



The Airmaster Flash

Newsletter of the Airmasters Radio Control Club

10025 WW Ranch Rd
Sebastian, Florida 32978
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Ray Jones

Flight

Instruction/Certification:

Inquire at field

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Tom Kempf (acting)

Field Marshal:

Bret Givens

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The President's Column

Club members,

I hope everyone had a safe and happy Fourth of July weekend! We have a lot going on in the club and it is very exciting to have many new members of all ages and interests.

We have a new Safety Coordinator, Ray Jones, and I want to thank him for stepping up to the role. Ray is a long-time servant to the community as a Fire Fighter and Emergency Medical First Responder and we thank him for his service. In his role, Ray, as many of our members that serve, or have served, in similar roles know, safety is about maintaining our culture of awareness and prevention. The AMA rules, club by-laws and safety requirements are designed as a framework for operating a safe and successful environment for all members and spectators at all times. As members of AMA and Airmasters RC, we all share the responsibility for safety by setting the example ourselves by following the rules, applying good judgement and being thoughtful and helpful of others at all times.

Thank you to all the volunteers and anonymous donors of time, talent and treasure that shows through the continuous improvements on the airfield, track and other maintenance. I believe we will continue to create an inviting and educational experience to future generations as a result of our dedication to the hobby.

Your club President,

Jim Olszewski



Charter Club 2814

Club meetings: Next meeting is Saturday July 9, 2022, at 9:00 am
[Meeting minutes.](#)

Recent/Upcoming Events

- 2022 annual membership payments were due by Jan. 1, 2022. Current AMA membership for 2022 is required for all Airmasters members.

Vice-President's Update

We have seen a positive trend of new members, and many are young and impressionable. It is our responsibility to provide a good example and coaching for these new members so they will enjoy the hobby safely for a very long time.

Parents of children at the field must be careful and watchful of their children when they are flying or driving on the racetrack. Children should not be in the pits or on the driver's stand unless they are members and are flying an aircraft or driving a vehicle on the track.

Spectators should remain behind the pits or on the bleachers, not in the pits or on driver's stand. The driver's stand is limited to six drivers at a time. If there are more than that, we should do as we do on the flight line, share and let others have a turn.

Be safe and have a good time!



Jerry Davis

Safety Update

Safety is always our club's main concern, and we must always strive to be free of any accidents. However, sometimes issues and events happen and, when they do, we should all learn from those mistakes. Most of the time these types of issues can be prevented with a little common sense. Trust me, a little common sense goes a long way.

All in all, we are good with abiding by all the FAA, AMA and club rules and regulations that are designed to make flying safe for everyone. Recently a few issues have come up and I would like to highlight the precautions we must take prevent those issues.

1. Make sure all pilots have and are using throttle cut. Throttle cut must be set-up on each model.
2. Make sure all pilots are flying in the proper pattern according to wind direction.
3. Always use verbal commands when flying:
 - "Coming Out", "Taking Off", "Landing", and "Clear".
 - When a pilot or helper needs to enter on the runway, always let other pilots know and get acknowledgement that you are "Going On The Runway" before entering and announce "Clear" when clear the runway.
4. Pilots need to be standing in the designated pilot area when flying. They are marked with red paint located in front of the pavilion. This is to help insure clear communication between pilots.
5. Trainees all need to be on a buddy box when learning to fly.
6. Absolutely there will be no takeoffs from tables, pit area, or from under the pavilion for that is a huge safety violation. We have new members and younger flyers coming around and we don't want to start bad habits.
7. Sometimes the grass gets a little high and needs to be mowed. When the runway and pit areas need to be mowed, the runway must be shut down, flying must be stopped, and members clear from the lawn mower. Remember, it's hard enough flying let alone with the lawn mower being a distraction.

All in all, we are doing pretty good so keep up the good work and please help out with the younger members who are learning to fly and to instill good habits, learn the rules and regulations, so we all can enjoy the flying experience together.



Ray Jones

Field Marshal News

Guys and gals,

The summer is upon us now, bug and intense heat season. If you see anything wrong with the electric fence, like when you are unfortunate enough to have to retrieve a plane outside of the fence line and you see a part of the fence that is down, please let me know.

I try to test it weekly to make sure the voltage is up where it's supposed to be. This fence is the only thing keeping the hogs from rooting up the runways. Also please practice safety and remember the rule is, if you have to venture outside of the fence, make sure you have a cell phone with you.



When the sun is behind the clouds it is very easy to get disoriented in the woods and having a cell phone with either Google maps or a compass app is very useful. Anyone who does not have one of these on their phones can see me and I will be glad to help install this on your phone.

The club does not have trash service, so it is important that everyone help keep our grounds clean and free of clutter by taking everything you bring to the field back out with you and, as they say, "leave only footprints."



