



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



Issue, 6003 March 2022

Next club meeting: March 28th, 7 PM, Location CERA, 3300 Bryant Irvin Road

Presidents Corner: by *James Meadows*

Greetings Fellow Thunderbirds, It seems that we have turned the weather corner, and blue skies, clear and crisp nights are in the near future. I'm definitely looking forward to the extra daylight hours and warmer temperatures.

Several updates to give you, so take a minute, plug that battery in the charger, and sit back down and read this newsletter!

Our newsletter editor and publisher has put together another great edition with our highly talented contributors providing some great information. On to the updates!

THE LEASE has been signed. It took a lot of dedicated hours, intense discussion and paper to get this thing done! I would like to thank the multiple board members, who worked tirelessly from 2019 to 2022 to get this thing ironed out. They deserve a well appreciated and overdue, Thank you!

Project List for 2022 has been updated and is shown in this newsletter. As a reminder this list is a living document that is always being refined and updated, its serves to let you see some of the proposed projects that need discussion or consideration. To add an item to the list for discussion or consideration, send your information to any board member.

Have you ever wondered why we have so many signs around the field! Really I mean we have them in the parking lots, on the Frequency Board, Pilot boxes, and on the ground in the pit and ramp areas.

We even have signs to be added on the project listing. The Corps has signs posted at the entrance of the park. Signs can provide direction, suggest a course of action, inform of a condition or state a policy, law, and in some instances they can even state the possible consequences of not following the intended message. How many of us

have taken a moment to read the signs at the park entrance! You might be surprised on what you can and cannot do, or bring into a United States Army Corp of Engineers Park (USACE).

Firearms: Firearms are not allowed at Benbrook Lake even if you have a License and are following the Texas State Law of open carry or concealed carry. This is posted at the entrance of Mustang Park.

Handguns: Handguns are not allowed in parks leased from the federal government, except by written authorization of the governing federal facility. Recently a member was observed with what they assumed was a concealed weapon, "It's not concealed if it can be seen" Furthermore firearms are not allowed on Benbrook Lake and USACE property in any manner without permission. If you're a licensed individual then you know the rules, the law and what a posted sign means. Our Lease is with the Federal Government. Do not be that member or guest that puts the Fort Worth Thunderbirds RC Association and facility in Jeopardy.

"Leave the Heat At Home" "Leave the Gun at Home"

Fire Boxes: in the pilot boxes. The boxes contain a water fire extinguisher and a Co2 extinguisher. The same key that you use to unlock the gate to enter the field (Membership key) will unlock the boxes. With the warmer weather, the high humidity, fire dangers from all types of models and potential crashes warrants your awareness and understanding of the safety devices provided. Please take a moment to educate yourselves, so you can be prepared to act.

March Madness is here and it's not always about Basketball. With the longer and warmer weather, we are kicking off the flight training season on Thursday evenings. If you would like to assist or know someone

who could use a little dual-stick time, then our instructors are waiting, willing and patient.

Hope to see you at the field or the next meeting

James

Vice Presidents Corner: *by Rob Lowe*

Hello Thunderbirds,

Welcome to spring! I guess building season is winding down and even more flying time is right before us. Spring also brings opportunities for you to support our club. One of our primary activities is hosting the SAE College Design and Fly competition. This event is one where we need "all hands on deck"...that means WE NEED YOU! Please look for info in this newsletter for ways you can support our club and the SAE event.

Are you tired of the high gas prices at the pump? Well, your club officers are here to save the day - sort of - for your nitro planes at least...keep reading!

Another benefit of being a club member is the occasional good deal that lands on our doorstep and we get to pass this on to you. Such an opportunity came our way recently as part of the unfortunate going out of business sale at Roy's Hobby Shop in the Mid-Cities. Thanks to Tom Blakeney, our club was able to purchase the remaining glow fuel on hand at Roys at a substantial discount below retail. Your officers have decided we will donate some of the 5% and 10% to our club training program. We will be selling the remaining fuel to club members at our March meeting at a fantastic price!

Due to high demand, we will use a lottery system to determine who gets the opportunity to purchase fuel, one gallon at a time. For example, we will put names in a hat for those present and interested in purchasing a given type of fuel. A name will be drawn and that winner can

purchase one gallon, the next name drawn/purchase, etc until all fuel of that type is gone. We will repeat that process until all the fuel is gone. If by chance, we exhaust names in the hat and still have fuel, we will put those names back in and draw until we run out, etc.

