FLIGHTLINE

NEWSLETTER OF THE PALM BEACH RADIO CONTROL ASSOCIATION

PREGNANT GUPPY - 1979

AMA Club# 1016

ONE OF THE LARGEST AMA CLUBS IN AMERICA

Fall 2022

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
Joe Ramos	Safety Coordinator

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

Membership Meeting Dates!
ALL DATES ARE TENTATIVE

October	8th, 2022	10:00 AM at Westervelt Field.
November	12th, 2022	10:00 AM at Westervelt Field.
December	10th, 2022	10:00 AM at Westervelt Field.
January	14th, 2023	10:00 AM at Westervelt Field.
February	11th, 2023	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

John Tice –
President

Fellowship is a word which may best describe what we have and share. Webster has a few definitions so let's look at these. The first is "Companionship and Company." It's true for most of us that seeing old or new friends at the field makes our time there that much better. Even if we go alone and fly alone without socializing with anyone, it is nice to be among others to share the time. Many times, we make a new friend, or learn something new, though we have been around the hobby a long time.

We have a number of members who come out and bring no aircraft but enjoy what they call "Hangar Flying" in full scale. You know who you are, and you are treasured. Always pure Fellowship.

The second definition really hits home. "Community of Interest" -that's for sure. But it goes on to define with "Activity, Feeling or Experience" -another check mark for each. How do feel when you leave the field after a number of flights? Even a day with a mishap can be a good experience as we pursue the experience of the hobby. It's part of the excitement knowing that we may not return home with the same number of aircraft or parts we started with. It's a bit like the adage "bad day model flying is better than a good day at work." Full scale cannot say this.

How about this definition: "The state of being a fellow or associate" -why certainly. Whether we are a PBRCA club member or not, we are still part of the same fellowship and share the activity. Down in the Webster list we find other definitions such as: "Membership, Partnership" and even "Trust." Yes, again and we are all members of the flying and modeling community and a bit of Partnership and Trust help us safely enjoy this small piece or airspace. Rules and safety come in here. The safer we are, the more fun we have.

One of the great rewards I have personally found in the hobby is sharing it by helping newcomers learn to fly. We all can help a newbie by just being there to answer a question, give a little experience-based advice or whatever is needed. Some folks are shy so if you see someone struggling, just ask if they would like a little help and go from there. Some people don't want it so that's fine too; no pressure please. If you really are passionate about teaching, we welcome you as volunteer at any level you can to participate.

Maybe even more telling about the concept of Fellowship, are Webster's antonyms which are "Ill Will, Malevolence, and Venom." I just don't see much of this at the field and really appreciate seeing how kind and helpful most people are with each other.

So, the word of the Month is: Fellowship!

John E. Tice
President

John Scaduto –
Vice President/Webmaster/Newsletter Editor

Inspire positive change and Club improvements. As we move into the fall and winter, consider being a volunteer Board Member in the next cycle. Sure, it means a couple more meetings a month and communication with the other Board members and membership at large, but you'd be helping yourself and fellow pilots. What's in it for you? It's an opportunity to learn more about an important cause (your Club) and RC in general, the people it affects, and the businesses and people in the community who assist us.

Here's a quote from Kyle Jaracz, AMA Education Director; "It's that time of year when events are in full swing, and if you haven't taken a moment to thank the club leaders, volunteers, and regular club members who make events happen, consider this is your reminder – *and,* if you find yourself repeatedly thanking the same people, it might be time to step up and offer assistance to resent and future fliers."

Speaking of helping your fellow pilots, remember that we now have a "Help Corner" on our "Member Services" web page where members can post requests for help: https://www.palmbeachrc.com/helpcorner

Here's an email from the FAA that everyone should be aware of, if not already (slightly edited).

> Dear Registered Drone Owner,
> Flying season is here! Before you step outside to fly your drone (or RC Plane), we want to remind you about The Recreational UAS Safety Test or TRUST. Federal law outlines how, when, and where you can fly drones for recreational purposes. It also requires all recreational flyers to take and pass an aeronautical knowledge and safety test and provide proof of test passage to the FAA or law enforcement if asked.
>
> If you've already taken TRUST – thank you! Your TRUST certificate never expires, so keep a copy in a safe place. If you haven't taken TRUST yet, you must do so before your next flight. TRUST is free and available on-line from 18 different FAA-approved test administrators (including the AMA https://www.modelaircraft.org/trust). Most recreational flyers complete TRUST in about 20 minutes, and there is no minimum age requirement to take the test.
>
> Have fun and fly safe!
> FAA DroneZone Team

