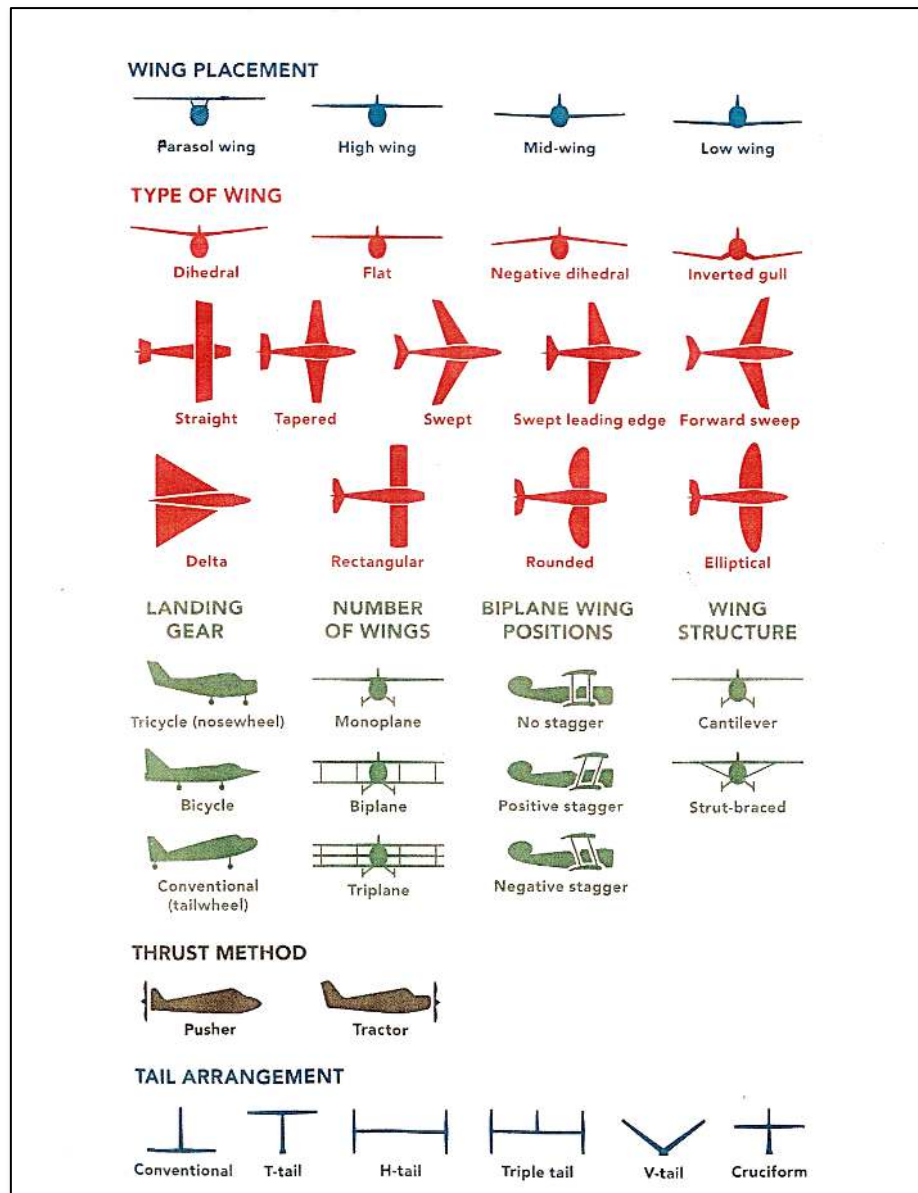


FLIGHTLINE

NEWSLETTER OF THE PALM BEACH RADIO CONTROL ASSOCIATION

Children's Learning Sheet from the Florida Air Museum



AMA Club# 1016

ONE OF THE LARGEST AMA CLUBS IN AMERICA
Fall 2026



The Palm Beach Radio Control Association

Current Board of [Volunteers](#)

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

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

Membership Meeting Dates!

Second Saturday of Every Month

ALL DATES ARE TENTATIVE

<i>October</i>	<i>10th, 2026</i>	<i>9:00 AM at Westervelt Field (new time)</i>
<i>November</i>	<i>14th, 2026</i>	<i>9:00 AM at Westervelt Field (new time)</i>
<i>December</i>	<i>12th, 2026</i>	<i>9:00 AM at Westervelt Field (new time)</i>

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

[Club Calendar](#)

A FRIA approved club (FAA-Recognized Identification Area)



John Scaduto

President/Newsletter Editor

National Model Aviation Day

Thanks to your generosity, the Palm Beach Radio Control Association along with the Aero Modelers of Perrine (AMPS), raised about \$1,600 for St. Jude Children's Research Hospital. That's not just a number; it's real help for kids fighting cancer and other life-threatening diseases.

St. Jude's promise is that families never receive a bill for treatment, travel, housing, or food, so parents can focus on helping their child live. About 82 cents of every donated dollar goes directly to patient care, research, and education; the rest covers fundraising and administrative costs needed to keep the hospital running.