Thank you to everyone that participates in field projects that preserve and improve our club grounds for everyone's enjoyment. All members are encouraged to join in clean-up, workdays and special projects when they are scheduled to ensure that our facility is well maintained, safe and ready to enjoy at all times.

Until next time keep the planes in the air and your feet on the ground!

Brett Givens

Membership

Charter and Insurance

We have received our 2022 AMA charter along with a copy of our club's current insurance policy. AMA membership is required for insurance coverage. Our insurance does not cover members if they have not renewed their AMA membership.

Lease Renewal

The club's lease for the field will expire in 2025. I have advised the county that we would like to renew our lease at the end of our current lease for an additional 20 years.

Dues

- As of 7/2/2022 we stand at 137 paid members. Current AMA membership and current Airmaster's club memberships are both required to fly and/or drive. A list of current members is posted on the bulletin board at the field. Please check to make sure that your memberships and contact information are current on the bulletin board. If you need to **renew your membership** and/or update your contact information, use [Join/Renew Airmasters RC Club Membership Form](#).
 - AMA membership is paid for 12 months or more based on renewal duration chosen. AMA membership is valid beginning on the date of payment. If your AMA membership expires, you are no longer insured.
 - Airmasters RC membership dues shall be paid annually due on January 1st. Membership is valid from January 1st through December 31st. A new member joining after August 1st pays initiation fee (Adult \$10, Junior \$5) and one half (1/2) annual dues for membership valid August 1st through December 31st. The membership fees are:
 - Initiation fee \$10.00 per adult --\$5.00 per junior membership
 - Renewals, the initiation fee is required if delinquent for a full year.
 - Open membership \$75.00 Family membership \$85.00
 - Junior membership (under 18 years old as of July 1st) \$10.00
 - **Please make checks payable to Airmasters R/C and send to:**
- Airmasters**
P.O. Box 780498
Sebastian, FL. 32978
- If either your AMA or Airmasters memberships expire, all flying and/or driving privileges are suspended. There is no grace period.

Visitors

- Visiting AMA members may fly and/or drive up to 5 times per year as a guest of a current member if they are able to show their current AMA membership. The current Airmaster member host must be present with their guests.
- Visiting relatives or out of town AMA members that are guests of current club members may fly and/or drive up to 10 times per year. Their host must always be present with them.

It is important to keep your AMA and Airmasters RC memberships current along with your contact information for you to receive club news, stay current with club functions and for uninterrupted fun flying and/or driving RC vehicles with others that share the same interests.

Tom Kempf (acting)

Flight Instruction/Certification

Airmasters RC instructors are dedicated to helping new members gain the knowledge and skills needed to safely enjoy remote control aircraft flight. Flight instructors are available at the airfield each morning from sun rise until approximate 9:00 am.



Airmasters RC Flight Instructor Tom Kempf with his Van's RV-8.

Thank you to all our Airmasters RC Flight Instructors past, present and future!! They help us realize our dreams of flight!

Airmasters RC instructors:

- Take us up for our first buddy box flight
- Coach us on our first take-off
- Demonstrating level pattern flight
- Encourage us as we practice the pattern "3 mistakes high"
- Coach us to go easy... a little more easy... on the elevator control and let the aircraft settle gently on the runway
- And after they pat us on the back when we finally grease in the perfect landing and say it's time for you to solo... off the buddy box - They stand by us!



Finn Donaldson – getting support from Tom while moving up to a low wing aerobatic sport aircraft.



Aaron Behr - training with Tom with first solo 6/25/2022

FAA Regulations

There are a lot of questions and concerns around how FAA regulations will affect our hobby. Our most current guidance from the FAA is included in FAA Advisory Circular [AC 91-57B Exception for Limited Recreational Operations of Unmanned Aircraft](#). To fly under [The Exception for Recreational Flyers](#), you must:

- Register your drone
- Fly only for recreational purposes
- Follow the safety guidelines of a community-based organization
- Keep your drone within the visual line of sight or use a visual observer
- Give way and do not interfere with any manned aircraft
- Get prior authorization before operating in controlled airspace
- Fly at or below 400' in uncontrolled airspace
- Comply with all airspace restrictions
- Pass an aeronautical knowledge and safety test

As AMA members flying at an AMA sanctioned field, we are to abide by the FAA and AMA rules. Your AMA magazines and emails are great sources for the latest information.

Club T-Shirts

With many new members this year, we have had a lot of requests for information on where to get Airmasters RC shirts, hats, stickers, etc. In the past, we had a local company that provided a good quality service where members could go, pick shirt size and color and choose from several designs that were created over the years by club members. Good news! We still have the artwork and the ability to create new designs AND we have located a new company in Sebastian!!

