



Fort Worth Thunderbirds Radio Control Association Inc. **The Pilot's Log**



Issue 4470, April 2020

Next club meeting: April 2020 Meeting has been CANCELLED due to Virus concerns/restrictions

Presidents Corner: *by James Meadows*

Greeting Thunderbird Members, and family members. Hope this letter finds you well and healthy. I am sure that some of you, as I have, are feeling a little stir crazy. Thunderbird field is open for your flying activities. Several conversations among the board members and emails from members have been discussed concerning activities at the field. The club is using the CDC guidelines and the restriction of Tarrant County. So when you are at the field, please remember social distancing of 6ft or greater, wear face covering as needed, frequent hand washing with soap and water, or hand sanitizer. Be kind and courteous to everyone at the field. Many members are trying to escape the confines of home and slip the boundaries of earth at the field and that is great. However if you been flying for a few hours, and the parking lot or the pits are getting crowded, I am asking you to call it a day, or perhaps take a break in your car as your batteries recharge to allow others the same opportunity to escape. Just as we communicate our intentions in the pilot's box, lets due the same in the pits, and parking lot. We all have a stake in this fight. Have a great day at the field.

The officers conducted a board meeting via Zoom the other night. It was good to see their faces and discuss club business. The meeting centered around COVID-19, events, lease, projects etc.

Future Events: We are postponing the warbird event. Reasons are many and we held off, as long as possible hoping the situation would improve more than it has.

We discussed the possibilities of hosting an event that would allow pilots to fly, wear face shields, sit it your vehicles between activities etc. In the end, we determined that it would not be the quality event we are known for. I stress the word Postponed. We are looking to future dates for this event and others that have been affected.

Club meetings: The April Club meeting is cancelled, however we are looking at perhaps hosting a Face book live session or utilizing other social platforms to stay in contact with you. If you are familiar with or have a contribution to this effort, please reach out to one of the board members. I miss seeing your faces! If the situation will allow, with particular guidelines, and subject to change, the May club meeting will be at the Field. So make plans to attend, prep your face shield, your plane, heli- or other flying machines and come out. The club will be hosting a workday, with breakfast, to clear the mess caused by the March, and April showers. Date and time to be determined.

Be sure and check out the VP, Safety, Treasures report and the Secretaries report in the newsletter.

Please reach out if you need something. If it's flying related great, if you just need to talk or have other needs, let us know. You are a Thunderbird and that makes you family

Stay Safe

James

Vice Presidents Corner: *by Rob Lowe*

Hello Thunderbirds! I hope this finds you and your family safe and healthy. These are certainly interesting times but hopefully you have found ways to build new RC projects or refurbish an old one! I have been crazy busy with work supporting essential operations and unfortunately have been unable to fly or build at all. I will have to live vicariously thru your projects, so...please send your pics and stories to Woody ASAP!

While we have been quarantined at home, things continue to move forward on several fronts related to future UAS operations (which includes RC aircraft). One of the areas that have made significant progress recently is in our local area. After a lot of influence and collaboration, the Department of Defense has announced several military installations that will participate in a trial using the FAA's LAANC UAS approval system. One of those is our own NAS Ft. Worth JRB (NFW)! There is no start date set yet, but a very good sign for us.

You'll recall in the last couple years we have been required to complete some extra coordination and worked thru confusion when obtaining approval for our float fly events at Camp Joy on Lake Worth. The confusion resulted from DOD not participating in the LAANC approval process even though they had previously developed the required facility map and altitudes in each of the blocks surrounding the base. We were left to manually explain our 20+ year safety record at Camp Joy each time since the Navy Air Traffic personnel turn over frequently. The Navy Tower folks were always very accommodating and professional, just cumbersome for all involved.

The good news for NFW to be included as a test facility in the DOD trial means we will be able to utilize the LAANC system to gain approval for our events at Camp Joy. You may recall the facility maps and altitudes in the blocks near Camp Joy from presentations at club meetings. The altitude NFW has determined/published in the Camp Joy area is 400ft above ground level (AGL) which we have complied with (staying at or below this altitude) for all of our recent events there. When the trial begins, we expect to get automatic approvals through the LAANC system for Camp Joy at or below 400ft AGL which should take minutes to coordinate and obtain approval. There are a

few remaining questions within DOD on how they will deploy the trial at these bases, but we will stay engaged and partner with them to improve our ease of access to Camp Joy. Again, no start date for the DOD LAANC trial, but we will keep you posted as we hear more!