What \$1,600 Means at St. Jude — And What Our Event Meant Locally

What Your \$1,600 Can Help Provide

Using St. Jude's published spending patterns and typical cost categories, here's what your \$1,600 can support:

- Roughly \$1,312 (about 82% of \$1,600) goes straight to patient care, research, and education programs.
- Within that, your gift helps cover things like:
 - Salaries and benefits for doctors, nurses, and researchers who treat children and run clinical trials.
 - Medications, lab work, and imaging needed to diagnose and treat childhood cancers.
 - Travel, housing, and meals for families who must relocate to Memphis for treatment—provided at no cost to them.
 - Education and training for the next generation of pediatric oncology specialists, plus outreach programs that share lifesaving knowledge worldwide.

Put another way, your \$1,600 helps ensure that multiple families can stay near their child during treatment without worrying about rent, flights, or grocery bills—and it helps fund the research that keeps pushing survival rates higher.

In the graphic below, you can see how every dollar makes a difference:



Palm Beach Radio Control Association



What \$1,600 Means at St. Jude



\$1,600
Makes a Real
Difference

\$1,312

to patient care
& research



Directly supporting
St. Jude patients and
groundbreaking research.

\$525

Travel & housing
for families



Helping families stay
close to care, no
matter the distance.

\$525

Medications
& lab work



Covering essential
medications and
precise testing.

\$262

Meals for
families



Providing comforting
meals during
hospital stays.



100% of every dollar
supports St. Jude
missions



Frees up resources
to help more families
in need



Funds research
that brings new hope
to kids worldwide.

♥ Together, we're supporting the lifesaving mission ♥
of St. Jude Children's Research Hospital.

Total Impact: \$1,312 - of that amount, \$525 helps families with travel and housing, another \$525 supports vital medications and lab work, and the remaining \$262 provides comforting meals for families staying close to their loved ones.



Palm Beach Radio Control Association
www.palmbeachrc.com

A Local Impact: Trail Life Troop 633

In addition to supporting St. Jude, our event provided long-lasting experiences for local Trail Life Troop 633. The "Trailmen" (as the boys are called) and their families were able to use an RC flight simulator and also do buddy-boxing flights with our volunteer trainers. These hands-on moments give young people a taste of aviation, build confidence, and create memories they'll talk about for years. Thank you to the volunteers who made this possible, your time is just as valuable as your dollars.

Why Your Presence Matters (Even If You Don't Fly)

You don't have to be on the flight line to make a difference. Events like this run on people power:

- More hands mean smoother check-in, safer pits, better raffle/food sales, and a stronger showing to the community.
- A bigger crowd attracts more donors, sponsors, and local media attention—directly increasing what we can raise next time.
- Being there shows our families, partners, and the kids we support that this club stands together for something bigger than any one pilot.

An Honest Note—and a Call to Our Club

We're proud of what we accomplished, but the truth is: not a lot of members came out. For an event that supports kids with cancer and gives local "Trailmen" youth an unforgettable experience, we can, and should, do better. If you flew, thank you. If you didn't fly but showed up to help, thank you even more. Next time, please come out, even if you're just handing out information, working the raffle table, or cheering from the sidelines. Your time and presence multiply what our dollars can do for kids at St. Jude and for youth in our own community.

Because of you, there is St. Jude, and because of the Palm Beach Radio Control Association, and AMPS more families can focus on helping their child live, and more local kids get a first taste of flight.

If you haven't been to the airfield lately, or you've been hiding under a rock, you may have missed some exciting news: PBRCA has a beautiful new runway!

A special thank-you goes to the members whose generous donations helped make the project possible, and to Wayne Knight, who spent much of the three-day project on-site overseeing the crew from the Paving Lady. We also want to thank Glenn Gelatt, Wes Baker, Nick Spagnuolo, John Tice, and Tom Severino for their help. Wes and other volunteers have continued to maintain the carports and repair damage around the airfield following several significant storms. To everyone who has pitched in, sorry if I didn't capture your name - thank you!

Next, we've heard concerns about holding membership meetings at the airfield on Saturdays at 9:00 a.m. The meetings last about an hour, and flying pauses during that time, which cuts into flying time for some pilots. The Board of Directors will discuss alternatives to the current meeting format, possibly with the use of a new survey feature available through our website host, DualRates. Stay tuned for an update.

Finally, know that you as a member can post your classifieds directly to our website hosted by DualRates. Sign-in and in the "Members Area" click "Buy-Sell-Trade" to post an item.

John Scaduto



Tom Severino

Vice President

There are more than 2400 chartered RC flying clubs across the United States, and approximately 150 clubs in the state of Florida with average membership dues of \$100-\$150, and most with a fraction of the infrastructure we enjoy.

What do we have:

- 600ft paved runway
- Parallel grass runway
- 5 shelters for aircraft staging
- 4 shelters with benches and tables
- Dedicated hover/drone area
- Lake flying
- Helicopter field with 3 covered staging areas
- Field House with emergency medical supplies
- Solar charging stations
- Field camera and on-field weather station with remote viewing access

All this infrastructure is provided by and maintained by all of us, PBRCA. Palm County Beach Parks Dept graciously provides us with the space and maintains the land itself. What makes our facility special is that it provides us a place where people with a common interest can enjoy their hobby, share knowledge, learn from others, and make new friends.

