



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



**Issue, 6002 February 2022**

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

### Presidents Corner: *by James Meadows*

Greetings Thunderbirds,

Hope you all survived the cold start to this month with as little damage as possible, and survived the middle of the month, if you forgot about your special Valentine!

IF you missed last month's meeting, you missed two things. The warmth of our current meeting location and some good old calendar planning session. The good news is that we will meet again at the CERA Center 3300 Bryant Irving Rd. this month as well, and you can check out our events tab to see the events that have been added.

There is still room and time to add others if you want to host or add an event,

We are finalizing the lease and hope to have that completed by the next club meeting, it's been a long road,

### Vice Presidents Corner: *by Rob Lowe*

Hello Thunderbirds!

I hope this finds you well, adapting to the rapid temperature swings and getting lots of flying in! We have one of, if not the BEST field in the country to fly at. I often get asked what's going on relative to the airspace above/around our field and when changes are coming. So...here goes...

One area to keep on your radar screen is the upcoming implementation of the Final Rule on Remote ID that was published by the FAA in January 2021. One of the three ways to comply with that final rule is for a field like ours

but the rest stop is within site. The next major event at the Field will be May 7th Warbirds over Benbrook, So dust off your fighters, bombers, etc. and be there. This will be followed by the SAE event. Yes it's coming back to Fort Worth and as always we will need everyone's assistance to make it the classic event that the Thunderbirds are known for.

Training days are just around the corner, so if you want to assist with the training program give one of your officers a shout out.

Thanks for being a Thunderbird! See you soon

James

(flying site) to apply to become an FAA Recognized Identification Area (FRIA). Your officer team has ongoing conversations with local FAA representatives as well as AMA HQ with our desire to apply for this. A FRIA will allow us to fly under the umbrella coverage of AMA as a Community Base Organization (CBO) and provides a defined area where remote ID should not be required. September 16, 2022 is when we (or any club) can begin the process to apply to become a FRIA. As recreational UAS operators, we will then be required to comply with the rule beginning September 2023. Tyler Dobbs of AMA HQ has some great additional info in his Government affairs

article of the AMA Model Aviation magazine this month and I encourage you to check it out!

One other area I get asked about a lot is the 400ft limit established by Congress via the 2018 FAA Reauthorization. You will recall we have talked at previous monthly meetings about establishing a Letter of Agreement (LOA) with our overlying air traffic control facility(s) to allow for higher operations. Our field lies in/under Class G, uncontrolled airspace. The FAA in collaboration with AMA HQ is working first to assist clubs who are located in/under controlled airspace with LOAs. AMA is not ready to move forward with fields in uncontrolled airspace such as ours and the FAA is deferring to AMA in a spirit of collaboration. Consequently, we get the opportunity to exercise our patience and wait. This subject is also part of our ongoing conversations with AMA HQ and the FAA. We will continue to advocate on your behalf and keep you posted as we get updates. For general awareness, when we do get to move into this process, it will involve a review panel as part of Safety Management System (SMS) which I'm

guessing a lot of you have exposure to in your day jobs. The review will assess all safety risks, rate those as Low/Medium/High and then any available mitigation are developed/explored. If risks can be mitigated to acceptable levels, then an LOA detailing the needed procedures can be developed. It's not a fast process unfortunately. I have been in contact with our fellow modelers in Waco at the HOTMAC club who are in the middle of this process. They have been waiting approx 6 months since the review panel and have not yet been able to begin the LOA process.

So...all to say, please know your officers are working these issues hard in the background, but it won't be a quick process. Thanks in advance for your patience and understanding and we will keep you informed as we go along! In the meantime, please get out and enjoy the best RC airfield around - Thunderbird Field!

Here's my virtual "Low Pass Salute" to you Thunderbirds...See ya at the field!

Rob Lowe, VP

### Secretaries Corner: *by Mike Schroeder*

#### **FW Thunderbirds RC Association Meeting Minutes, 7 PM, January 24, 2022**

The Club meeting was opened on-time at 7 PM, by Club President James Meadows. Our appreciation to Chris Berardi for locating and arranging for our use of the CERA conference room on the grounds of the former LMRA site on Bryant Irvin Road. Also an additional Thank You to Bill Lake filling in for Mike and taking meeting's minutes.

