FLIGHTLINE

NEWSLETTER OF THE PALM BEACH RADIO CONTROL ASSOCIATION

The Focke-Wulf FW-61 (aka Focke-Achgelis FA 61)

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AMA Club# 1016

ONE OF THE LARGEST AMA CLUBS IN AMERICA

Fall 2024

The Palm Beach Radio Control Association
Current Board of Volunteers

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Diego Souza	*Chief Safety Officer*
Jon Gerber	*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

October	*19th, 2024*	*10:00 AM at Westervelt Field*
November	*9th, 2024*	*10:00 AM at Westervelt Field*
December	*14th, 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 Scaduto
President/Webmaster/Newsletter Editor

Is the AMA in trouble? What do you think? Talk about it at the airfield. Article adapted from:

Tail Heavy Productions:
"The AMA Club Model is Failing. Here's Why."
https://www.youtube.com/watch?v=iT5GEMxR0Jk

Evolving conditions have made RC clubs less relevant than ever. Industry giants like Horizon Hobby have essentially replaced the need for the once-required assistance clubs provided, which in turn drove membership. The foundational premise that made the AMA Club model successful is now arguably outdated.

Gone are the days when hobbyists needed an expert by their side to start an engine. Fewer club members lead to higher dues, and higher costs deter potential members—a slippery slope. But the issue is more complex. To understand why the old club model worked, we need to look at three key components: local hobby shops, manufacturers, and the AMA.

Local hobby shops used to push customers to clubs, and clubs would drive members back to the shops for replacement parts or new airframes. Manufacturers had a similar incentive, as they benefited from customers who learned the hobby at a club and returned for more. The AMA's role was to drive potential RC pilots to clubs, even offering insurance to make the club model more appealing.

At that time, the system worked smoothly. Each component relied on the others, creating a well-oiled machine. The AMA provided financial and structural support, clubs maintained flying sites, and manufacturers focused on producing quality, innovative products.

However, things started changing when companies like Horizon Hobby made beginner-friendly RC planes easier to use. Ready-to-fly bundles became affordable and accessible, eliminating the need for insurance or club memberships for many new hobbyists. Around the same time, e-commerce replaced local hobby shops, allowing people to purchase RC gear at prices physical stores couldn't compete with.

This shift reduced the push towards AMA clubs, as local hobby shops and manufacturers no longer funneled people into them. Although Horizon Hobby benefited from this new accessibility, the AMA and clubs didn't adapt fast enough. Club membership declined as people realized they could enjoy the hobby without paying dues or joining a club.

Despite these changes, clubs remain valuable for providing community and resources. The AMA, however, needs to modernize its approach to outreach and club support. Innovative ideas like standardized club websites, improved event promotion tools, and targeted social media marketing could help restore membership and interest in RC clubs. The challenge now is for both clubs and the AMA to adapt to the evolving landscape while preserving the sense of community and instruction that made clubs important in the first place.

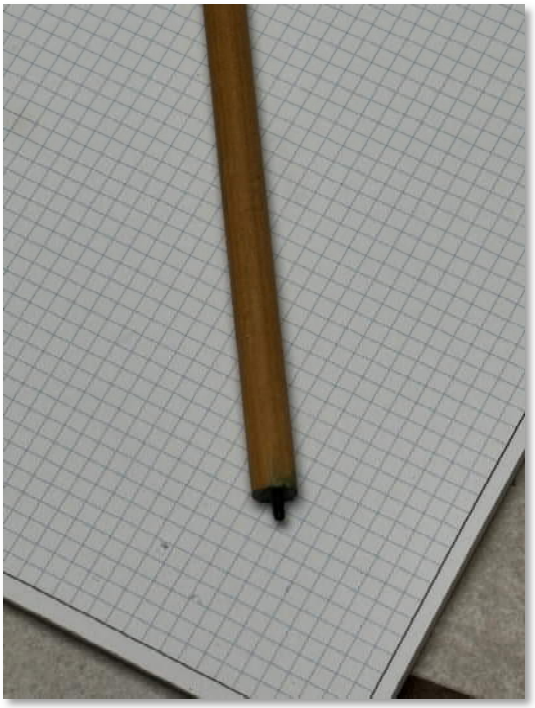
Gary Hoffman

Vice President

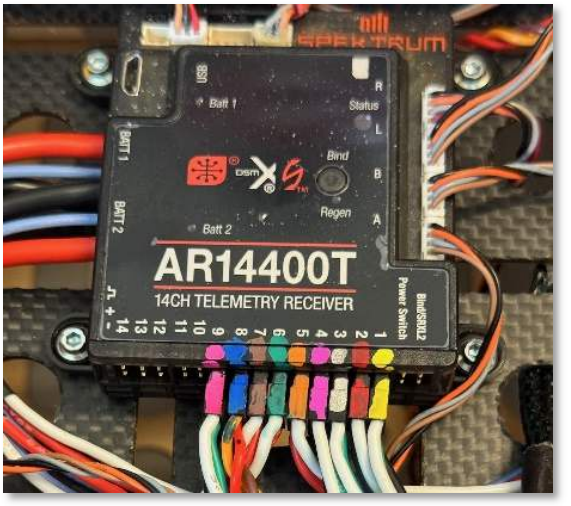
Assembly Tips

By: Gary Hoffman

1. Sometimes, the elevator servos are buried deep into the stabilizer and can be difficult to install. I made a tool from a hardwood dowel and a cutoff M3 screw epoxied into the dowel. This allows you to insert the servo into the stab easily.



