



# The Airmasters RC Flash

Newsletter of the Airmasters Radio Control Club

10025 WW Ranch Rd  
Sebastian, Florida 32978  
2023 Issue: 2

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Bret Givens

Ed Rowe

Chip Hayes

## Safety Coordinator:

Ray Jones

## Flight

### Instruction/Certification:

Inquire at field

## Membership Chair:

Judi Ingerowski

## Field Marshal:

Bret Givens

## Newsletter Editor:

Mike Hobbs

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## From the President's Hangar

Spring has sprung and happily, we still have most of our snowbird members down, at least for a few more weeks. It's really great to get out to the field in the morning and see most of the flying tables filled with airplanes – every morning looks like a Saturday and we're all enjoying great Florida sunshine! Please make sure you're wearing your Airmasters membership card as this is the easiest way to ensure everyone flying is current with their membership.



April Board of Directors Meeting Highlights: We determined that the priority for next year will be maintenance of the club's facilities. We hope to make progress this year as well, but last year's budget only had \$200 for field repairs and most of us have been to Home Depot & Lowe's and know that won't go very far. We'll make it work for this year and get a reasonable maintenance figure in the budget for next year.

Awards - Be sure to check out the Airmasters Aces board on the side of the clubhouse. Marcie and I built this board to display the awards each year. So far in 2023 we've made awards to: Rusty Pieper, Mike Hobbs, Thomas Kempf and Brett Givens. Thanks again for your contributions to the club! If you feel someone has gone above and beyond, let us know and we'll see that they get the recognition they deserve.

Airmasters Parts Store. Sadly, we lost our local hobby shop, but thankfully Rusty stepped in with a plan to maintain a limited inventory of small but necessary items you might need at the field. The parts are in two file cabinets and payment is on an honor system. Contact Rusty Peiper if you need an inventory list.

Happy landings!

Your club President,  
Conway Bolt

Continued on page 2 and 3

**Club meetings:** Next meeting is Saturday April 8, 2023, at 9:00 am

## Recent/Upcoming Events

- Sebastian Freedom Festival on July 4<sup>th</sup> - Rob Stevens and Herb Brannan are organizing club participation. Volunteers are welcome. More details are forthcoming.
- Invitational fun-fly notionally scheduled for the fall.

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Charter Club 2814

## From the President's Hangar (cont.)

If you've been to the meetings, you've heard me talk about needing to take a closer look at our reserve fund as it's primary purpose is to give us a pool of money in case we need to repair or replace the field or clubhouse. The roof and solar system are getting old and are going to need to be replaced in a few years if we don't lose them to a storm sooner. I received two estimates providing figures for the cost of replacing the roof and the entire pavilion above the foundation. It will cost us at least \$20k when we replace the roof and \$40k if we had to rebuild the entire building. The Board agreed that at the very least we need to increase our contingency fund to cover the eventual roof replacement. We can't get there overnight; it will take us a few years of saving.

## Vice-President's Update

Greetings fellow Airmasters,

As I write this, we have had several great events since our last newsletter. Recently we had our annual club picnic with a fantastic fun fly contest as well as a "white elephant auction". Many thanks to all who chipped in and made it such a great success. We also really appreciate Engel & Volkers for once again sponsoring the event.

The club leadership team has a lot of great ideas for future events for those who are interested. We realize that many folks just want to come out and fly, but we would like to add some additional value by adding some related activities. The most recent event was the Aerobatics pattern training class organized by Mike Cohen. Many thanks to Airmaster members Ron Ellis and Andy Sommer and special guest instructors, Jason Shulman, Larry Kaufmann and Steve Franc. We had 20 participants and Mike put together a great training plan that included ground school and individually coached flight training with the instructors. The class ended with a mini-pattern flight sequence, and everyone felt they walked away a better pilot than when they started. Excellent job by everyone involved!

For those members that may have felt a bit shy to participate due to the more advanced nature of an Aerobatic class and who are interested in a class geared to a more basic skill improvement class stay tuned for future announcements.

We are also looking to have a few "tech days", where members get together to share their knowledge in various aspects of this hobby. One idea is to have a session where we share transmitter programming tips and procedures. As the transmitters get more and more sophisticated as well as the newer planes, skills in this area become more important. If anyone has any ideas on a tech day topic, please let us know.

Another area we would like to pursue is utilizing more social media to facilitate club information sharing as well as a way to reach out to a younger audience. We have a few younger members who, as you would expect, use social media almost exclusively in their daily life. A few of them have offered their expertise to help us get started... and we can use all the help we can get. Stay tuned for more on this topic.