If you haven't heard yet, our 2022 National Model Aviation Day event raised $2,000 for 'Feeding South Florida' (FSF). That donation is the equivalent of 18,000 FSF meals. Thank you to the PBRCA volunteers who assisted, not to mention the Vista View Flyers, Opa Locka Flying Tigers, and Aero Modelers of Perrine. Check out the action here: https://www.palmbeachrc.com/2022-national-model-aviation-day

Do you have something interesting that you'd like to share with the other members? Please feel free to send your stories, articles, any RC related interests to me for publishing in the Newsletter.

John

Princeton Rose –
Treasurer

Capital Improvements…

At our September general meeting we reported that club finances remain stable and strong with operating expenses tracking expectations and the only nonrecurring expense since our July report being the money spent for painting the picnic tables. This expense represents the sole capital expenditures for the year and with just a few months remaining in 2022, there are two improvement projects under consideration. Both are in the early stages of discussion/planning and could be completed late 2022/early 2023. The first project is a solar-powered charging station to be in the covered area behind the pilot flight line. The second project is a carport for the heli field to replace the existing worn canopy. We look forward to the completion of these projects and to planning for future improvement projects like refurbishing the press box and resurfacing our runway.

Princeton
September 2022

Ellen Hoffman –
Secretary and Membership Chair

From the membership desk…
Over the past few years, our membership has waned. We are currently down to approximately 300 active members, whereas in the past we have been well into the mid 300's. Some of the decrease, unfortunately, has been due to the loss of some of our senior members and some have simply relocated. At the height of the pandemic, with the blessing of the Parks Department, we made it mandatory to join the club in order to fly at our field. Amazingly, our membership soared! Sadly, many of those who joined back then have not renewed.

Because we are located in a public park, we must allow anyone with an AMA card to fly at our field. But I often wonder why anyone who does enjoy our field does not feel the need to support the club. Maybe they just don't realize that everything they see around them is paid for by our club membership dues, from the maintenance of the runway to the painting of the picnic tables, to the boat that is used to retrieve planes, to the sea container, to the Porta Potties, to the charging station, and so on and so on. New members are eligible for free flight instruction from club volunteers. All members have access to the members-only section of our website where you can see the membership list and you can place a classified ad to sell your unwanted planes. And don't forget the many great events we hold during the year to benefit local charities.

Joining or renewing could not be easier. Just go to the online membership application on our website, palmbeachrc.com where you can sign up using either PayPal or a credit card. Or you can always get an application at the field or print one from the website and mail it in with a check or give it to any Board member. Believe me, it is money well spent.

Whether you are a member or not, always fly safely and most importantly, have fun!

Ellen Hoffman
Club Secretary and Membership Chair

Joe Ramos –
Safety Coordinator

Safe flying everyone!

Joe Ramos

Training –

The Palm Beach Radio Control Association has instructors offering NO CHARGE lessons to members interested in learning how to fly radio-controlled aircraft.

PBRCA New Pilot Training……

Over the last several months we have discussed options for formalizing the process by which new pilots in the club can get help learning how to fly. New pilot training is currently informal and handled by generous volunteers like Keith McBride, Jules Harper, and Jon Gerber, to name a few. We express our sincere gratitude for the time, energy, and compassion of all our trainers. That said, board members are routinely asked by new pilots for help in lining up a trainer for them and to address this need are trying to develop a solution.

At our last general meeting, Jeff Bouley volunteered to help organize our training and to work with our volunteer trainers to provide pilot trainees with an enjoyable learning experience. Jeff intends to work initially with Keith, Jules, and Jon to coordinate a training schedule that will be accessible on our website. He will also work on promoting consistency in the instructions for trainees and for meeting the club's "Solo Flying Requirements."

We look forward to working with Jeff and our trainers to fortify our very important training initiative and again would like to say a "BIG THANK YOU."

If you would like to volunteer to be a trainer, please contact a member of the board.

TRAINERS ARE NOT RESPONSIBLE FOR DAMAGE TO YOUR AIRCRAFT

FEATURE ARTICLES

Attributes of a Good RC Pilot
By George Krueger

A recent article in the full-scale aviation publication Aircraft Owners and Pilots Association magazine AOPA Pilot caught my eye. It was by Richard McSpadden, Executive Director of the AOPA Air Safety Institute. Its title: Nine Traits Good Pilots Share. With appreciation I will repeat his nine traits here but give each some relevance to our RC piloting.