On a different note, let me encourage you to support our local hobby shops. Like all small businesses, the quarantine has severely impacted hobby shop's bottom line. In fact their very survival is at stake. It is imperative that each of us take advantage of this opportunity to repay the long standing support these shops have provided our hobby and our club. Our own Joey Tamez of JTs Hobby is a great example of unwavering support for our club. JTs are answering the shop phone (817-244-6171) most mornings and will gladly do their best to get what you need.

I know I can count on each of you to invest in your own future, our club and our hobby by ordering ALL of your RC equipment and supplies thru our local hobby shop for the immediate future. Please support those that support us - it's our turn to help carry the load!

Lastly, I'd like to get your feedback on an idea to help us stay connected as Thunderbirds during the COVID-19 pandemic and social distancing. Until we can do club meetings again, would you be interested in any or all of the following:

- Video updates from your club officers?
- Short Videos on member build projects?
- Short videos on "how to" items similar to sessions we have had in previous meetings (covering demos, battery management, etc.)?
- Other ideas on staying connected as a club virtually?

Let me hear from you! Email me at:

vicepresident@fwthunderbirds.org

That's it for this month. Stay safe and wash your hands more often! Here is my virtual "Low Pass Salute" to you Thunderbirds!

Rob

March Club Meeting Minutes: by Mike Schroeder

No minutes due to meeting being cancelled.

From the Treasury: by Chris Berardi

Membership Update

Here is our latest membership count

Membership Type	Count
Individual	135
Family	13
Associate	8
Life	12
Service & Gift	3
TOTAL	171

Safety: by Ed Kettler

The focus on safety across DFW, Texas, the US and the rest of the world remains the containment of the Wuhan flu, also known as Covid19 or the Corona virus. Many of us fit squarely in the risk pool due to our age and health conditions. This has impacted many classical American pastimes, including canceling SAE and other RC events. Even after we get clearance to be able to gather for club meetings and events, we must be cognizant of the potential impacts on us and others. When we are out at the field, we need to practice social distancing and other guidelines to ensure we all remain healthy.

Speaking of health, I am happy to report I now have my flight medical back and can be PIC again. It was a long 7+ month process. One of my friends also has a pacemaker;

another is on blood pressure medicine, so when we fly formation we are “CardiYak flight”. I took Gary James up for a flight in my Nanchang the other day, and Gary then took us over to see his newest acquisition, a Pitts S2E aerobatic biplane. Gary is taking training at Lancaster to transition into the Pitts, a plane you have to fly all of the time and treat with respect.

A lot of us have not flown a lot recently, so when you get out there, I suggest you start with basic air work and practice takeoffs and landings to get the rust off the thumbs. Also, take a good look at your planes and inspect them for wear and tear and loose items. A good preflight can save a great airplane!

Stay healthy my friends! Ed

Members New Projects: by Woody

About a week or so back I requested our members submit to me any and all, big or small, projects they have been working on. With the “shelter in place” requirements our flying excursions have been limited or even worse shut down. In any case I took advantage of this time to get out some of the planes collecting dust in my closet and “get a-round to it”. I would like to take this opportunity to thank everyone that has replied with their own projects.

Judging from the inputs received I’m looking forward to seeing all these new projects finished and in the air. Thanks again to everyone for sharing.

Ed Furche: ME-262

Photo is a rebuild of the ME-262 we planted in the ground at the end of the runway.

Had to straighten the nose and the wing was in 5 pieces. The nacelles were destroyed and looked for replacements all over the planet but finally found a set. Had all the other parts motors, fans, tail group, etc.

I think the problem was that the battery slid aft from the nose... skewed the CG ... (tail Heavy). This time I made sure I had good secure Velcro installation.

While rebuilding I installed the battery with the Velcro side up to make it easier to take battery in and out while under construction. Unfortunately, I forgot it was inserted like that, and the model went in just like before.

Once again I'm rebuilding. From now on you will see a sticker on my transmitter to check battery installation!!! Let's try it again.