2. I like to install the receiver last. This way, you can set up the ailerons or other surfaces on the bench first, and not have to invert the entire plane in your shop, and when you do install the receiver, the transmitter programming will be close to complete. In addition, if you color code each servo lead and have a hardcopy of each assignment, it is easy to do final assembly, and repair.



3. It is cheap insurance to add a flat washer under the screw head of the ball links, so that if it pops off the ball link, it is contained. Please note, the servo has the purple color on it, that corresponds to the colors on the receiver shown above.

Princeton Rose
Treasurer

Up, Up, and Away……

Hard to believe that we have a little over three months remaining in 2024. Time flies when you are having fun. Happy to be able to continue reporting that club finances remain stable and strong, and our operating expenses remain in line with expectations despite the recent uptick in the cost of our potty services. We thank you for your financial support without which we would be unable to provide the facilities and amenities that we use both at, and away from, our lovely field.

Signs, signs, signs……. You may have noticed the new signs around our flying sites. We now have new PBRCA club logo signs and parks department signs at the runway, heli, and drone flying sites. We replaced our old runway and heli field logo signs with refreshed signs, and the parks department consolidated and updated its signs around the three flying sites.

It is worth highlighting that our **Field Safety Rules** apply to club members and nonmembers flying at West Delray Regional Park. This fact is noted on the parks department signs stating, ***"Field rules of the host club must be observed while flying at this site,"*** and ***"Anyone flying unsafely can be refused the right to fly by the host club."*** As the **host club at West Delray Regional Park**, PBRCA and its members shoulder a tremendous responsibility for keeping safe the hundreds of visitors and users of the park's RC flying sites.

Regarding flying site improvement projects, we continue exploring solutions for the flooring under the West runway carports, and the puddling on the Northwest corner of the Press Box and along the Eastside of the tarmac. The completion of the parking lot paving project is the primary reason for the water pooling by the Press Box and we remain hopeful that the parks department will implement their solution for this problem in the very near future. Improvement projects for 2025 include refurbishing our Press Box floor and walls. Longer term we must resurface our 17-year-old runway and must plan for this significant expense. All this to say that we continue striving to meet the challenges and demands …..

Happy flying and continue enjoying this awesome hobby!

Princeton

David Spielman

Secretary and Membership Chair

Fall Membership Secretary Report

Hello PBRCA members and friends. We are getting close to the big rush for club renewals. For years the AMA and PBRCA ran membership on a calendar year, but a few years ago the AMA changed that to the anniversary of your first signing up. PBRCA followed the AMA lead. If you wonder when your club membership expires, you can check your AMA card, PBRCA card or email me or another board member.

Do you need to wait until December to renew? No, pay early and your membership renews on your AMA anniversary. As soon as you pay your dues, you are a member. The rest is just paperwork. Your badge will follow in a week or two.

There are a lot of steps I take to get your new membership card to you. I check your AMA status, check and update our database, enter membership card info, print and laminate cards, address and stamp envelopes and mail out your new cards. Sometimes I have to contact you because of a small problem like your AMA has may have expired or you paid two years club dues and only one-year AMA. This all takes a bit of time and the reason for the delay getting a member card to you. Another reason is that I also fix and fly planes and write newsletter articles for you.

Joining and renewing membership in PBRCA is a great service to all of the people who use and observe our flying fields. You pay for field services, facilities rental, upgrades and help sponsor events. We have over 270 members like you who love this hobby and keep our facilities top notch. Everyone's dues and participation count, so renew AMA and PBRCA membership now and get your new card early.

Thank you all,
David Spielman
Membership Secretary

Diego Souza
Chief Safety Officer

Jon Gerber
Chief Training Officer

Seth Sterling
Director

As we look forward to autumn finally beginning to bring us more comfortable flying weather, we can continue to appreciate the benefits of membership in one of the finest R/C clubs in the country. While it is true that our fields are open to both members and guests, without the club we would never have our 600 foot paved and grass runways, separate heli and drone fields, shelters, paved parking areas, clean porta potties (well, mostly), and upgraded charging station.

We are recognized by the AMA as a highest-level Gold Leader Club out of the approximately 2400 U.S. clubs, thanks to our record of safe operations, community involvement, and charitable contributions. And we will be closing out another successful year after hosting a number of events, such as the annual Warbirds, Toys for Tots, Swap Meet, our 3-D and National Model Aviation Day events, and our first Helis Over the Glades and our first Pylon Over the Glades events.

We've just raised $2600 for Feeding South Florida, and will also donate additional proceeds from the upcoming Warbirds and Toys for Tots events to other worthy organizations. At only $50 per year, our dues are far less than most other clubs, and you are getting so much more!