Fuel will be sold for \$20 p/gal (retail approx \$32 p/gal). It's a great deal! If you're interested, you must be present to participate and pay for the fuel at the meeting. To make it fair, we are not reserving fuel ahead of time nor can members put another's name in the hat and get it for them (see Must Be Present to Purchase above).

The Fuel available for purchase is as follows:

2 gallons - 5% Cool Power

2 gallons - 10% Power master

4 gallons - 15% Power master

17 gallons - 20% Pro Pattern

Thank for your understanding as we do our best to make it fair for this high demand opportunity. This fantastic savings opportunity will hopefully take some of the sting out of your next trip to the gas pumps in your car! Thanks to Tom Blakeney for facilitating this opportunity for our club - Great Job Tom!

That's it for this month. Here is my virtual "Low Pass Salute" to you, Thunderbirds. See ya at the meeting!

Secretaries Corner: *by Mike Schroeder*

February 28, 2022 Club Meeting Minutes, Meeting held at CERA conference room.

Meeting starts at 7:00PM

Welcoming comments by James Meadows: James welcomes any new members and asked if there are any guests present. James spoke of all the different ways Chris has set up for you to pay to your membership dues.

James talks about the Fire Safety training video and how the video will be posted on the Thunderbird website. These videos show how to use the fire equipment and all the safety equipment that is at the club.

Events

Warbird event, May 7th: CD is Ed Kettler

SPA event, May 14th: CG Ken Knotts

SAE event, May 20th -22nd: Sam Corlett

Reports

Treasurers Report: Chris Berardi

Christmas party rental for at the Botanical Gardens has gone up a bunch. Looking into other spaces and should we go ahead and reserve now.

Porta Can has had another price increase. Do we need to look into other vendors about price? SAE port a cans have been reserved and paid for, waiting for reimbursement from SAE.

Checking and savings account are in good standing. Membership is up to 165 members as of February 28. Average age of members is fifty five.

Secretary Report: Rob made a motion to not read the minutes and Gary second it. Show of hands and it passed not to read the minutes.

Vice President Report: Rob Lowe no report at this time.

Safety Report: Sam Corlett.

Things your membership key will unlock? Front gate, Lost and Found Box, First Aid box, Fire Equipment box in pilot box, AED box.

Why we Crash: Refer to this month's Safety Input.

Show and Tell

Woody's shared his F-86 Saber Jet and talked about its maiden flight that went really good. Six cell 4500 battery which gave the plane a three to 3.5 minute flight time (stay Close to the Field). Handles very well and a good first time EDF bird for beginning EDF pilots.

Gary James showed his scratch built Triple E Rocket glider. AMA allows up to a 'G' rocket motor. Gary says he was bored and wanted to try some else and this gives a new edge to flying. Gary demonstrated to the club the launch track and how it is used.

Old Business

Lease is approved and will be mailed off next week. The club had to pay for last year plus this year lease, no grace time. The new lease is for twenty years and we will pay every year.

Project list was reviewed and nothing has changed at this point.

Training night to start on March 17

Meeting ended at 8:15

Thunderbird Members Present

Tab Bowland
Ed Kettler
Sam Corlett
Rex Anderson
Rob Lowe
Mark Ehlers

Reed Smith
Woody Lake
Bill Lake
Mel Wells
Geoff Lowe
Tom Blakeney

James Meadows
Ian Waring
Chris Berardi
Peter Devlin
Phil Dunlap

Bill Boro
Gary Alphin
Wayne Lemkelde
Mark Johnson
Gary James

Guest: Robin Blakeney Zach Bowden SAE

From the Treasury: *by Chris Berardi*

No Input this month.

Membership Update

Here is our latest membership count as of 01/18/2022.

Membership Type	Count
Individual	12
Family	3
Associate	9
Life	14
Service & Gift	1
TOTAL	39

Safety Officer submission: *by Sam Corlett*

RC airplanes, which includes gliders and helicopters, crash. Sometimes rarely, sometimes frequently.

I have a few machines that are more than 30 years old and still flying. But also, I built a plane a couple of months ago that is now in pieces. Since we have all seen crashes and I'm sure have experienced them, I thought it would be good to simply review the topic.