A key ingredient to any successful organization is participation, organized events such as Warbirds over the Glades, Pylon Racing, 3D, National Model Aviation Day, Heli's over the Glades, Toys for Tots, and Member Appreciation Day are all opportunities to grow and involve spectators in our great hobby. It is important that all members make an effort to support these events, come and fly when applicable to your interest, but also to come to the events that may not be your specialty and participate in the raffles, food, and general comradery.

There are different levels of participation, financial, physical, organizational, to general involvement of showing up. Every level is appreciated and is what makes our club so great, thank you all.

Tom



Princeton Rose

Treasurer

Up, Up, and Away.....

Club Finances

Following the significant investment in resurfacing our runway in August, club finances remain stable and our operating expenses continue to track in line with expectations. We sincerely appreciate your financial support, without which we would be unable to provide and maintain the facilities and amenities we enjoy at—and away from—our wonderful flying sites.

Runway Restoration

Special thanks to our members for their generous support of the runway restoration project. Member contributions to date have provided approximately 44% of the project's funding, significantly reducing the club's out-of-pocket investment in this important improvement. We also expect additional donations for the runway project over the coming months.

Operating Costs

As discussed at the September meeting, maintenance expenses are generally tracking with expectations but have been steadily increasing. Portable restroom service, for example, is one notable area where costs have risen. Increasing fuel prices and broader economic conditions are contributing to these increases.

Our move to the new DualRates website platform was made in part to reduce operating costs. Going forward, we expect the combined annual cost of our website platform, postage, and printing to be approximately 40% lower than in the past.

With costs continuing to rise, while also maintaining the ability to fund improvements and preserve financial flexibility, the Board will be evaluating the reasonableness of our current revenue structure over the coming months.





Flying Site Safety

You may have noticed the new signs at the runway and helicopter flying sites reminding spectators to remain outside restricted areas. These signs are another step in helping us maintain safe flying environments for pilots and spectators alike.

Flying Site Improvements

Other than addressing water pooling along the East taxiway, no major improvement projects are planned for the remainder of 2026.

Looking ahead, projects under consideration for 2027 and beyond include:

- Additional leaning rails at the flight line
- Refurbishing the Press Box, including the floor and walls
- Replacing the gravel floor at the main pilot station at the heli flying site

We appreciate your continued support, enthusiasm, and commitment to PBRCA.

Happy flying and keep enjoying this awesome hobby!

Princeton

David Spielman ***Secretary and Membership Chair***

Membership secretary report - Fall 2026

PBRCA's 2027 membership renewal season starts November 1st, so put that on your calendar. Adult dues remain at a low \$50 per year and Junior dues at \$15 per year. Look for email reminders from our new club website and messages from me.

You're going to see a change with the online application. Information that you type in goes right into the club database. If you are a current or past member, your info is there and you simply sign in, check and update your info and pay your dues. The website checks your AMA membership and puts you in for approval. Approval is the job I do and once approved, you can print your new card and continue using the website and enjoying all the member benefits.



We have not forgotten our members who purchased 2-year memberships that expire during 2027. I'll send you details on your pro-rated membership dues. We ask that you renew during November and December to use your pro-rate since there is no automated process on our website.

Something new: You are now able to print your own membership card right from your computer or phone. Simply print the card on plain paper, cut along the edge and place it in a card holder. A big advantage of printing your own membership card is that the club potentially saves over \$250 on postage and supplies and the secretary saves days printing and mailing cards.

For those of you who still want a printed and laminated card, we still plan to offer that. We will automatically print and mail member cards to those of you who mail or hand in paper applications. I'll also print and mail cards for those of you who ask me to do that. Moving to self-printed cards makes the membership secretary's job easier and more appealing for potential new board members. That's important since the membership secretary's job for a large club like our 350-member group can take a lot of time printing, laminating, stuffing envelopes and mailing cards throughout the year. Between the new database and self-printed cards, the secretary's job is a lot more manageable and something I can see many of our members doing.

Thank you to Princeton Rose and John Scaduto, for setting up the website with all the familiar features we have been accustomed to and rely on daily and for implementing new tools we will use from now on.

See you at the field,
David Spielman
Membership Secretary

Gary Hoffman
Chief Safety Officer

Best Regards,
Gary Hoffman
PBRCA Safety Director

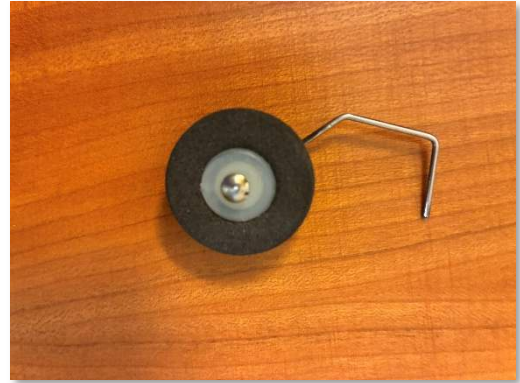


Seth Sterling

Director

Tips & Tricks

Consider adding a tail wheel to a flat foamy to improve ground handling. This Eratix is typical, incorporating just a tail skid which is difficult to steer. My solution consisted of bending a piece of music wire to the desired shape and size, then attaching a very light tail wheel and securing it with a small, soldered washer.