Your volunteer Board of Directors willingly commit their time and energies to protect and improve our ability to fly, so enjoy all the benefits of PBRCA membership!

Seth Sterling

FEATURE ARTICLES

How to begin with RC?

By David Spielman

Alison's inviting women to join her flying with PBRCA

You've been to the PBRCA flying field and purchased a new plane like an Aero Scout, now what do you do? The fickle finger of fate has pointed you to a really fun hobby. Hopefully the plane you have is perfect for a beginner pilot and experienced pilots too. It's a high wing plane and has inherent stability. It flies with the same principles as the turbine jets that were flying at our field. Even the transmitter that came with the ready to fly plane communicates with the same protocol as the turbine jet so you can expect similar range.

The first place to start is on a flight simulator. This gives you the feel of an airplane and its controls without leaving your desk. The most important part is to learn where up, down, right and left are. It also helps you remain calm when flying the real model. Some people spend a lot of time on a simulator before going out to fly and others only a brief time.

The perspective with the simulator can be different than real life. I like to project the image on a large screen TV and fix the pilots position on the ground in one place. I also like to see my surroundings, so I don't zoom in. This is most like RC flying. Start with the basic settings and a simple plane like an Aero Scout.

You don't have to perfect your flying before going out to fly your plane at the field. You do need an instructor with a trainer radio that links to your transmitter. The instructor will be able to let you fly and rescue your plane when you direct it to crash. There are exceptions, but hey that's what life is about.

Things you need before you go to the field to fly. 1. Get a one-year AMA membership. 2. Get a recreational FAA registration number, just one is needed for all your aircraft. 3. Pass the TRUST test. It's one of those on-line tests that you can't fail. You learn as you take the test but reading the AMA safety code helps a lot. 4. Join PBRCA, we provide training and more importantly, we keep up the field with improvements and repairs and are the pilots voice to the parks department. We are the people who got the FRIA designation that allows you to fly without remote ID. More on that later.

Your benefits: AMA membership gives you $2M of liability insurance, a magazine monthly, and the community base organization required by the FAA to fly at a FRIA. FAA rules in this hobby are kind of strict so you need to follow them. PBRCA's field is a designated FRIA that allows you to fly without a radio location transponder. Yup, the FAA wants anything bigger than a baseball to have its location broadcast unless you are at a designated FAA approved site.

You know that FAA number? Well, that needs to be attached to your aircraft anywhere on the outside. It must be readable with the naked eye. 6 pt text is ok by these rules. It's the law that Congress has enacted.

Along with that, the AMA requires you put some other ID on your plane. At minimum your AMA member number, but preferably your name and contact info too. This helps you get your plane back when lost in the woods, corn field or Everglades. Some say if there's no ID, then I can't be found. That's been debunked so many times, and besides that the aircraft can be found with its FAA number.

The Palm Beach Parks Department requires all pilots to be AMA members for the insurance. Also, PBRCA has insurance too. We buy that every year. They let us use the field free of charge. Some who fly at the field are not members. That's ok, but they don't get to use our equipment and don't have a voice with the parks department. Some of those pilots with the $20k jets aren't members. It's odd where people are frugal. Those shelters were paid for by PBRCA and repaired by us too. The port-a-potties are also rented by us too.

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

We train pilots with what's called a buddy box. It's a set of transmitters linked together over the air or with a cable. It's a cool system that's been in use for decades. Most crashes are averted unless the plane is close to the ground, or a difficult stall is encountered. The instructor may use one of their planes as well as yours.

Here are some links to important websites.

Academy of Model Aeronautics
National Model Aircraft Safety Code
https://www.modelaircraft.org/system/files/documents/105.pdf

FAA drone Zone
https://faadronezone.faa.gov/#/ to check and renew your FAA registration ID. Also, beware some commercial entities who are claiming to process registrations - often for increased prices. The FAA charges $5 for a three-year registration, or extension.

TRUST Test
The FAA has authorized several organizations including the AMA to administer the knowledge and safety test required by congressional action. You are now required to show proof of passing the test (along with your FAA ID number) to law enforcement or FAA representatives upon request. The test is free and can't be failed! Take it at: https://trust.modelaircraft.org/

PBRCA membership Join and Renew
https://www.palmbeachrc.com/join-or-renew

Field camera
http://www.chrislavin.com/pbrca/video.html

All this information looks overwhelming but do a bit at a time and it all fits together well. Best of all, the hobby is fun and the work minimal. You'll have a club of 280 members who support you in your journey.

David Spielman - PBRCA Membership Secretary

I've got a transmitter, it works, but should I buy a replacement?

It depends… Are you an electronics junkie and need the latest hardware? If this is the case, then why are you asking? The answer is yes, about every two years the latest iteration comes out. For the rest of you, maybe not.