We accept this risk or most of us at least. Years ago I flew with a fellow, an airline officer that seemed to have one of almost every RC product available. He had built a workshop in town that must have been 40 x 80 feet, and it was full. He came to field a lot and showed some of his things, but hardly ever flew! He couldn't accept the idea of crashing a perfectly nice airplane. After a couple of years, he finally got a 1/4 scale ultralight. You remember the lawn chair type construction with fabric; it had an OS

four stroke. For a few weeks he would only fly it if I were there to help him. He finally soloed and flew a few times when I wasn't around. I'm sure he enjoyed the hobby, but I think if he went about it a different way (hours flying a simple primary trainer) and became a proficient flyer, he would have enjoyed it more.

On the other hand, we've all seen the fellow that comes to the field every few weeks with a new plane that truthfully requires more skill and experience than he has acquired and he goes home with pieces.

For the safety and enjoyment of all, it's important to mitigate this risk of crashing. Think about crashes you've had over the last few years. As I thought about this I jotted down a list of causes that came to mind. I came up with an outline of four primary categories. These are all experiences I've had. See if they ring true to you:

1. Mid-air collision
2. Radio failure
 - Servo
 - RF connection
 - RX power failure
 - TX failure
3. Aircraft mechanical failure
 - a. Power failure at inopportune times
 - b. Control surface failure – often associated with flutter and high speed:
 - Hinge failure
 - Linkage failure
 - Structural failure
4. Pilot Error
 - a. Dumb thumbs
 - b. Dis-Orientation

c. Poor judgment - risks

Trying to fly above skill level

Flying too low

Pushing aircraft beyond limits

d. Improper maintenance or setup

If you do witness someone else crash, there are some do's and don'ts. (Copied here from the internet site, *RC Airplane World*, by Pete Carpenter.)

RC Airplane Crash Etiquette

- Keep quiet - let the pilot have the first word.
- Cover your ears if you don't like swearing or blasphemy.
- Let the pilot walk back to the flight line; don't go running over to him ready to initiate a group hug.
- Don't offer him \$10 for his transmitter.
- Don't hand him your plastic bag, let him use his own - it's part of the wreckage collection ceremony.
- Offer to help look for the wreckage if the plane came down out of sight, but don't go sprinting across to the crash site - this indicates your urge to salvage the good parts to sell on eBay.
- Don't offer to take photos until the pilot mentions the idea. Hide the fact that you had your camera turned on before the plane even hit the ground.
- Don't make comments such as "*I would never have tried that maneuver myself*", or "*It's so easy to get disoriented sometimes*", or "*Are you sure you remembered to put the radio gear on charge last night?*"...
- Instead, offer constructive, tactful comments such as "*Well, think of what your Christmas present will be!*", or "*Well, it doesn't look so bad - maybe a bit of epoxy here and there*", or "*Well you said you wanted to build a new plane*"...
- And whatever you do, never ever, ever mention pilot error!

Saying the words "*pilot error*" is a definite no-no. Instead, just sympathetically nod your head in agreement with whatever the pilot blames. And if he blames himself (*very rare*), disagree with him completely and reassure him that the crash was caused by an outside influence completely beyond his control.

You'll be friends for life 😊

SAE Volunteers Needed

"We are putting out a call for volunteers for the SAE event scheduled for May 20-22. Sam Corlett will send an email to everyone soon. We ask that everyone respond when it is received. It takes 55 volunteers to make this happen! If you have a favorite job, let Sam know soon before it is taken"



Introduction Planking: by Ed Kettler

I am in the middle of building a new wing for my Me-410 and part of that rebuild is the framing and sheeting of the engine nacelles. Nacelles have compound curves, so they are a little trickier to sheet than wings and fuselages. I am self-taught from YouTube videos, and this is my first major foray into this aspect of the hobby, so I will share some techniques and lessons learned. Let's talk about planking!

The first things you need to understand are some of the characteristics of balsa wood and how to get it to bend. The secret is moisture, either adding it or taking it away. If you spray a side of the stick with water, or water/ammonia, it will expand and curve away from the wet side. Conversely, heating one side will reduce the moisture and it will shrink, curving towards the heat source. There are variations in techniques, such as steaming, and you can turn a 1/4" stick into a wet noodle pretty easily. Steaming is pretty useful if you are laminating strips to make fuselage frames or wingtip bows, you just have to jig it up so that it dries in the shape you want.