1. They think for themselves. They have the self-confidence to make their own decisions. They respectfully listen to the opinions and advice of others but the final decisions on what, where and when to fly are their own. The choices may involve weather conditions, equipment problems, field conditions, risk elements or even their own health. But the final decision is theirs alone.

2. They know a lot about the airplanes they fly. Not just the airframe and engines, but the electronics and the electro-mechanical, the fuel and smoke systems, the retractable landing gear, the gyros, the radio transmitter programming. If something unusual happens, they have an extra bit of knowledge to help them out of a jam. Somehow their airplanes are more reliable than most.

3. They take calculated risks. For full-scale piloting this means go or no-go decisions based on weather and other variable hazards. For RC piloting let's reword this as "They maintain safety margins." Good RC pilots know that their actions (or inactions) affect the safety of everyone nearby. They fly at safe distances from spectators, pits, and the flight line. They fly at safe altitudes. They don't allow their airplanes in flight to be pointed at people. They maintain enough fuel or battery margin to make an extra go-around while someone else lands. They are practiced at dead-stick landings.

4. They don't mind your reasonable questions. These can be about any aspect of RC flying or related activity. They answer in simple terms that anyone can understand. They treat each question with respect; there are no "dumb" questions. They offer supplemental information they think might be useful.

Attributes of a Good RC Pilot
By George Krueger
Continued

5. They're hard on themselves. These pilots are their own severe critics, and they use their observations to make themselves better. This, despite compliments on their flying by others, which they pleasantly accept.

6. They're knowledgeable about (model) aviation. They stay "up to speed" in their area of interest and in related areas. This includes everything from regulations to medical factors to insurance and goes well beyond the specific skills of building and flying their favorite types of models.

7. They've got good stick-and-rudder skills. These RC pilots continuously try to make their skills better. They can confidently handle winds, gusts, and variable weather. They can execute a crosswind landing almost as easily as an into-wind one. When operating at a new field they immediately set up landmarks to gauge their traffic pattern and maneuver display 'box.' All their flying looks deliberate, precise, and safe.

8. They're calm under pressure. Unusual circumstances do not faze these pilots. They may make a dead-stick landing that looks as normal as a powered one. They keep flying despite a lost canopy or stuck landing gear. If they must make an off-field landing, they maintain control of their airplane all the way to the ground and do their best to avoid spectators, the pit area, and the flight line.

9. They routinely access safety information. For RC pilots let's change this to "They keep safety paramount in their mind. At the beginning of each flight there are two thoughts in their mind: avoid any manned aircraft in the area, and do not allow the airplane to threaten the flight line, the pits, or the spectators.

Why won't my Corsair go straight?

By Rick Bennett

If you have a T-28 in your fleet, you know that it is reasonably easy to keep it going straight on the ground.

If you have a Corsair, you know that it is NOT that easy to keep it going straight.

The difference is in the fact that the T-28 has *tricycle landing gear*, and the Corsair is a *taildragger*.

Just for fun, let's examine that. Try an experiment.

Take a pencil and put it on a flat table. Place your index finger and your thumb on the lead part of the pencil and try to *pull* it across the table. It's very easy to pull the pencil in any direction. This is because the point of rotation is at the tip of the pencil which is also way ahead of the pencil's center of gravity.

Now, put your index finger on the eraser of the pencil and try to *push* it across the table. You will see that it is very hard to keep the pencil going straight for any distance at all. In this case, the point of rotation is at the back of the pencil which is also way behind the pencil's center of gravity.

In your airplane, the horizontal point of rotation is called the 'yaw' axis. By necessity, the center of gravity in a taildragger is behind the main landing gear so the plane will sit on its tail wheel. This also puts the center of gravity behind the yaw axis of the plane. The undesired effect is that the tail is always trying to "catch up" with the nose. Taildraggers will always have a tendency to go off one way or the other, just like the pencil when pushed from behind.

If a taildragger gets too wild and its center of gravity reaches a point that is "outside" of the main landing gear, the plane will experience an uncontrollable ground loop. Again, think of a similar movement with the pencil.

Now that you know why, learn to use the rudder and good luck in maintaining directional control of your taildraggers!