Before you purchase a transmitter, check to see what the model airplane club is using. These are the people who will get you through programming hurdles, and there will be some. There are pros and cons to each of the transmitters. Each brand has its own proprietary transmission protocol and will not work with other brands unless you have multi-protocol capability. Oh, by the way, in the US we fly Mode 2 with throttle and rudder on the left and aileron and elevator on the right. Almost all RC radios use 2.4ghz transmission with some exceptions.

The first year in the hobby will determine if you need to purchase more equipment. This is the more difficult time in the hobby where you are on the fast track to learn to fly. You don't have time to purchase a second transmitter because your focus should be on flying, not fiddling with electronics. Once you are settled in and start to purchase more planes, the simple non-computer radios that came with your model will only be good for one model at a time. Next step computer radio with model memory.

<u>What is a computer radio?</u>

Spektrum 2.4ghz radios

It's a transmitter that has microprocessor-controlled electronics. Typically, they have a digital display, multiple model memories, digital trims assigned to each model, mixes and other functions. With a computer radio you can have one control perform several functions like moving the left stick on a glider will change the shape of the wing, lowering the flaps and raising the ailerons and elevator called CROW.

Even a newbie with unlimited hobby funds should think twice before indulging. The difficulty in adapting to a new radio could suck the fun out of your hobby time. An eight or ten channel

Spektrum transmitter will have the feel and power needed for several years and fellow club members can help you get to the next step because they know the radio. The thing is new pilots don't really know what to do with all the channels and mixing. The trick is to get a radio you can grow into, minimal functions now, but the ability to have advanced functions later.

What are you flying?

Consider what type of planes you will be flying. If you're a Eflite bind and fly sort of guy, you can get by with a 6-channel radio. Eflite and Spektrum do and excellent job of integrating receivers into models to run on 6 channels. Even planes with ailerons, flaps, twin elevators, rudder, gear and motor can run with six channels, but 7 or 8 would be better and the added switches, sliders and knobs would be super helpful. If you want advanced controls like full wing ailerons, you're going to need to shed those Y cables and add channels.

Helicopters - The most popular transmitter is made by V-bar. That's what the heli crew are using. Of course, the other brands all have heli functions. You're going to want to meet up with fellow fliers and see what will work with you. Beginners don't get carried away!

Drones: Check the FPVknow-it-all web site by Josh Bardwell https://www.fpvknowitall.com. You'll be looking at Radiometer, and others with long range protocol and Open TX. The good news is that these transmitters have an excellent price point, many in the $200-$300 range

Brands you will see

You can pick any of the big names and you'll end up with great equipment. Spektrum, Futaba, Frsky, JR Propo, Powerbox *, Jeti *, V Bar for Helis, Flysky, Radio Master**

(*expensive)
(**multiprotocol transmitters)

Spektrum is by far the most popular radio brand in PBRCA and works with many bind and fly planes. Expect to get more support from club members with this and if you are training, this will be the best choice. This brand integrates the AS3X stability circuit into the receiver.

FRSky is the second most popular radio brand and is budget oriented. This tends to be a programmer's radio even with its new Ethos operating system. This brand integrates stability circuits (AS3X like) in some of their receivers. The quality of this radio is very good and has beginner through expert versions.

Futaba is a quality brand and very reliable. There are some pilots in the club who use this brand radio. You will need to use an external gyro if you want AS3X like stability. It's a radio brand I've used for 20 years and never lost signal. There aren't many pilots in the club who use Futaba, but you can find them.

Flysky is on the budget hobby threshold. If you are on a tight budget, these will work great. You can get a computer radio and receiver for under $100. Not many of the experienced pilots use this radio brand, so you won't get a lot of help with these.

Radiomaster makes a number of very affordable radios that use the open-TX operating system. This means you are working with a programming language to set up all the radio functions. They're very flexible and transmit on multiple protocols. FPV pilots love these for their flexibility and use of long-range low latency protocols. We see some of these at the field. Expect a steep learning curve unless you are a programmer.

Jeti Duplex radios are high-end radios and expect to pay for what you get. They are a go-to radio for turbine jet pilots. This is not a good choice for a first or second radio. Once you are hooked in the hobby, and have the budget you will love this radio.

Powerbox is a top-of-the-line radio with two models, the Core and the Atom. Arguably one of the best radios out there and an excellent choice for turbine jets. Telemetry on this brand is superb as is the advertised range and redundancy. I've heard it's easy to program. Everything in this radio has redundancy including transmitter power.

JR Pro radios are coming back after a bit of a break. Some of the Extreme flight team pilots are using these. You won't find many of these in the club yet, so you are pretty much on your own when it comes to use. This is a top-of-the-line brand at a top-of-the-line price.

How is the transmission range?

There's some talk about limited range of some these radios. Lighter Side of RC ran an experiment to see what the useable range of these radios are. Surprisingly some very popular brands had a range as low as 0.6 miles, even the expensive ones. The good news is that the test was done at ground level and the last time I checked, I fly a few hundred feet up. so, all of the radios exceed our needs at PBRCA fields. The big take away was Jeti and FRSky had ranges of over 5km on 2.4ghz. So, if you're planning on flying well beyond your line of sight, these brands would be appealing. https://www.youtube.com/watch?v=LargnWPSX04

What to do?