The planking should be the same thickness of the rest of your sheeting so that things line up when you put it all together. In some cases, you may want it slightly thicker because you will be sanding a curve, and the extra thickness may come in handy. You want to use medium to low density balsa so it flexes naturally around the curve. You may also need it to flex laterally to butt up against its neighbor. Some expert plankers bevel the edges to facilitate the pieces going around the curves, but I am not that fastidious.

I ordered 1/4" and 1/2" strips of 3/32" balsa for this project because I evaluated the complexity of the curves. Some of the sides of the nacelles were pretty flat, so regular sheeting was used there, but as it starts to curve the 1/2" strips were used, and as it went around tighter corners I used the 1/4". The general rule is the tighter the curve, the thinner the strip.

I use two types of glues when sheeting: medium CA and white/PVA/Elmer's. CA is very hard to sand but dries quickly, while white glue is easier to sand, takes longer

to dry, but doesn't like being wet. After dry fitting the part, I use prep the part with white glue where it will contact the next strip. I put CA on the formers so the part will stay in place while the white glue dries. This is the "lazy man's approach" as I don't have to pin/clamp things in place and wait. I can put side loads on the strips to force the adjoining pieces together, and the CA will generally hold things together. Always cut the strips a little long so you don't have to patch.

You should alternate sides as you plank to prevent warping, especially if you have used a lot of water/ammonia. I did most of the planking dry because I used thin strips, but alternating is still a great idea.

Let's get started. Here we have the framed up lower nacelle with the exhaust stacks being fitted. They will be functional to provide cooling to the electric motor and ESC. Despite some wetting, the 1/4" square stock decided it wanted to fracture instead of bend, so a little sanding was needed to get a better curve. Your CA gluing will be on the formers for the most part.



To make life easier for me (I learned from the first build!), I cut away sections of the formers to allow the stacks to be mounted prior to planking. This shot gives you a pretty good idea of where the flat sides are and where the curves lie.



My approach is to start from the one edge and build towards the middle, then start at the middle and build towards the edge. This gives the best opportunity to use straight pieces without trimming and tapering. This view of the top of the nacelle shows the first stage of building up from the side, and you can see the three dimension curving taking place as the strips transition around the formers as you proceed to the front. Also, on my messy build table you see some of the various strips in use.



Up to this point I have been using the wider strips, but now that I am going up the sides and transitioning around the corner to the top, I need to use the 1/4" strips to allow the sides to roll up more easily. Here you can see that I have not glued the strips to the 1/4" sticks; rather, I am using the formers to carry the shape. In the next picture you can see the build from the top down, starting with wider strips and then narrower as we go down to meet the first part of the planking. One of the planks has decided it didn't like the former, so I had to CA glue it from the other side and hold it in place until it set, closing the gap. This picture also

illustrates the hand fitting of the pieces to get the wedge shaped ends to fit properly. That little filler strip was a bit challenging to get in right, so I made it oversize and just sanded it down.



It is important that you use white glue where you are going to sand, as you will get glue being squeezed out of the joins. This will get wiped down and allowed to dry. At this point, you are about half done.



Depending on the complexity of the shape, you will have to use a variety of approaches to get everything to fit right. The upper nacelles were pretty different from the bottom, as you can see the many angle cuts involved. The different balsa sizes were cut from different trees, so you are going to have hardness variations, and this will show up in the sanding/shaping.



You now need to rough sand the edges of each piece so that you get a smooth contour all along the edges and you need to address the gaps between the strips. Larger ones should be filled with balsa and white glue, while narrower ones with filler. Tom Blakeney turned me on to the Sherwin Williams filler and it is superior to any

others I have used. Use very thin coats as they will dry quicker and sand better. Be careful not to over sand, as you cut through the planks. This will take several cycles to get a smooth shape, so what I do is go out sand the last coat of filler, touch up the areas that need more filler on all the parts, then either work on something else or go back inside. After an hour, I can usually go back out and do another cycle.

That's all there is to it. It is not complex, but it looks intimidating at first, and does require building up skills and craftsmanship to get a good result. This Me-410 project has taught me a lot of useful skills and building compound curved pieces with planking is one of the more satisfying.

Happy modeling!



This Day in Aviation, February 21st 1944, B-17 "Betty Boop The Pistol Packin' Mama" by Woody

Part 1

Betty was named after original pilot, Captain James Geary's wife and flew her first mission on Aug 12th 1943. Assigned to the 390th Bomb Group, 570th Bomb Squadron (Jokers), Framlingham England.