Speaking of that rudder…

WHAT TO DO WITH YOUR LEFT HAND WHILE HAVING A GREAT TIME WITH YOUR AIRPLANE.

by Bob Brown of the North-East Philadelphia Radio Control Club

While learning the basics of RC flying, most student pilots typically do very little with their left hand on the transmitter control sticks. Many student model pilots don't even keep their left hand on the left control stick. They reach for that left stick only when they must make throttle adjustments. And many times, they actually take their eyes off their aircraft to look down and find the left control stick. Much of their throttle control is of the on/off type. They add throttle for takeoff and flying and remove it for slow flight and landing. In between, the left stick is usually treated as a suspected pipe bomb. But that left stick is there for a reason, just as rudder pedals are on every aircraft for a reason. The rudder is a vital control surface that must eventually be mastered. We won't get too technical this time; this article is about flying skills not aerodynamics. But we will throw out a teaser for you to think about now and then discuss it in a later article.

Except when performing aerobatic maneuvers, the rudder's only function in a conventional aircraft, not a canard, flying wing or other unusual design, is to prevent unwanted turns. The vertical fin provides directional and yaw stability, but the rudder is there only to keep the aircraft pointed correctly whenever it wants to deviate from the desired path. That is why it is important for new model RC pilots to learn rudder control. Proper rudder application prevents unwanted yaw. As airspeed drops, the ailerons lose effectiveness. Near stalling speeds, ailerons have very little effect at all. You have probably seen someone's scale or performance RC aircraft takeoff at too slow an airspeed, start to tip stall and roll to the left. The pilot applies opposite aileron but not much happens except the left bank increases even more (adverse yaw effect added to propeller torque). The pilot shouts "I ain't got it!" and the bank increases more and the plane cartwheels into the ground.

This unhappy event could have been avoided by using the rudder. The rudder is effective down to, and even below, stall speed. Opposite rudder would have compensated for the torque, prevented the tip stall roll, and brought the aircraft back to level, climbing flight. If only the pilot had known how to use that dreaded left stick. It is always best to learn rudder control from the very beginning. But most newer model pilots have not had that luxury. And honestly, learning the left stick at the very start does slow the entire learning process. Many new RC pilots would prefer not to

have that delay. But there are fun ways to learn using the left stick that are effective and quick. So how do we can learn to use both controls on that stick? We are going to entice you into learning rudder control by offering several easy and fun practice maneuvers and then finishing with the attractive, aerobatic performance known as a stall turn. Let's start with a fun maneuver using both rudder and throttle. I call it the 'tail wag.'

Start by flying a nice straight line (as all maneuvers are started) about 150-200 ft. high and parallel to the runway. Have the throttle set to about half. Just as you go past yourself (center) smoothly raise the throttle to full and let the airplane gain airspeed until it gets to full speed. Now the aircraft is past you and going fast. About 150 ft. past you, pull up to vertical flight. That's right, fly straight up. As soon as the aircraft is going straight up, start moving the rudder stick side to side—take about a half-second per side to do this. Continue until the airplane slows down and nearly stops in the air. At this point, push down elevator and resume level flight. Don't forget to then lower the throttle to about half and then make your normal turn back to yourself. Did you see the tail wag? Wasn't that great?

Do it again. Each pass does the same thing. Have fun. Now you are making the airplane do what you want! You are beginning to use the rudder and it's a ball. Let's try something a little more complicated. If you do these things, pretty soon using the rudder will be just like using the ailerons. You'll be doing it automatically. So, on to the flat turn. *FLAT TURN, how the heck does an airplane turn flat? Everyone knows an airplane has to bank to turn. My instructor told me that when I was just starting out!* Just relax and everything will be fine. Now that you are using the rudder, you can do more things with that beautiful trainer than your instructor ever told you.

FLAT TURNS

First establish a nice high and straight line parallel to the runway about 150 ft. high. *Where have I heard that before?* Just about all maneuvers start that way. Have the throttle set to about half. Just *before* the airplane gets to the center (right in front of you), raise the throttle to full. The airplane will gain speed. As the airplane gets to the center and is going fast, use the rudder to turn the airplane away from the runway. That is, if you're going from left to right give left rudder. If it's going from right to left, give right rudder. Slowly go to about half rudder—over about a second. The airplane will start to do two things at once, roll and turn. At this point you will give opposite aileron to prevent the roll. If you gave right rudder, give left aileron. If you gave left rudder, you will give right aileron. Move the aileron stick just enough to keep the wings level. To reiterate; going left to right at full throttle, give about half left rudder and as

the airplane starts to roll, apply right aileron to keep the wings level. The airplane will be turning but not banking. You will only see the yaw. On aerobatic airplanes, when you give rudder, the airplane will do little or no banking. This rolling as you give rudder is called “roll coupling;” it has a lot to do with the amount of dihedral in the wing. As I said, this is not an aerodynamics column so I will not go into why.