You can't go wrong with a Spektrum computer radio for your first computer transmitter. The popularity makes it easy for you to get help and to use the trainer function with an instructor. The Spektrum radio also lets you buy bind and fly planes and get in the air fast. A 6 to 8 channel version will let you fly many of the Eflite planes. Also, you might be able to find a good used Spektrum radio from another club member. The NX7, NX8 and NX10 should be on your short list.

If you are ready to try something new and different, Frsky has a line if radio's that use Ethos and you can get a multi-protocol module to work with your Eflite plane with Spektrum receiver. Be prepared invest some time to learn how to program this radio. The quality of the X18 and X20 line is top notch, and price is good for mainstream pilots. Some skip Spektrum and go directly with this radio and a multi-protocol module. I'm trying this now. It took several months of fiddling and watching YouTube videos to really understand how to program.

For most people Powerbox and Jetti are priced out of range. If you're a turbine pilot, you will have already researched and probably tried these to see if you like them.

David Spielman
PBRCA Secretary

HOW TO TRIM YOUR RC PLANE

RC pilots new to the hobby may find the information that follows quite helpful. It was developed from an article on RCPlanetalk.com.

The following procedures should solve most of your trim and balancing problems for your RC airplane. It is important to make sure that the model is correctly balanced prior to first flight. This is essential if you are to make flying as painless and rewarding as possible. Please note RC helicopters require that you track the rotor blades when you hover for the first time.

There are three methods to trim a model - adjusting the forces so that it will fly hands off.

1. **Inflight** - Use transmitter levers to correct any anomalies. This measure is only temporary and should be followed by the correct adjustment to the control neutrals once you are on the ground.
2. **Between Flights** - Adjust the neutrals. Though not a final solution, the model RC plane can be flown temporarily with offset controls.
3. **Permanently** - To Trim using this method demands a little patience but is well worth it in flying pleasure. Check the airframe as follows:
    1. First, check for unhindered control surface movement (there should be no slop). If the control surfaces do not center properly, the plane will never fly straight and level.
    2. Ensure the plane is assembled the same way every time. If rubber bands are used to hold the wing in place, then mark the wing and fuselage to ensure correct positioning each time.
    3. Ensure the fin is centered with the stabilizer, and that the stabilizer is level with the wings. If the horizontal stabilizer is low or high on one side, the model will screw in loops.
    4. Make sure the trim and balance point of the model, right/left CG, falls on the mid span of the wings. If this is not achieved, the model will only fly straight and level at one speed and will always try to roll out of an inverted flightpath. Do the following to achieve this:
        a. Stick a pin in the top of the rudder and attach a hook to the center of the nose and secure the hook with rubber bands. Let the model hang freely. To get it balanced, add wood screws into the tip of the foam wing, opposite from the low wing.
        b. Once the balance is achieved, take the plane into the air and trim it there. While in the air, you will adjust the control surface throws and trims. You will also further fine tune the balance.

The following chart illustrates faults and later adjustments for high wing models (trainers) without aileron control to check the balance of the model:

Trim the RC Model	
PROBLEM	**SOLUTION**
Tail is Heavy	
1) Airplane over responds to elevator commands?	Yes - CG should be moved forward 1/4 inch
	No - Wing trailing edge should be packed up 1/16 inch.
a) Only when you open the throttle?	Downthrust should be increased 1 degree
b) Only when you close the throttle?	Downthrust should be reduced 1 degree.
Nose is Heavy	
2) Airplane responds well to elevator inputs?	Yes - Wing leading edge should be Packed up 1/16 inch.
	No - CG should be moved back 1/4 inch.
a) Only when you open the throttle.	Downthrust should be Reduced 1 degree.
b) Only when you close the throttle.	Downthrust should be increased 1 degree.
Uncommanded Turns	
3) Flies sharply left when full throttle.	Right thrust should be increased 1 degree.
Flies sharply right when full throttle.	Right thrust should be reduced 1 degree.
a) Permanent trim needed, constantly goes in the same direction.	possible tailplane warp, wing warp, wing, fin, tailplane or nosewheel misalignment.
b) Drops wing in stalls, screws out of loops, but not (3) or (a).	Lateral balance should be checked and corrected by adding weight to one wing tip.

Trim and balance an Aerobatic RC Plane

If you decide to move up to an aerobatic trainer that is equipped with ailerons, you will need to do the following trim checks:

Once you are in the air, trim it with aileron and elevator until it will fly straight and level using full throttle. After you have done this, it is a good idea to fly it for a while to make sure you are satisfied with the control throws, i.e., they respond smoothly with no jerky movements but with plenty of 'pep.'

Next thing to do is to check out in the air the balance and trueness that you did earlier on the ground.