HG Printing & Graphics is able to produce shirts of all kinds, including cotton/polyester blends and dri-fit materials, and using all of the best techniques such as direct print, sublimation (best for printing actual pictures on shirts), and silk screen. They can do hats too, as well as decals, banners and embroidery. They provide the shirts and athletic clothing for schools, fire and police departments in Indian River county. They have a website that can be accessed using your mobile camera on the QR code above and in the near future, they will create a web store online for Airmasters RC. This will allow members to go online, pick the shirt material, size and color and customize your shirt by selecting from the artwork on file and then pay for the order. Pricing is approximately \$20-30 depending on level of customization. You can have them ship the order to you or you can go into their store and pick up your order right here in Sebastian. If you prefer, you can also go in the store to place your order in person.



I am very excited that we have a source for members to get our club designs on shirts, hats, stickers and banners again!

I look forward to seeing everyone at the field!!

Roger Gagnon



Show and Tell, Tips and Techniques from the Members

This section is for members to share their projects, lessons they have learned or techniques they have developed with other members. If you have a tip or technique you would like to share please send your input to the editor: mdhobbs@bellsouth.net.

A320 Simulator Training

Long time Airmasters RC member Cal Schmidt, an accomplished Commercial and Instrument rated Pilot with over 600 flight hours, attended flight training in the A320 Simulator at JetBlue University.



Lined up on final approach.

This is Capt. Cal Schmidt; It's been a pleasure flying with you today!

Post Operations Aircraft Clean-up

A lot of days at the airfield, especially early in the morning, the grass is wet with dew. When you bring your aircraft back to the table in the pits there will be wet grass and dirt on your aircraft. Most of us keep a brush to clean off the aircraft. However, when the grass and dirt are mixed with water, cleaning with a brush just makes a mess and gets the brush wet and dirty. In these situations, I find that "wet wipes" are more convenient than a roll of paper towels and spray cleaner and they leave the aircraft nice and clean.

I hope this helps!

Ed Bastian

Lessons Learned

My name is Chip, and I am a "new guy" at the field. I moved to Viera last year and recently joined Airmasters RC in March. I have had a chance to meet many of you but nowhere near everyone. So, hello, and thanks for welcoming me to the club.

I have been flying radio-controlled aircraft since the late '60s. Over that time, I have had lots of airplanes. Back in the early days, it was build it, fly it, rebuild it until you couldn't get it back together, and then buy another kit. Many (most) of my broken planes resulted from poor thumb control (aka pilot error), but back then, we also wrote many of them off to radio failure. Every trip to the field seemed to result in at least one flyer holding the transmitter overhead and shouting, "I ain't got it."

Today many of the broken airplanes are just pilot errors, but I also think there is probably a higher number of equipment failures than we may realize. Most of us no longer build from scratch and the planes today are ARF, BnF, or PnP, so we don't know how they are built under the covering. Further, today's radio systems are pretty solid, resulting in lots of flying. Finally, I'd say the increased use of electric planes has been a real improvement in flying. However, the old glo and gassers at least required a good thorough cleaning which often resulted in a partial inspection. Today I tend to charge it, throw it in the car and go. Then I reverse the process when I return home. Not much daily inspection.

Let me share my recent experience. About twelve years ago, I built one of those profile park flyer foamies. It has been sitting in the garage in Atlanta for at least ten years, gathering dust. I brought it down here, and after a quick once over, I threw it in the car and headed to the field. Add battery and fly; how hard can it be? About a minute into the flight, the motor seemed to quit for a moment. But by the time I noticed it, the thing was running again. Keep flying! Everyone knows this, but I should have landed and checked it out, but it was still purring along, so I kept flying. The second time it happened, I lost more than the motor; I lost all control for about 5-6 seconds, then it roared to life again. Fortunately, that little voice said land it, dummy. Everything seemed fine. But a deeper inspection showed that the battery wire had failed at the solder joint for the deans' connector. The shrink tubing was the only thing keeping it close enough to make contact.

Over those years, sitting in that garage, the terminal on the deans' connector corroded and caused the joint to fail. Add to the fact that I did a lousy job on the initial soldering of the connection, and it was a crash looking for a place to happen. During a preflight or periodic inspection, a little tug on those connectors would have revealed this fault.

So this prompted a complete maintenance review of all my planes this morning. I found one servo extension working loose from the servo wire, even though it had a servo keeper attached. One wheel collar was loose and only being retained by the wheel pant, again, even though it had Loctite on the set screw. Several small areas of covering and trim were starting to peel at the seems, ect. Bottom line? It has been a minute or two since I did any real thorough maintenance on these planes. Maybe you have a good routine that you follow, but obviously, I have been lazy. So, if it has been a while, I highly recommend you take a little time and check everything from the spinner to the tail wheel.

Hopefully, you won't find any issues, but if you do, they are easier to address on the bench than on the field.

Chip Hayes