She would go on to complete 61 operations, many times flying as the lead aircraft in the group. On Feb 22st 1944, she was shot down on a mission to Hanover by enemy fighters. Pilot Robert Bowman and tail gunner Carl Phillips were killed and the remainder of the crew would become prisoners for the duration of the war.

A General once passed the aircraft and noticed the nude pin-up on the side of the nose. He ordered "Put some pants on that!". However, she seemed to remain without underwear until her loss.

History

B-17F SN 230434 *Betty Boop The Pistol Packin' Mama*

Assigned 390th Bomb Group 570th Bomb Squadron Framingham Suffolk England August 1943 - February 1944

Aircraft Letter: A

Last mission: Hanover Germany

Missions			
MISSION DATE	SERIAL	GROUP MISSION	TARGET
12/05/1943	23312	035	Bordeaux France
12/11/1943	230434	036	Erden Germany
12/13/1943	230434	037	Kiel Germany
12/16/1943	230434	038	Bremen Germany
12/24/1943	230325	041	Quoeux France
01/04/1944	230434	044	Kiel Germany
01/07/1944	231229	046	Ludwigshafen Germany
01/14/1944	230434	048	Quoeux France
01/21/1944	230434	049	Heuringhem France
01/24/1944	230434	050	Frankfurt Germany
02/03/1944	230434	053	Wilhelmshaven Germany
02/05/1944	237880	055	Villacoublay France
02/10/1944	237812	057	Brunswick Germany
02/13/1944	239911	058	Crequy France
02/21/1944	230434	060	Hannover Germany



Lt. Bowman and crew of the Boeing B-17 "BETTY BOOP" of the 390th Bomb Group pose by their plane at their base in England on 14 February 1944.

Our daughter in law's father, Marshal Peck, Crew 51, was radio operator/gunner on this aircraft and flew 17 missions before being shot down in February 1944 and remained a POW till the end of the war in 1945.



I've always wanted to build and fly a B-17 and finally mustered the courage to tackle the task. The subject B-17 chosen was "Betty Boop The Pistol Packin' Mama". Unable to find an available B-17F version I settled for the Freewing B-17G. The build was pretty much straight forward and really the only major modification was in the graphics and overall paint scheme.



As can be seen the kit out of the box was overall aluminum. Taking one major assembly at a time I started with the underside and painted it grey. The top side was painted olive drab. Two coats were applied to the air frame. Home depot carries the Behr brand of paint and it comes in pint jars. This is a base coat of white and pigment must be added for the desired color. This is a latex based paint and I applied it using a 1 inch foam brush. For best results allow the first coat to completely dry before applying a second coat.



Marshall Peck with Betty Boop 70 years after they parted ways. At eighty plus years old he was quick to point out that Betty was an 'F' model, no nose turret, and this was a 'G' model. He loved her never the less pointing out familiar areas, stories, and sharing with me some historical information with his involvement to this B-17.

Marshall has since passed and was the last surviving member of Crew 15.



Part 2 the Build:



Graphics were handmade stencils transferred to monocote trim sheets. Roy's sells water transfer sheets for ink jet printers. Print your graphic, spray with a clear gloss or matt coat, trim to size, add to water, and apply to desired location. This works great but when applying the figures to the olive background they blended in and were hard to see. To solve this problem I reprinted onto a white monocote trim sheet, clear coated the figures, and cut to size. I then applied the art as any trim sheet would be applied. Graphics were BC, 'Before Callie', and in hind sight I would use Callie Graphics, better quality and easy application.



Part 3 First Flight:

Finally finished the B-17 and decided it was time to fly. Thursday afternoon was chosen as the winds were forecasted to be light and temp good. Besides the Thursday afternoon's usual suspects I was joined by Joe Joplin and his friend Herb Rogers. Herb was a navigator on the B-17 and the preflight was spent telling some war stories.



Off to the flightline. Batteries installed, final control check and all seem well. Wind was now from the east, direct crosswind, and not what I was hoping for. Crew of three by my side, Joe ready for any needed trim adjustments, Ian with camera in hand, and Herb also with camera and encouraging support.



Take-off run was straight down the runway and off into the wild blue (gray skies). To say we needed some trim is an understatement.



Joe Jopling set the trim buttons as fast he could based on my excited commands. Betty was rolling to the right and dropping her nose quite a bit. The gray sky didn't help as the olive drab bomber looked dark in all positions and was hard to orientate.