Trim Aerobatic RC Planes	
PROBLEM	**SOLUTION**
Lateral Balance	
1) Fly airplane inverted with down elevator to keep it level.	
a) Right aileron input needed to fly level?	Yes - Left Wing is heavy. Balance with wood screws.
b) Left aileron input needed to fly level?	Yes - Right wing is heavy. Balance with wood screws.
Thrust-Line Offset	
2) At full throttle with wings level, pull into steep vertical climb, then neutralize stick.	
a) Model climbs steeply with noticeable roll and falls off to left?	Yes - Feed in a little right rudder trim and retrim the aileron (if needed).
b) Falls off to Right.	Yes - Feed in a little left rudder trim and retrim the aileron (if needed).
c) Model climbs straight from level flight?	Yes - Plane should now fly straight using same aileron and rudder trim at all speeds.
	No - Ensure tailplane is true and engine is pointing to front.
d) Plane tries to pull over as it attempts to climb, then climbs fairly straight?	Yes - Check to make sure wings are level to tail. Make these checks before continuing any further.

After you trim the plane enabling it to pull up straight, look at the position of the rudder while the stick is at neutral. If the rudder is offset quite a bit, and there is a lot of trim on, you will need to adjust the engine thrust line. If the amount of rudder trim is set to yaw the plane to the left, you will need to shim the engine so that it points to the left. If the amount of rudder trim is set to yaw the plane to the right, you will need to shim the engine so that it points to the right.

Now you should recheck the forward and aft balance. Your trainer will come to you with the trim set for speed stability. It will be nose heavy, and the tailplane will be set to give down force. You

will want to set up your new plane the same way starting out. Once you are used to the way it handles, you can make it less speed stable and more neutral.

This is a cinch to do. Just move the CG back a little at a time, until you have it right. Remember, every time you move it back, elevator power increases. Because of this, you may decide to attach the pushrod clevis out further on the elevator horn. You can easily tell when it is right by rolling the plane inverted at full speed. It should not need much down stick to keep it level. Another thing to remember is that the plane will be more tail-heavy when the fuel tank is empty, so always do your trim and balance checks with the fuel tank near empty.

If you follow these trim steps, you can count on having a model that will fly where you want it to fly.

TRACK ROTOR BLADES

You must track rotor blades when you hover a new helicopter for the first time, because if they are out of track, the helicopter will shake and vibrate. If you are a beginner, find an experienced helicopter pilot to help you adjust them. Do not try to track the rotor blades by yourself; you will have your hands full just trying to keep the helicopter stable.

First, to track rotor blades, you should attach a strip of colored tape near the tip of each blade; use different colors (red and blue are highly visible). The tapes make it easy to identify which blade is out of track. Now have your instructor hover the helicopter. Look at the rotor-disc circumference; if the blades are in track, you should see a single circle. If you see two (one above the other), the blades are out of track and must be adjusted.

Land the helicopter, wait for the blades to stop, and then track rotor blades by adjusting the low blade to match the high blade or vice versa (your helicopter instruction manual should show you which linkages to adjust). Hover the helicopter again and check the blades; if the blade circles do not appear as one line, continue your modifications until they do. When you perform the track rotor blades procedure, there will be a noticeable difference in the handling of your radio-controlled helicopter.

Princeton

TIDBITS

Watch the video from the AMA called "The World of Aeromodelling: Those Marvelous Miniatures – AMA Films. It's approximately 46 minutes long and you can click the link below to watch: https://www.youtube.com/watch?v=Mxr8kfqTDYU

FAA Levies More Than $300K in Fines Against Drone Pilots. Read about it here: Drone fines.

RC Club Faces Uncertain Future After Losing Airfield of 30 Years. Read about it here: Club loses field.

Fly from the designated pilots' station and ensure no one else is currently using it before you take off. – PBRCA anonymous.
I enjoy watching pilots flying from our webcam when I can't get out. There was one pilot in the air today flying from the grass area closest to the canopies. I understand the appeal of standing on cooler grass and taking less of a walk to set a plane down. If we do this, we need to be aware of other pilots coming to fly. Action to take: None. Remind pilots to fly from the pilots' station and be aware and communicate with other pilots with planes in the air. If you see a pilot flying from a remote place along the runway, wait for them to land before sending your plane or Heli up. Let them have their turn to fly. They didn't go up in the air to upset you, they undoubtedly thought they were the only person flying.

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.

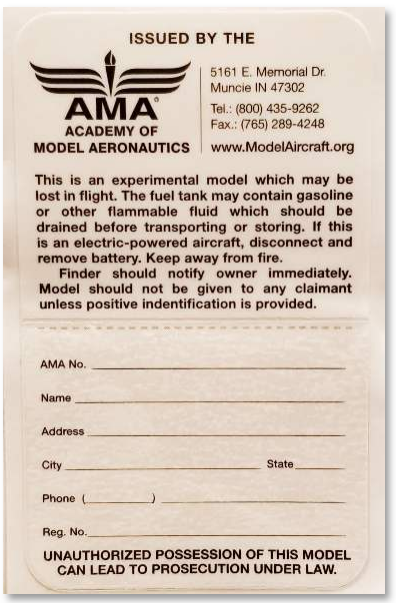
Renew your AMA before it expires!