After marking the desired location onto the rudder, a groove for the wire was quickly created by heating the tip of a screwdriver and pressing it into the rudder's surface.

Finally, after placing the wire into the groove, the wire was secured by covering it with baking soda and adding a couple of drops of CA.

It now steers and taxis onto and off the runway easily.



FEATURE ARTICLES

How Weather Shapes Every RC Flight

Why understanding the sky makes you a better pilot.

Flying RC aircraft isn't just about sticks, switches, and skill, it's about the **air** your airplane moves through. Weather determines how stable your model feels, how much lift it produces, how your batteries perform, and even how predictable your landings are. Here's a pilot-friendly breakdown of how each major weather factor affects your flying day.

Wind: The Invisible Hand Guiding Your Plane

Wind is the single biggest influence on RC flight.

- Crosswinds push the airplane sideways, forcing you to hold constant rudder on takeoff and landing.
- Gusts cause sudden changes in wing loading, making the aircraft balloon or drop.
- Turbulence behind trees, buildings, or even other aircraft can flip lightweight foamies.
- Wind gradient means winds are stronger aloft than near the ground – your plane may sink rapidly on final approach.

We here in Florida can typically expect calm mornings and gusty afternoons as sea-breeze fronts roll inland.

Thermals & Convection: Rising Air, Surprising Lift

Thermals are rising columns of warm air created by sun-heated surfaces.

- Lift pockets make your airplane climb unexpectedly.
- Sink zones between thermals cause sudden altitude loss.
- Convection turbulence near the ground can toss small aircraft around.

Thermals are strongest over asphalt, parking lots, and sun-baked grass. Shade and water produce sink.

Humidity & Air Density: Florida's Signature Challenge

High humidity means lower air density, which reduces:

- Lift
- Propeller efficiency
- Thrust
- Overall stability

On hot, humid days, motors run hotter and LiPos sag faster. Expect longer takeoff rolls and slightly higher stall speeds.



Temperature: The Silent Performance Modifier

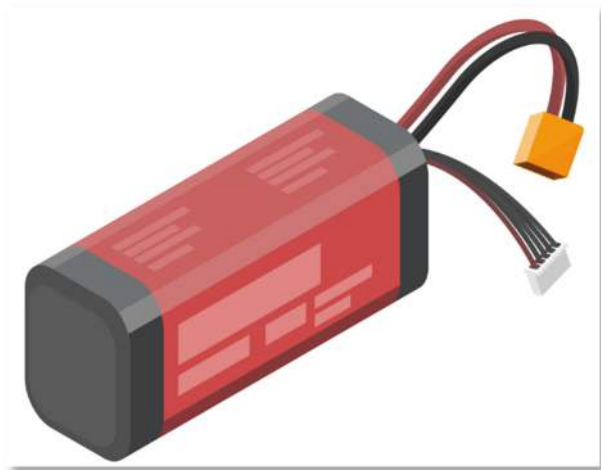
Temperature affects both aerodynamics and electronics.

Hot weather:

- LiPos lose voltage faster
- ESCs and motors run hotter
- Foam wings soften slightly

Cold weather:

- LiPos lose power
- Plastic becomes brittle
- Air density increases → more lift



Rain & Moisture: More Than Just Wet Wings

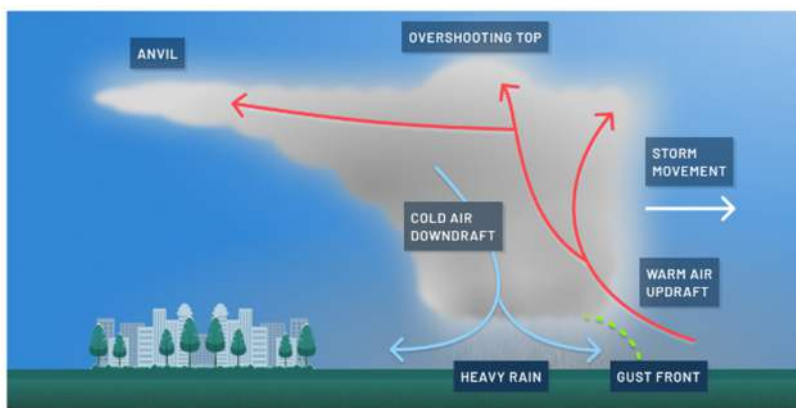
Even light rain can cause:

- Water-logged foam
- Reduced visibility
- Servo or receiver failure
- Propeller inefficiency as droplets strike the blades

Florida's pop-up showers can appear with almost no warning — keep a dry box or towel handy.

Storms & Pressure Changes: Unstable Air Ahead

Storm systems create unpredictable flying conditions.