Heading north I was completely disoriented and the B-17 rolled further to the right and was inverted in a

heartbeat. There was no time to assess the situation and instincts took over – continue roll to right side up and pull! We cleared the trees by a matter of feet and the B-17 was climbing for altitude again. The flight got manageable after trimming her for straight and level.



OK, time for the inevitable, the landing. I decided on a long straight in approach and lined her up. Did I mention how fast this airplane is? In any case the landing was hot, one bounce, and it was down (on the runway, main gear, and right side UP). The left outboard prop was damaged as a result of the bounce. Other than that the B-17 was undamaged.



Notice the rapid flyby (landing)

After landing I was told the wind had shifted to the north and I did a downwind landing - hence not being able to slow down as expected.

During post flight I realized my control settings did not have any expo and were still at 100%. The day before I setup my corsair but forgot about the B-17. So much for 'war stories' during preflight, (lesson learned Sam). In any case Betty is ready to fly again. Prop has been replace, controls and expos reset. To date Betty has about six successful flights.



A Day at the Field



2022 CALENDAR

<u>DATE</u>	<u>EVENT</u>	<u>POINT OF CONTACT</u>
May 7 th	WarBird Fly-In	Ed Kettler
May 14 th	SPA	Ken Knotts/Chris Berardi
May 20-22	SAE	Club
July 4 th	Club Picnic Independence Day	Club Officers
August 6 th	Float Fly	Mel Wells
October 1 st	Jet Fly-In	Tom Blakeney
October 29 th	Texas Electric Fly-In	Tom Blakeney
	Alliance Air Show	
	SPA West (Waco)	Todd Blose
	Toys for TOTS	Club Officers
December TBD	Club Christmas Party	Club Officers

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POSITION	BOARD MEMBER	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	Sam Corlett	safetyofficer@fwthunderbirds.org



Pres: James Meadows

VP: Rob Lowe

Sec: Mike Schroeder

Safety: Sam Corlett

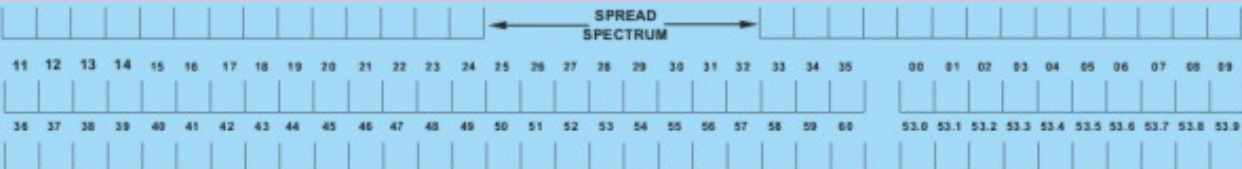
Treas: Chris Berardi

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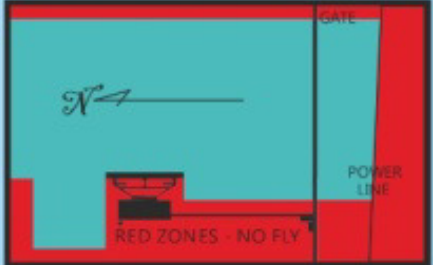
Flying Field Rules



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

FW THUNDERBIRDS
2022 PROJECT LIST
3/20/2022 7:21 PM

Project #	Proposed Project	Summary of Project	TYPE	EXPENSE	POC	Status	Notes
1	Helicopter Pit Area	Pit area for Hell Area	self	20,000	Mike/SAM	Getting actual cost plans	Approved by CORP
2	Update Freq Board	Update signage a use or Freq. board	self	\$100.00	BOARD	INWTables	Waiting on word from AMA on Digital Wallet cards etc
3	Visitor Parking Signage Stations	Post club events and other data	self	\$400.00	Mike	INW	Used to communicate with general public about club events and field availability
4	Flag Poles	2nd and 3rd Flag Pole	s	\$3,000.00	Rob/Mike	Discussion	Allow the Texas/Tbird or other Special occasion flag to be flown.
5	Additional Storage AREA	Utilize Cargo container	self/contract	\$20,000.00	Chris	Hold	Would it require Lease mod?
6	Toilet	Real Toilet	Contract	?		Further Study	require Corp approval
7	Pit Area Lighting	Lights in Additional Pit Areas	Self	\$200.00		Planned	Solar or connect to current electricity
8	Weather Station	complete with camera and Data port	Self	\$	Chris/Mike	Discussion	Allow member or guest to see and look at actual Field conditions
9							
10							

Humor

The following “Stop Squawk” humor was taken from classic aviation artist Bob Stevens. Bob authored the book series “There I was.....” containing a multitude of aviation art.