Ed



Mel Wells: Sea Gull Models Dauntless

Photos are of my SeaGull Models Dauntless.

I set all control surface throws and performed CG balance according to the instruction manual. I added 1/2 ounce of lead to the horizontal stabilizer to achieve a proper attitude with a 5S 4000mAh battery. It weighs in at 3347.512 grams (7.38 lbs). That's about 47 grams over recommended flying weight, but I think it will be fine.

All electric: 18.5 volt battery, 80 Amp E-flite ESC, Great Planes Rimfire 46 motor, Futaba 7 Ch RX, 6 standard servos, 1 retract servo, and obviously a mechanical retract gear set, which was included with this ARF.

After I do a lateral balance on the model and perform the radio range check this new model will be ready for maiden/trim flight.

I'll stop rambling now. I hope all of you are getting some of your own models ready to go when things settle down.

Take care. God Bless.

See you soon.

Mel



Mel is also working on a Mitsubishi Zero. Oh well, I did say BIG or SMALL

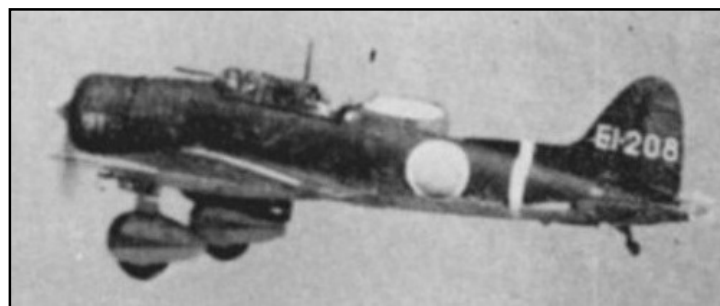


Bernie Olson: VAL Dive Bomber

My current project is a Japanese Val dive bomber. I've been piddling with it for a while but the Corona lock-in has provided a strong incentive to get back on it. It's a 1/6 scale (94-inch span) version of serial number EI-208 as configured during the Battle of the Coral Sea in May 1942. I wanted to try scratch-building a scale model and step 1 is picking the specific aircraft to be modeled. Thought I'd stick with fixed landing gear which made the Val a strong candidate. Step 2 is designing the model.

The plane was drawn in CAD which allowed its parts to be laser cut. Not sure I would have wanted to cut-out all 95 of them 'old school' by hand and the parts have fit together beautifully. Step 3 – build it! Those curvaceous elliptical wings and tails are built-up from balsa, spruce & ply and CAD was a big help with getting the geometry right. Molds were layed-up for the fiberglass fuselage but I still need to make a set for the cowl and those gorgeous Rubenesque wheel spats. Robart's Stuka landing gear provides a perfect match for this model. The canopy also offers a challenge that I haven't leaned into yet but I'm looking forward to it.

Bernie



Paul SKelly: Convair 440, F-111 EDF and F-105

I'm working with John Ebert on a few projects. Here are the latest. Things are slow now as I have just moved. We will get things moving again soon.

Convair 440

Molded fuselage and foam surfaces.



F-111 EDF

Twin 80 mm fans. I plan to use the wing sweep parts from the Freewing F-14 with a few mods. I want to try 3D printing some of the retract parts.



F-105

I also have the F105 going. Fiberglass fuse and foam surfaces. I machined the retracts to twist as they come up. No shortage of work in my shop!



Eric Hunter: 1/4 Scale Piper J-3 Cub

The Lost Art of Building

Woody asked if anyone of us is currently building. Well I am. Although I have not had time to make it to the flying field in quite a while, I'll be back soon. Maybe you have seen one of my builds.

This project took a year to build, part time. 1/3 scale PT-17. My current build is a 1/4 scale Piper Cub. Although I have had one before this one will be modified from the plans and will turn into a clipped wing Cub.

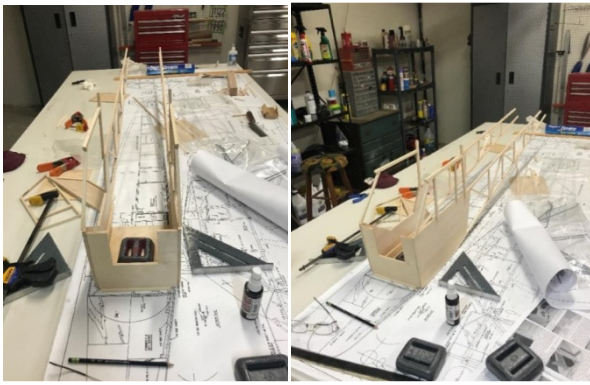


Before the build there are several things we must all do.