Stay safe and keep'em flying!

**Rob Stevens**

# Safety Coordinator Update

Hello all fliers!

All in all, everything seems to be going smoothly. We have had a few plane sightings in some pine trees, Lol! But that's to be expected when we fly a lot. No safety issues have come up and everyone is doing a great job. A reminder when in pits please use throttle cuts.



I wanna give a shout out to Chip Hayes for a great fun fly and Mike Cohen for the pattern class. With all the flying them two weekends, we had no safety issues. Great job guys!!



Safety rules for setups and tuning of planes as follows:

## Building Interior Safety

While being maintained or repaired under the building roof, all aircraft are to be disconnected from power unless the propellers have been removed. All live testing of power systems is to be done outside the building, properly restrained on a table or on the ground, and headed toward the runway. Cars may be maintained inside the building but must be disconnected from power. Vehicle motor testing must be done outside the building. A few reminders:

1. No flying over the pits.
2. No flying out of pavilion or pits, all planes must be on runway to take off.
3. Make sure all planes have throttle cuts setup in transmitter.
4. If you need to work on planes/ cars under pavilion, props must be removed and no live engines.
5. All new fliers must be on a buddy box until solo is checked off by instructor.

I want to personally thank all members for following the safety guidelines that have been set up for our club and to make the club a great place to fly.



So, let's keep up the great work and keep them out of the pine trees.

**Ray Jones**

## Flight Instruction/Certification (President's Hangar continued)

Ensuring compliance to the AMA guidelines for our flight training program is important to the safety and success of our members. I'm assuming the role of Chief Flight Instructor until we can get this position off the ground, and I can hand it over to someone as a finished project ready to run. I spoke with Chip before making this decision and we both decided that my taking this role in an interim capacity is best for now. Hopefully, someone from our team of instructors will be ready/willing to step in once we have things formalized.

In my capacity as interim CFI, I will not be teaching students. Rather, I'll be working with our instructors to ensure consistency with our instructional program and that we have an established process for teaching new pilots to fly. We will also be ensuring that new members who are accomplished pilots receive an orientation as well. *We're not going to change anything that affects current pilots, only how we handle instruction and orientation in the future.*

The AMA has established guidelines for developing a flight training program and how a student can demonstrate proficiency to be a solo pilot. The document is several pages long so I've posted the link here, [AMA Guide for Introductory Pilot Instructor Selection Criteria and Flight Proficiency Demonstration](#), where anyone that is interested can go to the AMA site and review it. One thing that the AMA does not address is the use of stabilization systems like gyros and SAFE. The AMA does not require the use or absence of these systems for a student pilot to demonstrate proficiency. Granted, a pilot will only progress so far in developing their skills with the assistance of automated stabilization, but not everyone is aspiring to be an aerobatics flier either. The goal is to ensure that members can enjoy the hobby safely. Thank you to all our Airmasters RC Flight Instructors past, present and future!! They help us realize our dreams of flight! – Conway Bolt

# Membership

Remember that AMA membership is required for insurance coverage for both the field and racetrack. I will be contacting members, in the beginning of the month to remind them that their AMA membership is expiring and needs to be renewed.

We now have 145 paid members. 13 are new members to Airmasters RC. Please check the list of current members posted on the bulletin board at the field to make sure that your membership and contact information is current. If you need to renew your membership and/or update your contact information, use Join/Renew Airmasters RC Club membership form posted on the website or in the club house.

AMA membership is paid for 12 months or more, based on the renewal duration chosen. AMA is valid beginning on the date of payment. If your AMA membership expires, you are no longer insured and will be unable to fly or drive at the club.

Airmasters RC Club membership dues are paid annually due on January 1st and is valid from January 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 RC and send to:  
Airmasters RC Club  
P.O. Box 780498  
Sebastian, FL 32958

It is important to know, Airmasters RC membership is from Jan 1st to December 31st and not from the month you joined the club or the month your AMA membership needs to be updated. If your AMA membership expires, or your Airmasters RC dues are not renewed, all flying, driving and voting privileges are suspended until those issues are resolved.

All new members will be receiving a membership card and a welcome letter. A copy of the welcome letter is provided on the following page.

**Membership Cards:** With almost 160 members from last year's count, not everyone recognizes everyone in the club. In order to ensure that only members (or their guest) are flying at the field. We are asking everyone to have your Airmasters RC membership card and your AMA card with you when you are flying at the field. Ensuring that all pilots engaged in flying have a current membership with both the club and the AMA will help ensure we have this wonderful location to fly for the future. The club has purchased card holders with a clip so you can display both cards back-to-back. I will be handing these out at the meetings or mailing one with your renewals.