- Low pressure reduces lift
- Outflow boundaries create sudden gust fronts
- Strong downdrafts can force rapid loss of altitude
- Lightning is dangerous for both pilots and electronics

If the sky looks "too interesting," pack up.

Fog & Visibility: When the Horizon Disappears

Fog reduces depth perception and can cause moisture to condense on wings and electronics. Even if the air feels calm, visibility issues make flying unsafe.



Practical Tips for Better Weather-Wise Flying

- Fly early mornings for smooth air.
- Avoid tree lines on windy days.
- Watch the dew point – high dew point means moisture risk.
- Use stabilization modes in gusty conditions.
- Keep batteries cool before flight.

Quick Weather Tips for Pilots

Field Conditions at a Glance

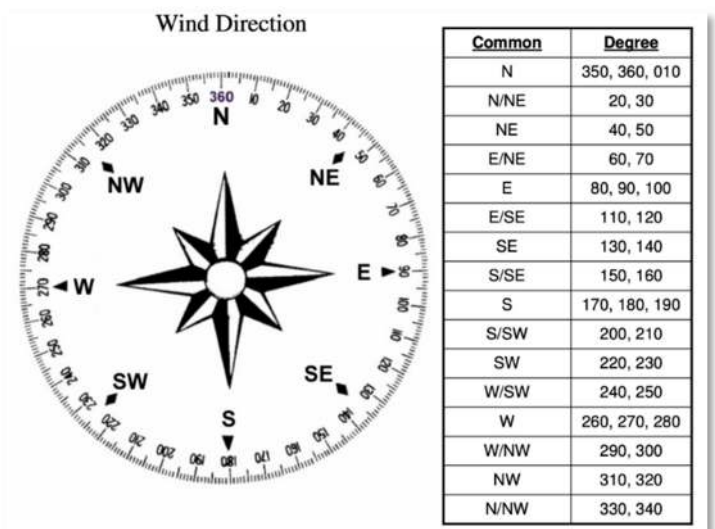
- Wind over 12–15 mph → Fly heavier models or skip the foamies
- Gusty afternoons → Expect sea-breeze turbulence
- High humidity → Reduced lift + hotter motors
- Dew point near air temp → Moisture risk for electronics
- Storm fronts → Sudden gusts and unpredictable air
- Fog or haze → Poor depth perception, risky flying

Pre-Flight Weather Checklist

You can use a simple checklist before every flying session.

Weather-Ready Pre-Flight

- Check wind direction relative to runway
- Look for tree-line turbulence
- Feel the air – thermals often start mid-morning
- Keep LiPos cool before flight
- Inspect foam wings for heat-softening
- Watch for dark cloud lines (outflow boundaries)



Best Times to Fly in Florida - Florida Flying Windows

- Sunrise–10 AM: Smoothest air, best lift, lowest winds
- 10 AM–2 PM: Thermals + sea-breeze turbulence
- 2 PM–5 PM: Gusty, unstable, pop-up showers
- After 5 PM: Winds settle, but humidity rises

Helpful link! Click [here](#) to get live conditions at our PBRCA Airfield!



RC Field Safety

Runway Awareness

Clear communication keeps the flightline running smoothly.

- Announce takeoffs, landings, and low passes loudly enough for all pilots to hear.
- Check both directions before taxiing onto the runway.
- Always power up with the aircraft pointed away from people.

Pilot Station Discipline

Predictability prevents collisions.

- Stand at a designated pilot station during flight.
- Avoid walking around while flying – it disrupts situational awareness.
- Keep conversations brief when someone is in the air.

Spotter Use



Your second set of eyes.

- A spotter watches for full-scale aircraft, wildlife, and other RC models.
- They call out runway traffic and warn you of hazards you may not see.

Battery & Power Safety

LiPos demand respect.

- Store LiPos in fire-safe bags or metal boxes.
- Never charge unattended.
- If a pack puffs, retire it immediately.
- Keep a sand bucket or LiPo disposal container at the field.

Pre-Flight Checks

A 20-second inspection prevents 90% of mishaps.

- Verify control surfaces move correctly and in the right direction.
- Check propeller tightness and motor mount security.
- Confirm radio bind and failsafe.
- Inspect hinges, servo arms, and linkages.



Weather Awareness

The sky matters.

- Avoid flying behind tree lines on windy days — turbulence is severe.
- Watch for sudden Florida gust fronts and pop-up showers.
- High humidity reduces lift and increases motor heat.

Pit Area Safety

Where most accidents *start*.

- Never arm electric models in the pits.
- Keep props pointed away from people.
- Use throttle cut religiously.

Flight Path Discipline

Predictable patterns = safer skies.

- Keep all flying in front of the pilot stations.
- Never fly over pits, parking lots, or spectators.
- Maintain predictable patterns so others can anticipate your movements.

Communication & Courtesy

Good communication prevents bad surprises.

- Call out emergencies (“dead stick!”, “landing!”).
- Respect other pilots’ airspace.
- Give landing aircraft priority.

Emergency Preparedness

Be ready before you need to be.

- Keep a fire extinguisher accessible.
- Know where the first-aid kit is.
- Have a safe plan for retrieving downed aircraft.