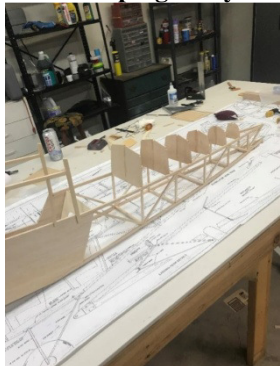
1. Make sure your build space is ready. I am fortunate enough to have a huge shop to build in. It contains two 4 x 8 build tables that I constructed. They are true and flat, and they were built to stay that way. 2. Before the build I put fresh sheetrock on the tables. This allows me an easy surface to pin the parts to. 3. Additionally as the project goes on you will notice that I cover the plans with wax paper. This keeps glue from sticking to the plans. 4. Finally before I started I really did clean the shop and tables. It might not look like it, but this helps me keep things moving along. 5. Lastly read the instructions before you glue. Make sure you are doing it right. I have to redo things because I don't do that right.

.....and Away we go!!

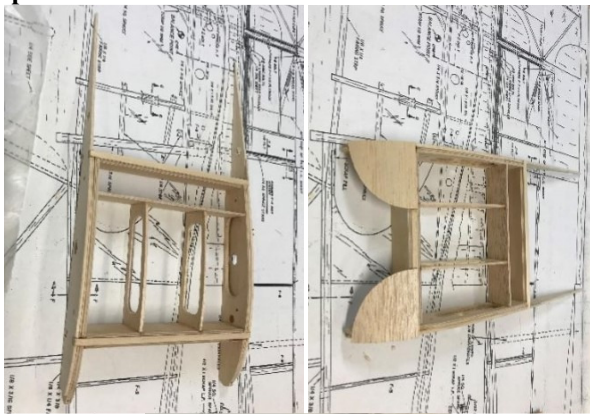
I did not take the first pic until I was well underway. This is the start of the fuse.



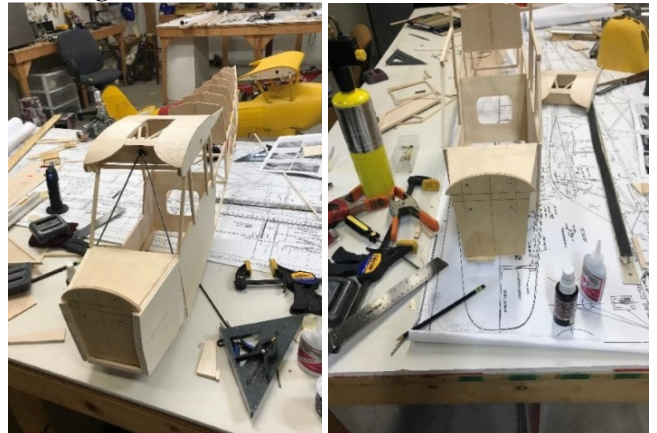
The hard part here was keeping everything square.



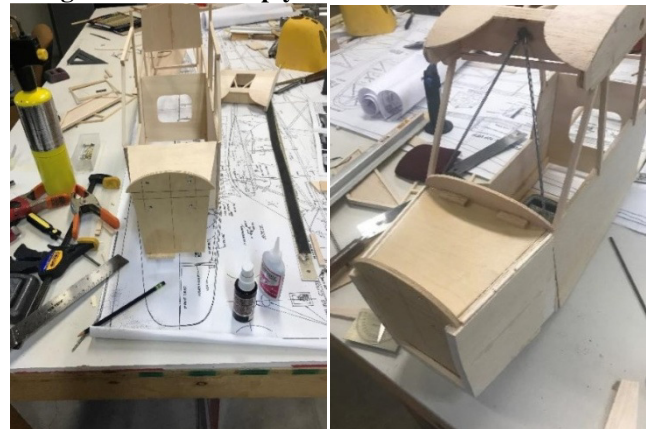
This is the building and sheeting of the wing box that is mounted on the fuse. The opening will become the top cockpit window.