Clips will be available at the monthly meetings. Please do your part, wear your cards and help the club stay safe and secure this year!

**Judi Ingerowski**



## Welcome to Airmasters RC Club



We value our members as part of our family and hope you enjoy happy days and good memories. Thank you for joining us and welcome to Airmasters.

We are providing you with information regarding the rules and regulations of our club. Be sure to check our website and newsletter for further information.

As a member of Airmasters, you are required to:

- Complete an Airmasters application enrollment form. <https://airmastersrc.org>
  - AMA magazines and emails are great sources for the latest information.
- Obtain a valid AMA membership (insurance and safety rules) <https://www.modelaircraft.org>
- If you plan to fly, you must also:
  - Take and pass the free, The Recreational UAS Safety Test (TRUST) <https://www.modelaircraft.org/trust> (This is easier than you might think)
  - Register your aircraft with the FAA at: <https://faadronezone.faa.gov/#/register>
    - Currently \$5.00 – registration number can be used on all your aircraft.
  - The FAA considers anything that flies and can be maneuvered remotely to be a drone. To fly under the FAA regulations for the Recreational Operations of Unmanned Aircraft you must:
    - Pass an aeronautical knowledge and safety test (TRUST)
    - Register with the FAA
    - Mark your unmanned radio-controlled drone(s) with your FAA registration number on the exterior
    - Fly only for recreational purposes
    - Follow the safety requirements of the AMA and Airmasters RC
    - Keep your aircraft within the visual line of sight or use a visual observer
    - Give way and do not interfere with any manned aircraft
    - Fly at or below 400 feet above ground level.

### SAFETY and FAA

- Abide with the Airmasters RC rules and regulations. <https://airmastersrc.org/safety/>
- Abide by the AMA National Model Aircraft Safety Guide.  
<https://www.modelaircraft.org/system/files/documents/105.pdf>
- For complete AMA Manual: <https://modelaircraft.org/files/100.pdf>
- In order to solo fly at Airmasters RC field, new members must receive clearance from one of our instructors, a safety coordinator or a club officer. <https://airmastersrc.org/instruction/>

### MEMBERSHIP

AMA membership is required for insurance coverage. Our insurance will not cover members if they have not renewed their AMA membership. You will not be able to use radio control for any purpose until you have a valid AMA number.

### RACE TRACK

- Participants must take care not to deliberately or repetitively ram, bump or disregard other racers on the track.
- Do not switch on your transmitter or drive your car in the pit area.
- Respect all skill levels by being patient.
- Drivers are solely responsible for their cars and must have total control of their car until it has been safely switched off.

Feel free to contact me at any time for any information you need. I am always happy to help our members.

Best regards,

Judi Ingerowski  
Membership Chairman  
[astrogen14@gmail.com](mailto:astrogen14@gmail.com)

# Field Marshal News

Guys and gals,

We are well into springtime, and we are experiencing some really nice weather. Sometimes a little cooler. Sometimes a little warmer. Very nice none the less. Rain has been light over the last few months. That was good timing allowing us to get a proper repair completed on the entrance road without any major interruption to operations.



Last summer, we cut the grass along both sides of the electric fence and applied weed stop to keep the grass from growing up around the fence. The weed stop is still doing its job and we have a good clear area around the fence now. This fence is the only thing keeping the hogs from rooting up the runways. 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.

When the sun is behind the clouds it is very easy to get disoriented in the woods. If you venture outside of the fence, make sure you have a cell phone with you. 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.

Maintenance items completed:

- Trimmed palm trees coming up both sides of driveway
- Trimmed ditch line on south side of field
- Re-screwed airplane tables as needed
- Took boards off top of flight line fence and replaced them (fixing the sagging boards)
- Replaced metal fence on flight line
- Cleaned out clubhouse building
- Many people pitched in and made several trips to the dump leaving the airfield neat and orderly



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.



Maintenance Day photos courtesy of Tony Fizzano

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."

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



**Brett Givens**

## Remembering Jerry Davis

We received notice that Jerry Davis passed away on Monday January 9th. Jerry was a long-time member, Safety Officer and club Vice-President. He was always a gentleman, helpful, and pleasant to know, and will be missed. According to his wishes, there was no memorial service. Keep his lovely wife, Rosie, in your thoughts and prayers.