More on RC Field Communication

How pilots keep the flightline safe, coordinated, and predictable

Communication at an RC airfield is important because it’s the foundation of shared situational awareness, the thing that keeps multiple pilots, aircraft, and spectators safe in a dynamic environment. RC flying isn’t solitary; every action you take affects someone else’s airspace, runway access, or ability to react to changing conditions. Clear calls like taking off, landing, and



dead stick ensure that pilots can anticipate each other's movements instead of being surprised by them.

Good communication also protects people in the pits, where most accidents begin, by making sure everyone knows when a model is armed or when a prop is live. Spotters rely on communication to warn pilots about full-scale aircraft, wildlife, or hazards they can't see. Ultimately, strong communication creates a predictable, coordinated flying environment where pilots can focus on flying well instead of reacting to avoidable surprises, and that makes the field safer, calmer, and more enjoyable for everyone.

Announce All Critical Actions

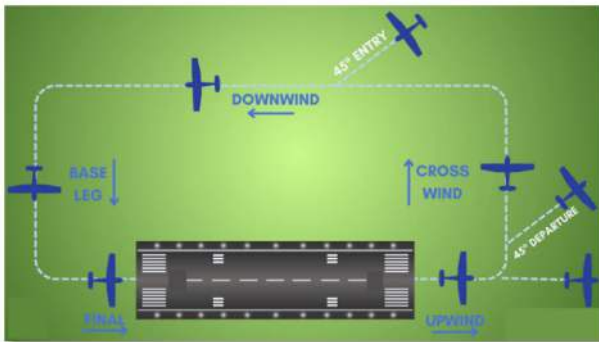
Pilots must call out any action that affects others in the air or on the runway.

- "Taking off!" – said *before* taxiing or rolling onto the runway
- "Landing!" – gives other pilots time to clear the pattern
- "Low pass!" – prevents surprises near the runway
- "Dead stick!" – signals an emergency landing with priority
- "On the runway!" – when retrieving an aircraft or crossing



These calls should be loud, clear, and unambiguous.

Maintain Predictable Flight Patterns



Communication supports predictable flying.

- Use standard traffic patterns unless otherwise agreed
- Announce deviations:
 - "Going high!"
 - "Cutting inside!"
 - "Touch-and-go!"

Predictability prevents mid-air conflicts, especially with mixed aircraft types.

Coordinate With Other Pilots

Pilots should communicate *before* doing anything that affects shared airspace.

- Ask: "You landing or staying up?"
- Confirm: "I'll follow you in."
- Clarify: "I'm flying the pattern clockwise."

This is especially important when multiple pilots fly simultaneously.

Spotter Communication

Spotters act as the pilot's second set of eyes.

- Spotter calls include:
 - "Full-scale inbound!"
 - "Traffic left!"



- "Birds on the runway!"
 - "Wind shift!"
- Spotters should speak clearly and calmly, avoiding chatter.

Pit & Taxi Area Communication

The pits are where most accidents *start*, so communication matters here too.

- "Arming!" – before powering an electric model
- "Behind you!" – when walking near someone's aircraft
- "Prop hot!" – when throttle is active
- "Clear!" – before running up a motor

These calls prevent prop-strike injuries.

Emergency Communication

Emergencies require immediate, loud, priority calls.

- "Dead stick!" – engine failure
- "Emergency landing!" – any unsafe condition
- "Fire!" – LiPo or ESC fire
- "On the runway!" – retrieving a downed aircraft

Everyone should yield to emergency traffic.

Keep Communication Short & Purposeful

RC fields are not social chatter zones while aircraft are airborne.

- No long conversations while someone is flying
- No jokes or noise that drown out safety calls
- Keep radio programming discussions away from the flightline

Short, clear communication keeps everyone safe.

Quick-Call Cheat Sheet

- Taking off!
- Landing!
- Low pass!
- Dead stick!
- On the runway!
- Arming!
- Clear!
- Full-scale inbound!



Club Morale

-anonymous

Morale is the shared energy, enthusiasm, and sense of belonging that keeps our RC airplane club soaring. It's the invisible lift beneath everything we do, whether we're flying, building, repairing, or simply enjoying time at the field. Strong morale fuels participation, strengthens friendships, and makes every club gathering feel like an event worth attending. When members feel connected and valued, the club becomes more than a place to fly; it becomes a community built around passion, support, and camaraderie.

High morale also shapes how we experience the hobby itself. RC aviation can be challenging, and setbacks are part of the journey. A club with strong morale turns those moments into opportunities for encouragement and teamwork. Instead of frustration, we see collaboration. Instead of isolation, we see mentorship. New members feel welcomed, experienced pilots feel appreciated, and everyone benefits from the shared knowledge and enthusiasm that thrive in a positive environment.

Morale is equally important for the long-term health of the club. It keeps attendance strong, inspires volunteers, and encourages members to bring friends and family into the hobby. Clubs with high morale tend to be more active, more creative, and more resilient, ready to tackle field maintenance, weather delays, or evolving interests with optimism and unity. This collective spirit ensures that our club remains vibrant and forward-moving, no matter what challenges arise.