Hey, my airplane is turning without banking and I don’t know what to do next. Sorry, didn’t mean to leave you in that strange turn! Let’s get you out of it. Once the aircraft has turned 90 degrees, just let the sticks go back to neutral. “Stick*s*” meaning both the right and left sticks. Please, don’t just let go of the sticks; reposition them back to center keeping your hands on both sticks. That "*boing*" drives me crazy. Practice this stuff and while you are practicing using the rudder don’t forget to have fun. There is one problem you may run into while doing flat turns. After doing a 90-degree flat turn, you will no doubt want to do more; that is, a 180-degree turn or even a flat circle. These maneuvers are really great and very impressive. Do them but beware! The flat turn is a high drag maneuver. After all, you are forcing the airplane to fly sidewise. This causes more drag and the airspeed goes down. The reduced airspeed reduces wing lift. Also, there is even less total wing lift because the inside wing in the flat turn is actually moving at a slower airspeed that the outside wing. Less and less lift means you could run out of lift. Running out of lift means a stall. Now don’t start worrying. You are nice and high; remember? If you do stall; reposition the rudder and aileron to neutral, raise the throttle a little and let the nose drop slightly). As you gain airspeed, apply a little up elevator and you will have full control as before.

Field Risk Management – Princeton Rose

Taking this opportunity to talk about risk management as we enjoy flying at our publicly accessible flying field. Creating a safe environment to protect bystanders, other model pilots, as well as surrounding property, is crucial and the responsibility of every individual participating in R/C aircraft building and flying. According to the Academy of Model Aeronautics (AMA), *"most model flying that takes place today is recreational rather than within a formal competition framework, and sometimes it occurs on publicly accessible sites with little or no formal control."* Happy to note that our club has a long history of promoting safe flying by enforcing practical safety rules and fostering a "safety first" culture. This is not without its challenges given (1) the diversity of aircraft built and flown by our members and nonmembers, and (2) usage of the fields (fixed wing and heli) varies by the day of week and time of day. We have early morning fliers, afternoon and evening pilots, and of course, the weekend crowd. The number and composition of curious bystanders also varies by the day of the week and the time of day. Again, oftentimes many of the curious onlookers are unaware of the ever-present dangers of our hobby and it's incumbent on us to keep them safe.

So, there is much risk in our hobby requiring good risk management. From the club's perspective our "risk management program" includes ongoing efforts to comply with the requirements of the "Special Use Permit" from the parks department and the safety code and related guidelines of the AMA. To help us comply with the conditions of the Permit and the AMA, our club has requirements for trainee pilots to fly solo, a detailed set of club safety rules, and safety reporting at our club meetings. It goes without saying that having the rules don't take the place of members using common sense and just being considerate of their fellow pilots and visitors to the park. And this requires commitment and vigilance.

A major element of our risk management program and a requirement of the Permit is maintaining liability insurance, and this is one of the major benefits of AMA membership - for the club and for the individual pilot members. As a reminder, AMA's coverages are as follows:

General Liability Coverage (Effective March 31, 2022)

- *AMA's Liability coverage is not limited to flying at chartered club sites or sanctioned events. The coverage also applies to model operation on private or public property.*
- *AMA Liability Protection applies to bodily injury or property damage caused by an AMA member. Any AMA member who causes an accident resulting in an injury must report that accident immediately to AMA HQ.*
- *Applies to accidents arising from the modeling activities of model aircraft, rockets, cars and boats, in accordance with the AMA NATIONAL Safety Code(s).*
- *The 'per occurrence' limit of coverage available by this policy is $2,500,000 involving bodily injury and/or property damage. These limits are for claims occurring during the policy period. Coverage is provided only for accidents arising from the model activities.*
- *A separate policy covers participation in FAI events outside of the United States and Canada. This policy has a $2,000,000 limit. There is no coverage for injury to a member to his own family (Household and Relative(s) living in the member's household) for claims or suits.*

- *The policy does NOT cover business pursuits; that is any activity that generates income for a member beyond reimbursement of expenses, except this business pursuit exclusion does not apply to individual members providing modeling instructions for pay to AMA members. AMA insurance is "excess" to any other applicable coverage, such as homeowner's.*
- *Has a $250.00 deductible (property damage only), which is the responsibility of the AMA member causing the accident.*