As you can see the wing box is mounted. The wires in the front are structural and very realistic as the full size Cub has tubing in that location.



Adding the thin curved plywood to the front.

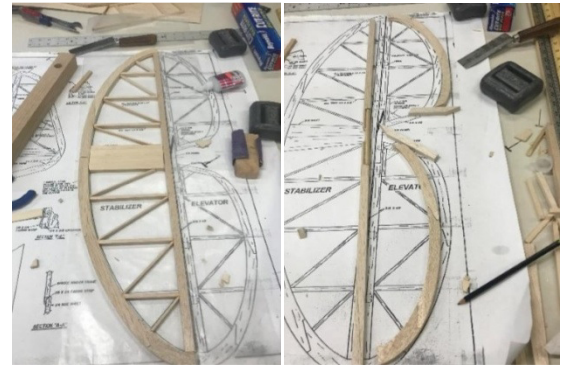
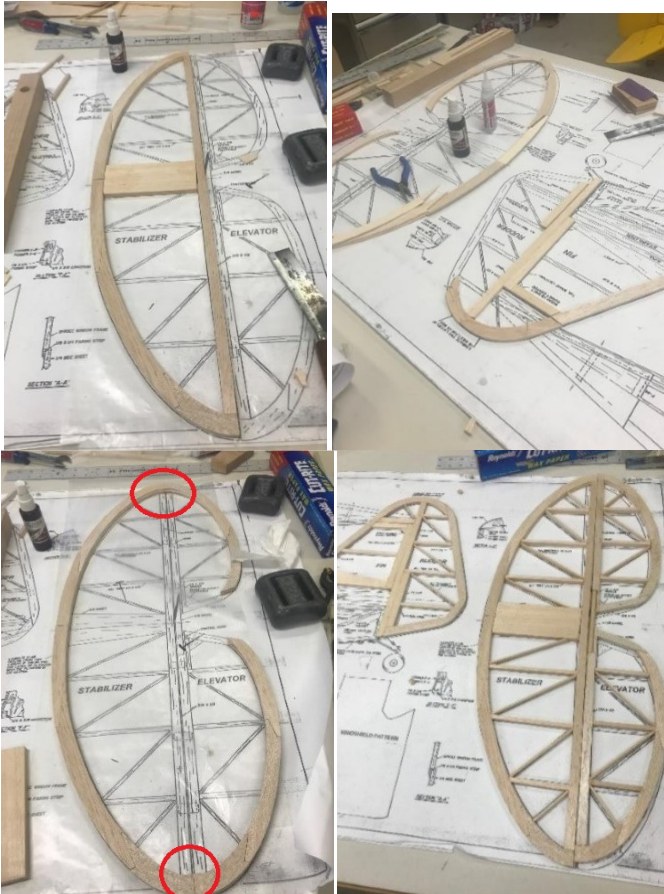


Working my way back with more formers and stringers. Very hard to keep straight and make good curves.



Time to start on the tail feathers

OK I can tell on myself. Look closely at the third pic below. I glued the elevator to the stab frame. I cut it loose later.



It took quite a while to get the stab straight and square. Don't rush.



It's coming together very well. You can see I am using wax paper now. Additionally I pinned some of this frame as I wanted strength. I used toothpicks.

Ready for hinges: So the project is well underway. I will report back as the wings progress. Eric

Pete Devlin:

Hi Woody, Pete Devlin here. This is been my project for the past few weeks. Been awfully slow, being my first 700 size heli and getting used to my newly acquired futaba T18MZ that I got a great deal off runryder. Sam's been great with some information, and some help from other

friends. Hope to have it in the air soon. Be glad when we're back to normal and can meet again. Stay safe everyone.



Woody Lake: VQ Models Hawker Hurricane

I've had this plane for about a year and a half and with the shelter in place directives I decided it was time. My work area is not quite as spacious as Pete's, but then again this is not a 1/4 scale sized airplane, and it serves me well. This is the VQ Models Hawker Hurricane. Always liked this model and decided I needed another. Wing Span is 63 inches.