It also strengthens our identity as a club. When morale is high, members feel proud of what we've built together. That pride inspires people to share the hobby, mentor newcomers, and represent the club at fun-flies and community events. The more connected members feel, the more they contribute, and the more the club grows in skill, spirit, and reputation. Morale transforms our flying field into a hub of friendship, learning, and shared joy.

But just as morale can lift us, certain behaviors and situations can weigh it down. Negative communication, such as criticism without encouragement, dismissive attitudes toward beginners, or heated disagreements, can quickly erode the sense of safety and camaraderie that keeps members engaged. When people feel talked over, undervalued, or judged, they're less likely to participate, volunteer, or share their enthusiasm. Even small moments of negativity can ripple outward, affecting the entire club atmosphere.

Morale can also suffer when club participation drops or responsibilities fall on just a few members. If only a handful of people consistently show up for meetings, events, or field maintenance, burnout can set in, and burnout is contagious. Likewise, unclear expectations, lack of communication, or unresolved conflicts can create frustration and disengagement. These challenges don't just affect individuals; they weaken the collective spirit that makes the club thrive.

Ultimately, morale is about belonging. It's the feeling that keeps us coming back, not just for the flights, but for the people who make those flights meaningful. It's the foundation of a club that supports, teaches, and inspires. And just like a well-trimmed aircraft, strong morale keeps us steady, confident, and ready for whatever comes next.



Photos from National Model Aviation Day







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.

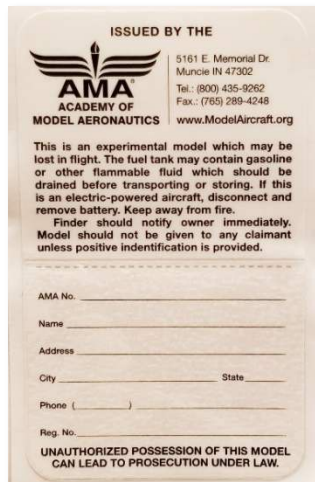
Renew your AMA before it expires!

<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 9/30/2026

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



Palm Beach Radio Control Association
www.palmbeachrc.com

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/#/>

SAFETY FIRST!



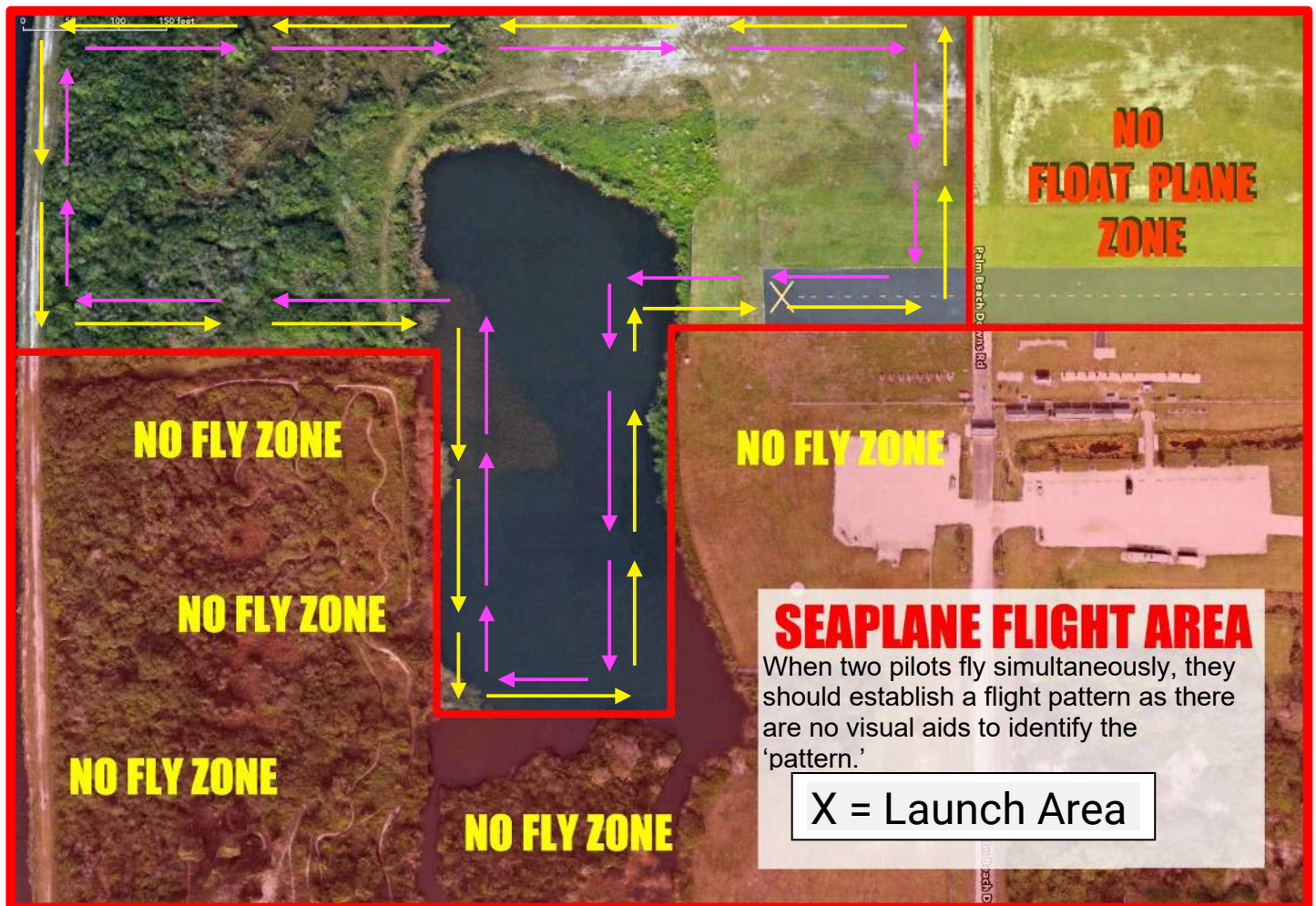
As the park gets more and more popular, we are going to see more and more patrols by the Sheriff's Department. The park speed limit is 25 mph and stop signs mean STOP! Don't risk an expensive ticket by becoming complacent. Also, watch for the Frisbee Golf guys. That group seems to be getting more and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