Accident/Medical Coverage (Effective January 1, 2022)

The Accident/Medical coverage applies to injuries while engaged in model activity regardless of who causes the accident. It reimburses an AMA member in accordance with policy terms and conditions for only medical expenses (also the beneficiary for loss of life) incurred within 52 weeks of the accident. The Accident/Medical coverage works as follows:

Provides up to $25,000 for medical expenses and $10,000 for dismemberment or death.
- *Insures AMA member directly – does not require claim action by another person.*
- *Pays for eligible expenses upon submission of bills or other documents certifying cost of treatment and that injury was caused by model activity.*
- *Reimburses medical expenses only after submission to any other health plan, including Medicare.*
- *Has a $750.00 deductible.*

Fire, Vandalism, and Theft Coverage (Effective March 31, 2022)

- *Provides up to $1,000 for loss of aircraft models and accessories, including RC equipment. All theft loss claims must be accompanied by a police report. NOTE: Theft has to occur from a locked vehicle or residential dwelling. There must be physical evidence of violent forcible entry.*
- *Has a $100.00 deductible.*
- *Is "excess" to any other applicable coverage, such as homeowner's.*

This information is merely a brief summary. Complete details of coverage, reporting periods, and exceptions are contained in master policies available at www.modelaircraft.org/documents, Safety & Member Benefits tab, documents #500-L, 500-LA, 500-M and 500-N.

AMA's General Liability Coverage (Effective March 31, 2022)

The AMA Park Pilot Liability Protection applies to bodily injury or property damage caused by an AMA Park Pilot member. It is not limited flying at a chartered club site, but also applies to model operation on private or public property. It responds to accidents arising from the operation of model aircraft (as defined for the Park Pilot Program), in accordance with the AMA Park Flyer Safe Operating Recommendations, as well model cars, boats, and rockets.

- *The "per occurrence" limit of coverage available by this policy is $500,000 for claims involving bodily injury and/or property damage. These limits are for claims occurring during the policy*

period. Coverage is provided only for accidents arising from the model activities.

- *There is no coverage for injury to a member to his own family (Household and Relative(s) living in the member's household) for claims or suits.*
- *The policy does NOT cover business pursuits; that is any activity that generates income for a member beyond reimbursement of expenses, except this business pursuit exclusion does not apply to individual members providing modeling instructions for pay to AMA members.*
- *AMA insurance is "excess" to any other applicable coverage, such as homeowner's.*
- *Has a $250.00 deductible (property damage only), which is the responsibility of the AMA member causing the accident.*

This information is merely a brief summary. Complete details of coverage and exceptions are contained in the master policy available at www.modelaircraft.org/documents, Safety & Member Benefits tab, document #500-L.

In closing, it's good risk-management for even seasoned pilots to occasionally review the AMA's safety code which is outlined below. Happy and safe flying.

AMA Safety Code Effective January 1, 2018

A model aircraft is a non-human-carrying device capable of sustained flight within visual line of sight of the pilot or spotter(s). It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance with this safety code and related AMA guidelines, any additional rules specific to the flying site, as well as all applicable laws and regulations.

As an AMA member I agree:

- *I will not fly a model aircraft in a careless or reckless manner.*
- *I will not interfere with and will yield the right of way to all human-carrying aircraft using AMA's See and Avoid Guidance and a spotter when appropriate.*
- *I will not operate any model aircraft while I am under the influence of alcohol or any drug that could adversely affect my ability to safely control the model.*
- *I will avoid flying directly over unprotected people, moving vehicles, and occupied structures.*
- *I will fly Free Flight (FF) and Control Line (CL) models in compliance with AMA's safety programming.*
- *I will maintain visual contact of an RC model aircraft without enhancement other than corrective lenses prescribed to me. When using an advanced flight system, such as an autopilot, or flying First-Person View (FPV), I will comply with AMA's Advanced Flight System programming.*
- *I will only fly models weighing more than 55 pounds, including fuel, if certified through AMA's Large Model Airplane Program.*
- *I will only fly a turbine-powered model aircraft in compliance with AMA's Gas Turbine Program.*
- *I will not fly a powered model outdoors closer than 25 feet to any individual, except for myself or my helper(s) located at the flightline, unless I am taking off and landing, or as otherwise provided in AMA's Competition Regulation.*