– Tom Kempf

Jerry was already a member of the Airmasters when I joined in 2007. He was one of the many I looked to for advice about everything RC. I was coming back into the hobby after about a twenty-year absence; it was like a new world. He was always there with tips and advice on how to fly better. He was also one of my favorite instructors. He possessed a lot of patience with me. He let me fly to the last moment before taking control away in order to see if I could pull it out myself. Other instructors would take back control without seeing if you could correct the situation yourself. Jerry would also take his RC car to the field.



Photo courtesy of Mike Hobbs

Before the track was built, he and a few others would put on a show for the rest of us by running their cars up and down the runway. Jerry was one of the few that could get his car to right itself after it flipped upside down, by goosing the throttle; it made us all laugh when he did that. Jerry was a big personality at the club. He was always there for the club when volunteers were needed and

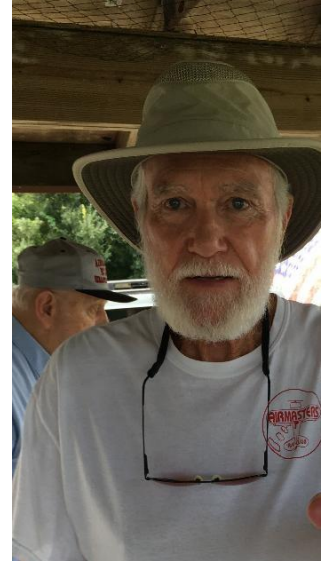


Photo courtesy of Mike Hobbs

things had to be done. He served as Safety Officer and Vice-President and did an excellent job.

– Tony Finazzo



Photos courtesy of Levi Davis

**Jerry was a good friend and will be missed by all!**

### High Flight

Oh! I have slipped the surly bonds of Earth and danced the skies on laughter-silvered wings; Sunward I've climbed and joined the tumbling mirth of sun-split clouds, — and done a hundred things you have not dreamed of — wheeled and soared and swung high in the sunlit silence.

Hov'ring there, I've chased the shouting wind along, and flung my eager craft through footless halls of air.

Up, up the long, delirious burning blue I've topped the wind-swept heights with easy grace where never lark, or ever eagle flew.

And, while with silent, lifting mind I've trod the high untrespassed sanctity of space, put out my hand, and touched the face of God.

— John Gillespie Magee, Jr

## 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](mailto:mdhobbs@bellsouth.net).

### Lost Plane Finding Pt 2

By Conway Bolt

This is part 2 of a multi-part series on lost plane finding. It's based on my experiences starting in childhood where I hung many model rockets in the trees, geocaching, hiking, marine navigation and searching for my planes and those of my friends. These articles are not the end-all, but I hope you'll find something useful and interesting in this series. – Conway



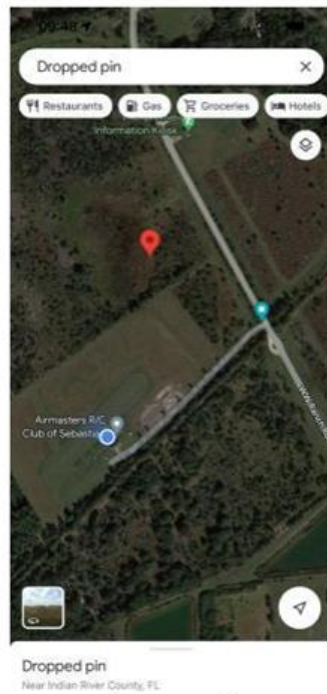
Photo courtesy of Mike Hobbs

In part 1, we discussed how critically important it is to get as accurate an estimate as possible as to where your plane went down and how errors in that estimate can quickly expand the area you need to search in. In this section, we'll discuss how to use readily available tools to help find lost items in the woods.

Safety first. Before you head out into the woods to try to find your plane, let someone know where you're going, take some water and make sure you have your cell phone charged. I also like to take some surveyors' ribbons with me. We'll discuss how to use that later. Also keep in mind that there are critters back there too, so take appropriate precautions and watch where you step.

If you have a smart phone, chances are you have the Google Maps (GM) app. It's simple and easy to use, free and this is the tool we'll discuss for this demonstration. To get as accurate a fix as possible on the location of your lost plane, stand exactly where you were flying. Look out over the tree line and try to pick out the features you saw when your plane went down. Try to confirm this location with other witnesses if possible. It will be helpful to have them stand where they were located at the time so they will have the same optical perspective.