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 9/26/2024

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 County
Board of County
Commissioners

PALM BEACH COUNTY
PARKS & RECREATION

CODE OF CONDUCT

FOR PARTICIPANT AND SPECTATOR

Welcome to our Facility, Special Event or Drop-In Program!

We are committed to ensuring that everyone has a fun, safe, and respectful experience. While enjoying your visit with us, we ask that you please follow these guidelines:

Please be respectful of others at all times, refrain from using offensive language or gestures, lewd conduct and disruptive behavior, including littering, defacing or damaging property.

Appropriate Attire

Proper attire, including shoes and shirts must be worn at all times. For aquatic activities, appropriate swimwear is required. Additionally, clothing should be free from offensive language, symbols, or images.

Fair Play

Engage in activities with honesty and integrity.

Follow the Rules

Abide by all program, event and park rules, including County Ordinance Chapter 21.

No Fighting or Disruptive Behavior

If conflict arises, remain calm, respect others, and seek assistance.

Respectful Behavior

Demonstrate kindness and consideration towards others.

Non-Discrimination

Treat all participants, staff, and volunteers with equality and respect. We do not tolerate any form of discrimination based on race, gender, age, disability, religion, sexual orientation, or any other characteristic.

Safety to Self and Others

Prioritize safety at all times. Follow safety guidelines and instructions and report any unsafe conditions or incidents to event staff immediately.

THANK YOU for your cooperation and for contributing to a positive and enjoyable experience for everyone!

In accordance with ADA provisions, this document is available in an alternative format. Please contact (561) 966-6625.

8.2024

REGULAR FEATURES

You MUST have a current AMA membership card to fly at Westervelt Field. This is a requirement of the Palm Beach County Parks & Recreation Department.

Also, please note that we will not create your PBRCA membership card unless you have a current AMA membership card. The Club Membership form is available on the PBRCA web site, www.palmbeachrc.com or at the field in the press box.

Thank-Yous

- Chris Lavin for continued use of live streaming from the airfield camera.

Club E-mail Notifications

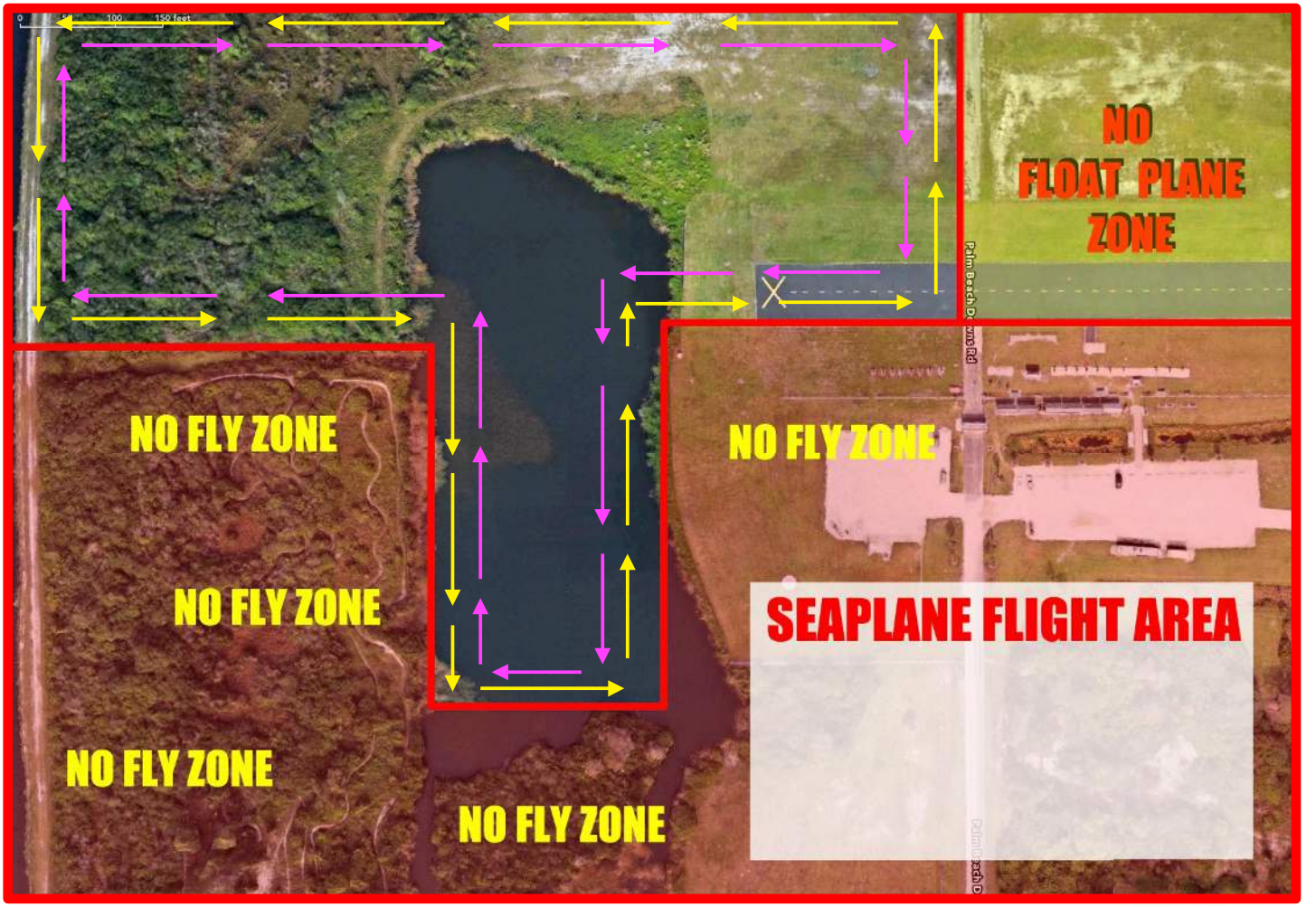
You should be receiving e-mail notifications for the monthly general membership meetings and semi-annual newsletter publication. If you are not receiving our e-mails, please let David know your e-mail address and we will update our records (David's email: pbrca.info@gmail.com. If you want your name & 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