- *I will use an established safety line to separate all model aircraft operations from spectators and bystanders.*

REGULAR FEATURES

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

Also, please note that we will not create your PBRCA membership card unless you have a current AMA membership card. The Club Membership form is available on the PBRCA web site, this newsletter 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 Ellen know (e-mail: pbrca.info@gmail.com) your e-mail address and we will update our records. If you want your name & phone number removed from our website list, also contact Ellen at: pbrca.info@gmail.com

FAA sUAS REGISTRATION

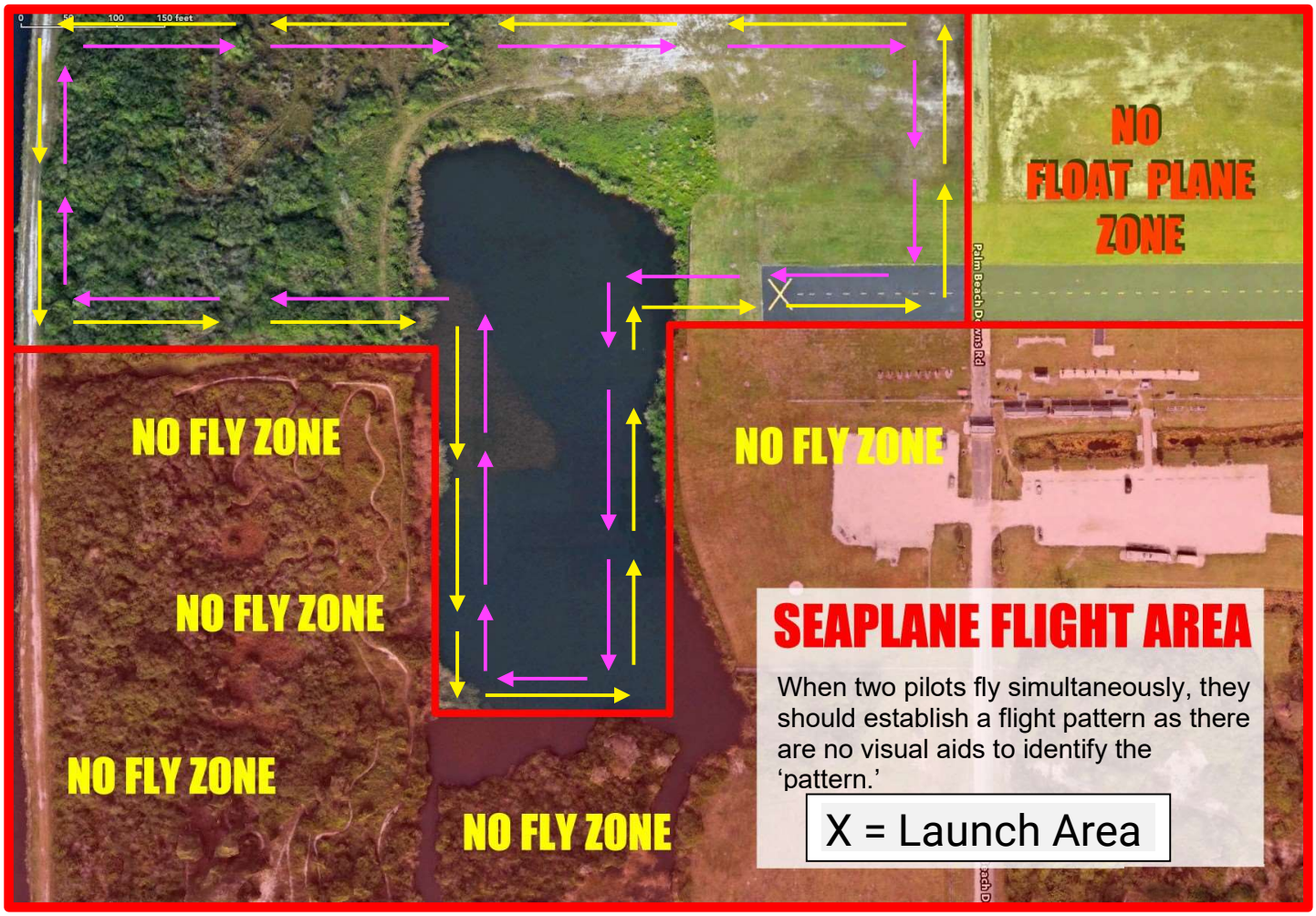
All sUAS (small Unmanned Aircraft Systems - (0.55 lbs. up to 55 lbs.) pilots must register with the FAA. Furthermore, once registered, you are required to affix your assigned FAA Registration number to the 'exterior' of ***every*** aircraft you fly. For more information and registration online go to: 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 and 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: https://www.palmbeachrc.com/_files/safety-rules