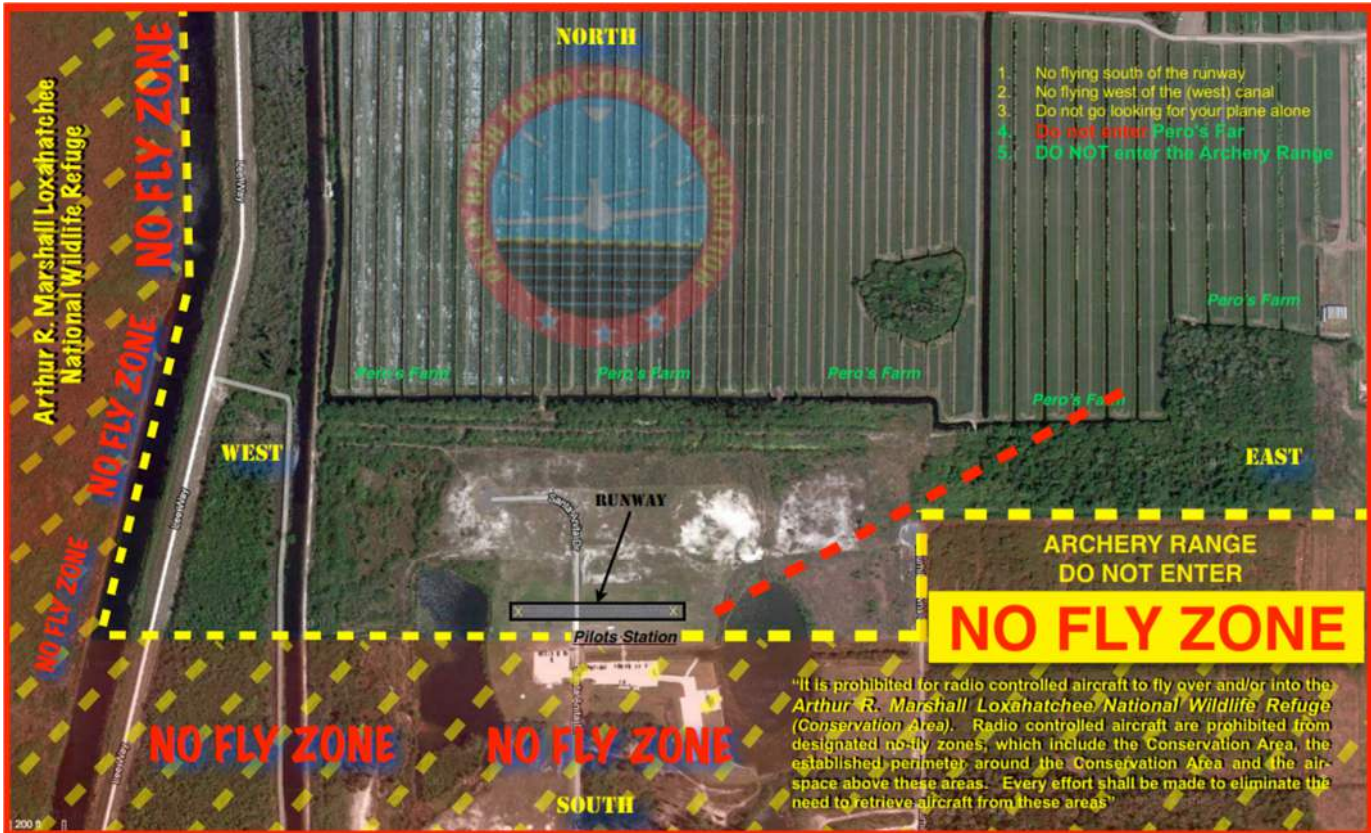
[Flight Safety Rules](#)



Palm Beach Radio Control Association
www.palmbeachrc.com

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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