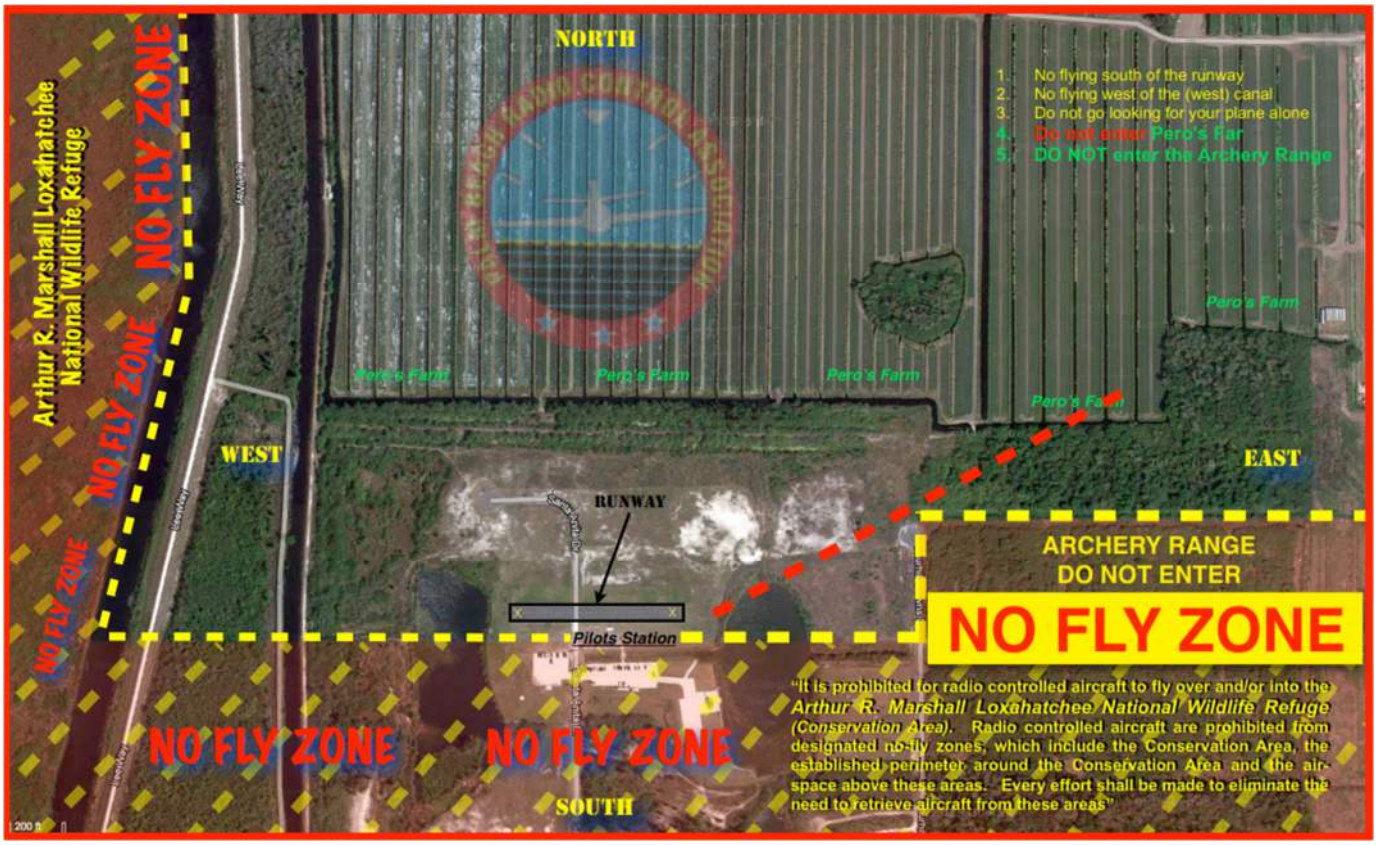
The membership has approved the proposed rules for flying off 'West Lake' in April 2018. The changes and additions are now incorporated into our Safety Rules.

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/