Float-plane Flight Area



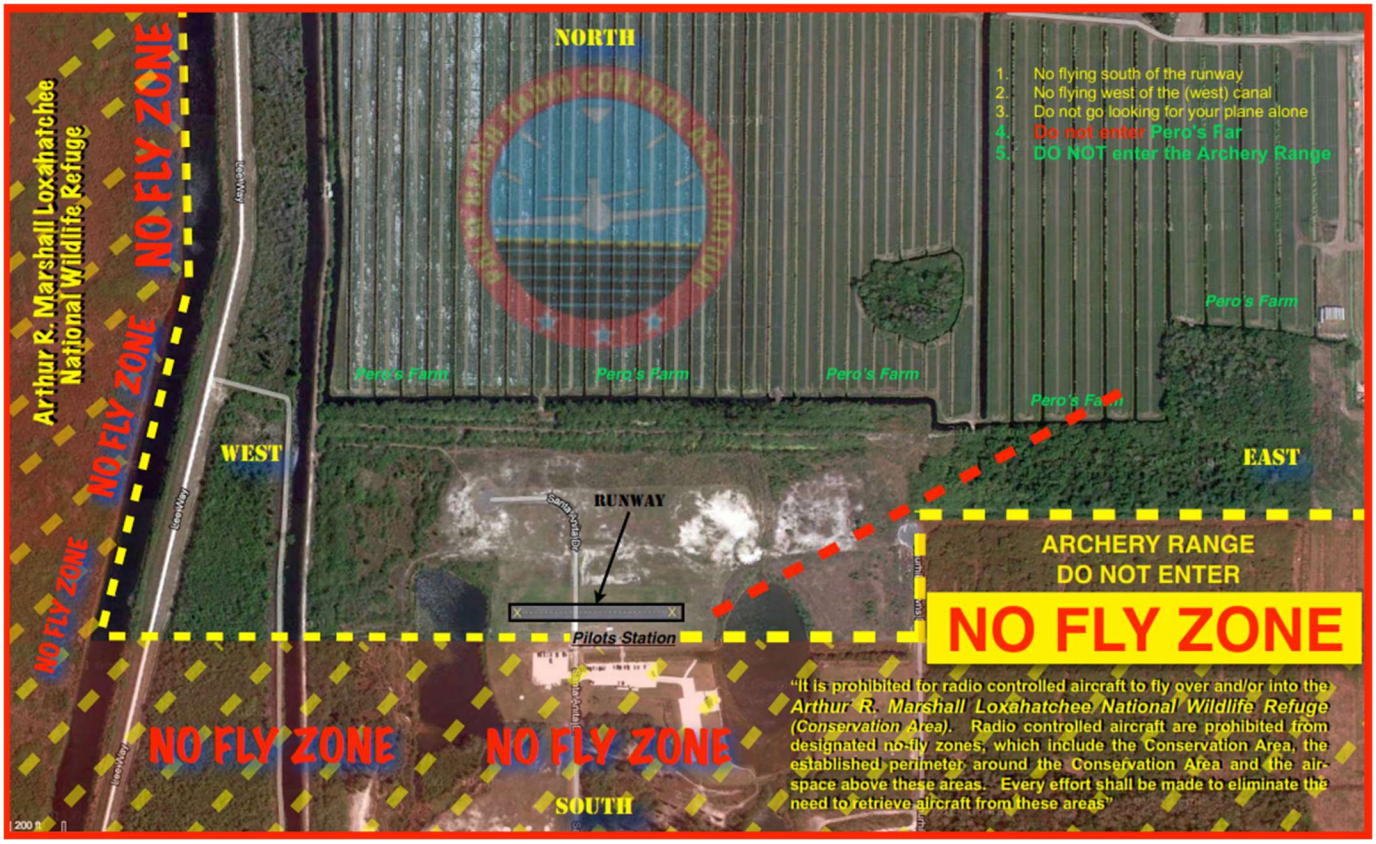
The membership has approved the proposed rules for flying off ‘West Lake’ in April 2018. The changes and additions are now incorporated into our Safety Rules.

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:

https://www.palmbeachrc.com/_files/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!



https://trust.modelaircraft.org/