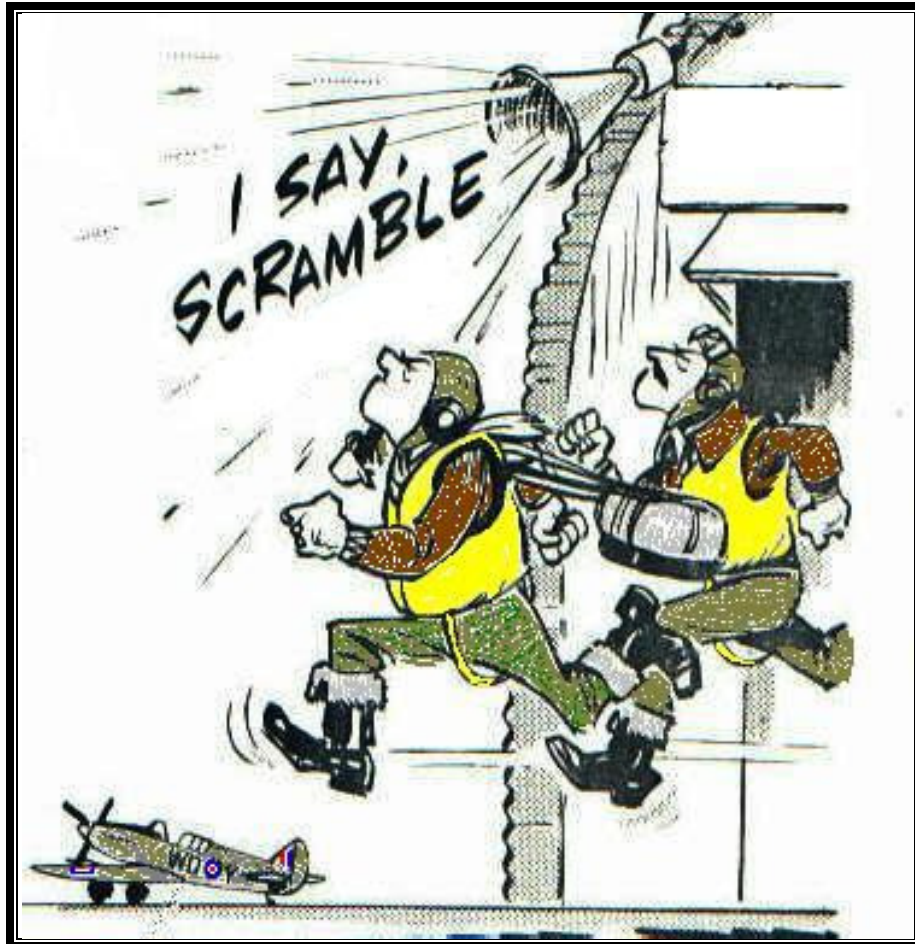


EVENTS

WARIRDS OVER LAKE BENBROOK

Saturday May 7th

Safety Briefing 0900Hrs





First Annual Richard Byrd Memorial Aerobatic Contest



Join us for old time aerobatic flying at Thunderbird Field on Lake Benbrook at Mustang Park on May 14, 2022. SPA allows airplanes that are built and flown before 1980. Tuned pipes are not allowed to keep the cost and complexity down. Retracts are now allowed.



Prizes awarded for first, second and third place in each class. Classes are Basic, Sportsman, Advanced, Expert Senior Expert (65 and over) and Masters.



More information is available at <https://seniorpattern.com/>.

Entry fee is \$30.00, and lunch is provided.

SPA contest flying is low stress, high fun with the emphasis on having a good time flying.

If you have any questions, please contact:



Ken Knotts – 469-441-6761 or Chris Berardi – 682-472-4850

SAE

"We are putting out a call for volunteers for the SAE event scheduled for May 20-22. Sam Corlett will send an email to everyone soon. We ask that everyone respond when it is received. It takes 55 volunteers to make this happen! If you have a favorite job, let Sam know soon before it is taken"