It calls for a nitro or electric setup, your choice. I opted for the nitro as the wing would need to be removed when replacing the battery. It's powered by a Saito 82 Four stroke.

Typical of an ARF the build was pretty much straight forward with no surprises. I did modify it slightly though. Mechanical retracts were replaced with electrics. They dropped right in place and only minor cutting was needed. Instead of using the mechanical flap set-up with two bell cranks, three push rods/manipulation, and segmented sections on each side I opted for two servos and a conventional hook up (servo, push rod, and horn) as with most control surfaces. Outboard section is connected to center via a 6" push rod



Straight forward servo setup.



Above photos show gear and flap installation before/after attaching outboard wing panels



Engine installation and cowl fitting

The following photos show completed airframe with pilot figure



Rickey Allinen

I am fairly new to the Thunderbirds. Actually shortly after joining we went into "Stay at Home". Have used this time to work on a number of projects around the house and of course my hobbies. Doing some needed repair work on airplanes. But decided to pull a couple of kits off the shelf and start building. Align T-rex 470 L Dominator and Blade Fusion 480. Attach are a couple of pictures of the start of the T-rex.



Date 18 April 1942: On this date sixteen North American B-25B Mitchel bombers led by LtCol James Doolittle took off from the deck of the air craft carrier Hornet on a 600 mile secret mission to strike back at the Japanese homeland. This mission was approximately four months after the attack on Pearl Harbor.

The appearance of 16 B-25s over Japan on April 18, 1942, lifted the gloom that had descended upon America and her Pacific allies. The bomb damage that resulted was not great, compared with that inflicted later in the war, but the raid had some far-reaching effects. The Japanese were forced to retain fighter units for the defense of the home islands which had been intended for the Solomon Islands, and they felt compelled to expand their Pacific perimeter beyond the area where it could be defended adequately. The full impact of the raid on the minds of the Japanese military leaders and its consequent influence on the course of the war in the Pacific were not realized until long after that conflict.

For American and her allies the raid was a badly needed morale booster. Besides being the first offensive air action undertaken against the Japanese home islands, the Tokyo raid accomplished some other "firsts" that augured well for the future. It was the first war action in which the United States Army Air Force and the United States Navy teamed up in a full-scale operation against the enemy. The Doolittle Raiders were the first and last to fly land-based bombers from a carrier deck on a combat mission and first to use new cruise control techniques in attacking a distant target. The incendiary bombs they carried were the forerunner to those used later in the war. The special camera recording apparatus developed at Colonel Doolittle's request was adopted by the AAF and the crew recommendations concerning armament, tactics and equipment were used as the basis for later improvements.





Replica of B-25B, S/N 40-2261, 95th BS "The Ruptured Duck", Target Tokyo

Pilot: Lt. Ted Lawson
Copilot: Lt. Dean Davenport
Navigator: Lt. Charles McClure
Bombardier: Lt. Robert Clever
Flight Engineer/Gunner: Sgt David Thatcher

This is the featured B-25 and crew in the movie "30 Seconds over Tokyo" Aircraft ditched in the S. China Sea, crew survived.

...and then there were none.

Apr 09, 2019: Colonel Richard Cole, last surviving member of the Doolittle Raiders, dies at 103 in Texas. Our last remaining Doolittle Raider has slipped the surly bonds of Earth, and has reunited with his fellow Raiders.



Colonel Richard Cole: Copilot crew 1

THUNDERBIRD TENTATIVE 2020 CALENDAR

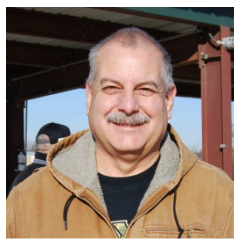
June 12-13	War Birds Over Texas	North Dallas RC Club
July	Club Picnic	Club Officers
August 2nd	Summer Float Fly	Woody Lake/Mel Wells

September	Senior Pattern	Wichita Falls TX
September	Pylon Race	Golden Triangle
September	Senior Pattern	Valley Mills TX
September	B-17 Fly-In	Monaville TX
October 16-18	Alliance Airshow	
October	Benbrook Thunder EDF Fly-In	Gary
October 31st	Texas Electric Expo	Tom Blakeney
October	Senior Pattern	Ken Knotts
November	Toys for Tots	
December 12th	Club Christmas Party	Officers