Launch GM from your smart phone and select satellite view under map type. You can find this by selecting the layers button in the upper right of your screen. Since you're outside, turn your screen turn your brightness up to full since you're outside. Now, rotate your phone to the same orientation as the field and you should see a blue dot with a white outline flashing at your current location. The home button in the lower right of the map will center the map at your current location. Adjust the map using your fingers to the appropriate zoom level. Looking back and forth between GM and the tree line, try to find where this tree feature is in your satellite view. This is your target Azimuth from the previous article. Sometimes zooming in and out helps - the resolution of these maps is quite impressive. Once you believe you have your tree line feature identified on the map, put your finger on the map and hold it for a second. This will put a red "pin" on the map and GM will label this "Dropped Pin". Now get your water, and surveyors' ribbon and head off towards that location.



Layer button

Dropped pin location

Your position

Center on location button



## Lost Plane Finding Pt 2 (cont.)

If this process sounds like overkill, keep in mind that as soon as you start walking towards the trees, the features you see will change. Also the path into the woods will not be straight and you may have to walk around saw palmettos and other areas that are impassable. The technique described will help get you to the spot you identified as your “best guess”. As you get near the woods, observe what is happening with the blue dot. It’s converging on the dropped pin. Once you have walked to the dropped pin, start your search being sure to look both up and down. I used this technique to find a muffler from my DLE 35 in under 5 minutes in the woods. If you are not as fortunate as I was, this is where the surveyors ribbon comes into play. Tie a length of tape close to the dropped pin location. Having this visual reference as you search nearby is helpful. Also, if others join in the search, it’s a helpful reference for them as well. Just be sure to take down the ribbon once your search is over.

In the next part in this series, we’re going to discuss the use of camera drones to conduct an aerial search, some advantages and disadvantages and ways I have found to overcome shortcomings using a drone to search.

## The P-39 Airacobra “Brooklyn Bum 2nd”

– Rusty Pieper

I am sharing my P-39 Airacobra “Brooklyn Bum 2nd”. It is just about ready to fly. Before I fly it, I need to adjust the nose wheel, so it rolls straight, and run the engine to make sure everything is ok.

This P-39 had an Allison 12-cylinder engine generating 1200 hp for a max airspeed of 386 mph. It had 1-37 mm cannon and 2-50 cal machine guns. 4-7.62 mm machine gun pods on the wing and one 500-pound bomb.

It was named by Lt. Peter McDermott after the Brooklyn Dodgers baseball team, that were known as the “Brooklyn Bums” as they were called by the reporters until they won the world championship.

P-39 Airacobra P-39Q-5-BE, 42-19993, “Brooklyn Bum 2nd”, was originally built by Bell at their Buffalo Factory, New York. It was delivered to the U.S. Army, and then disassembled and shipped overseas where it was assigned to the 5th Air Force, 71st Tactical Reconnaissance Group, 87th Tactical Reconnaissance Squadron. Lt. Peter A. McDermott was assigned this aircraft and gave it the nickname “Brooklyn Bum 2nd” to honor his parents that were big Brooklyn New York “Bum” Dodger fans. Lt. McDermott said, “I flew 134 missions without a scratch. Not bad for a bum from Brooklyn!” He passed away at age 90 in 2012.

The aircraft was abandoned at Tadjilair Airfield (New Guinea) and was stricken from charge in May 1945. The Aircraft was recovered in 1974 and transported to New Zealand, where it was sold to the Australian Aerospace Museum and restored for static display. It then passed through further collections until coming into TFCs care in 1994. It was sent to Fighter Rebuilders for a full restoration to airworthy condition and had it’s first flight in June 2004 at the hands of Steve Hinton, wearing it’s original wartime scheme. It was then shipped to Duxford.

This aircraft has moved on from the Fighter Collection in 2010, and now resides with [Lewis Air Legends](#) in the US.



Photo courtesy of Mike Hobbs

## Highlights:

- Airmasters RC Club and AMA memberships current to fly, drive and vote.
- Airmasters RC membership card and AMA card with you when you are flying or driving at the field.
- Take and pass the free, The Recreational UAS Safety Test (TRUST)
- Register with the FAA and mark your aircraft
- Sebastian Freedom Festival on July 4<sup>th</sup> - Rob Stevens and Herb Brannan are organizing club participation. Volunteers are welcome. More details are forthcoming.
- Invitational fun-fly notionally scheduled for the fall.
- Leave only footprints



Photo courtesy of Mike Hobbs

## Airmasters RC The Members Make the Club!