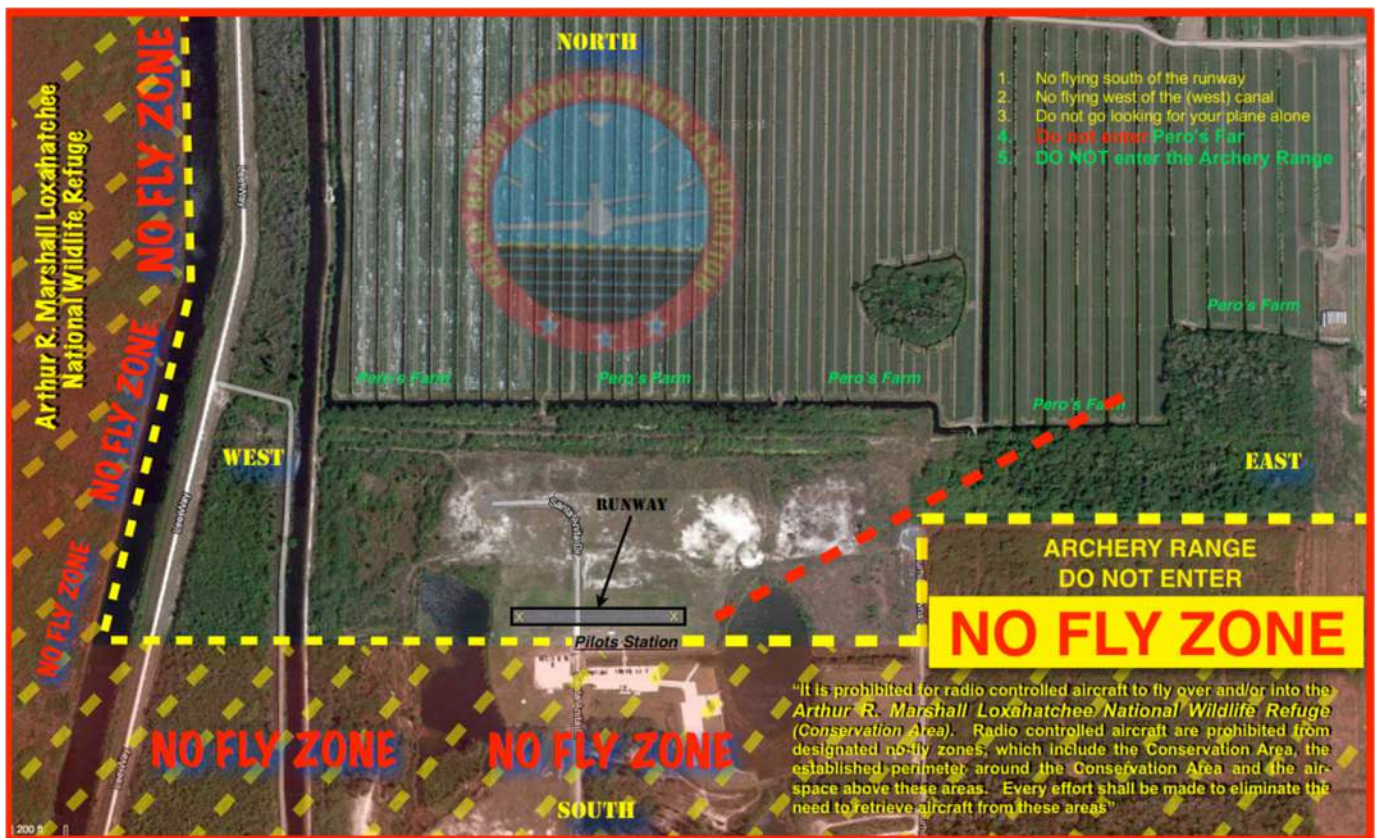
The revised safety rules and the map have been posted on the window of the press box and on our website, and can be accessed at:

[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!



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

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

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

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



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

Happy and safe charging!





TRUST

HAVE YOU TAKEN IT!?

(THE RECREATIONAL UAS SAFETY TEST)

YOU SHOULD.

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



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