WWW.FWTHUNDERBIRDS.ORG

POSITION	BOARD MEMBER	CONTACT EMAIL
President	James Meadows	president@fwthunderbirds.org
Vice President	Rob Lowe	vicepresident@fwthunderbirds.org
Secretary	Mike Schroeder	secretary@fwthunderbirds.org
Treasurer	Chris Berardi	treasurer@fwthunderbirds.org
Safety Officer	Ed Kettler	safetycoordinator@fwthunderbirds.org

Club Officers 2020



Pres: James Meadows

VP: Rob Lowe

Sec: Mike Schroeder

Safety: Ed Kettler

Treas: Chris Berardi

SUPPORT OUR ADVERTIZERS



Roy's Hobby Shop 817 268-0210
 1309 Norwood Dr. Hurst TX 76053
www.royshobby.com



JT's Hobby Shop 817 244-6171
 8808 Camp Bowie Blvd. Fort Worth TX 76116
jtshobby@yahoo.com

Project #	Proposed Project	Summary of Project	TYPE	EXPENSE	POC	Status	Notes
1	HELIPAD	LUXLO Concrete Hubs with ground, Could be Self help or contracted	Self /Contract	\$1,000.00	Officers	APPROVED 2016-17	Will require new Lease /or wait for expiration of 2018 Lease to negotiate Less \$5
2	Line control Area	Develop area for line control modelers	Self /Contract	\$1,000.00	Officers	APPROVED 2017	wait for expiration of Lease
3	Shed Update	Cross Ventilation fan	Contract				Suggest to member ship for Purchase
4	Larger shed/addon	Larger shed to store more stuff	self/contract				Will require new Lease /or wait for expiration of 2018 Lease to negotiate Less \$5
5	Enclose some or the covered shelter area	utilizing rollup doors that can be pulled down when needed	Self /Contract	\$Unknown			Purchase
6	Extend current runway	More stopping distance for models	contract	\$ Unknown			Lease Renewal/cost
7	Tree Removal	Remove trees at approach end of runways. Requires root removal and new plantings	Contract	\$15-\$20,000		IN WORK	requires Corp Approval will request Corp permission and requirements
8	Solar power lights in PIT Area	Allow for some visibility	Self /Contract	\$400.00	James Meadows	testing in Aug	
9	Weather Station , with wind velocity	post on web site for real field condition s	Self	\$5	Chris Berardi		
10	Taller Flag Pole	the old one needs replaced	Self /Contract	\$500.00	Mike Schroeder	Getting Pricing	
11	Quad GATES	Members Request	SELF	\$5	UNK		used in Heli,quadand CL area

CURRENT AMA CARDS ONLY. NO OTHER CARD IS ACCEPTABLE.

THIS FIELD IS LEASED BY, MAINTAINED BY, AND ITS CONSTRUCTION FUNDING WAS SECURED BY
THE FORT WORTH THUNDERBIRDS RADIO CONTROL ASSOCIATION
 ALL AMA, CORPS OF ENGINEERS AND THE FOLLOWING RULES APPLY TO EVERYONE FLYING HERE.

1. Neither the Thunderbirds nor the Corps of Engineers is responsible for accident or injury.
2. Place your AMA card in the proper slot above before turning transmitter on.
3. All engines must have effective mufflers.
5. Fly from the station nearest the downwind end of the runway. In case of a crosswind the first pilot to fly will select the station.
6. Aircraft must follow the takeoff and landing pattern in effect.
7. Landing aircraft have the right-of-way over aircraft taking off.
8. Running aircraft shall not be left unattended.
9. No more than 5 pilots shall fly in each designated zone at one time.
10. LMA rules are posted in the bulletin board

Academy of Model Aeronautics National Model Aircraft 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.

For a complete copy of AMA's Safety Handbook please visit:
www.modelaircraft.org/files/100.pdf

Humor



Two Wanted Posters of the “Over the Hill Gang”



I found a really cool mask I just had to have
(Ammo is optional)



About that engine noise I hear in-flight!

Ya know, I was thinking last week that this COVID-19 virus reminds me of when I was sixteen. Gas is cheap and I'm grounded.

Be safe out there folks.

Woody