First time member present was Mark Johnson, a familiar face during recent weeks at the flying field. Welcome, Mark.

Also visiting is Jaclyn Mejia who will be representing Lockheed Martin and assisting Tom Blakeney on SAE. James mentioned the status of the COE Lease effort. The Corp did a turnaround and reoffered us 20 year lease, but accompanied it with an increased cost. The annual cost rose from \$1850 to \$3018 per year. The cost though is fixed through the duration of twenty years and was considered reasonable by those in attendance. The Corp had previously sought the entire amount (20 years) upfront and that was rejected by the Club. James is responding to the Corp with a question as to the rationale for the fee increase since little changed in the lease agreement from the previous 5 year lease. There are some verbiage changes dealing with RV parking, helicopter area, STEM center, permanent restroom, tree removals, and airfield closures. Most were

disapproval of our requests. The lease does allow for the installation of a helicopter pilot box shelter since it will be constructed on existing concrete. James has committed to speaking with Justin at the Corp about RV permits during large events, including the possibility of accessing Bear Creek campground sites. There was discussion about the 2021 lease payment, with the group consensus that if should be paid but at the pre-existing lease cost and that the new lease should be effective as of 1 January 2022, not 2021.

#### **Show and Tell:**

Woody Lake displayed a VQ 40 size Hurricane that he picked up and restored. The engine was badly worn and was replaced. The aircraft was repainted. Woody and Mel donated the aircraft to Ed Kettler's Warbird Event. This was Woody's third Hurricane. He has had a 'Model AirPlane News' version, a VQ, and a Nexa. The last one ended in tragedy when it lost power on takeoff heading north. Post-mortem revealed that a cold solder joint in the ESC came apart. Oops!



James showed off several aircraft he was donating to anyone interested in possessing them. A DuraPlane home built with foam wing and plywood spar. The drainpipe version which he considered a cool trainer aircraft with a .25 LA engine and 2.4 GHz transmitter. Pete Devlin will hopefully enjoy his new acquisition. He also offered a Harbor Freight Hurricane that went to Tom Blakeney as well as a cardboard B-58 from Joe Jopling.

Vice President Rob Lowe was not present but requested that his quest for speakers and topics of interest to the members be solicited now that we will be able to meet indoors again. He looks forward to hearing from you.

Our new Safety Officer, Sam Corlett remains under the weather and elected to avoid passing his virus on to us. Ken Knotts stepped in and related his experience of recently flying a big prop aircraft, when the aircraft motor cut-off after about two minutes in the air. He safely landed the airplane, rolled it into the grass infield, but experienced a sudden stop upon reaching the safety fence. The lesson learned was to remember to activate the motor cut-off switch. Post-mortem revealed the ESC had over-heated.

***Treasurer:*** Chris Berardi reviewed recent expenses (stamps, porta-potty, electricity, keys, etc.), key issuances, etc. The combination lock on the airfield gate had been left open and someone changed the code, requiring it to be cut off and replaced. That is a \$50 lock. We have 147 members thus far this year. He is currently working on preparation of the Association taxes.

Bill Lake was substituting for Mike Schroeder, the club Secretary. He made a brief comment on Mike's sorrow for being unavailable.

Kudos once again to Woody Lake for his excellent Newsletter efforts.

Bill Lake  
James Meadows  
Chris Berardi  
Woody Lake  
Ian Waring  
Mel Wells  
Ed Kettler

Visitors: Jaclyn Mejia  
Steve Ehlers

### **Old Business:**

James will be updating the Project List. He explained his comments in the Newsletter after someone suggested he was against new, young flyers, which was not his message intent. His message was safety related and had to do with young people (guests/observers) being unattended, wandering around, and not paying attention to the flying activities.

Ken Knotts asked what the club policy is about locking the airfield when flying is going on. Rationales were presented on why some lock the gate after entering – flying alone and desiring to protect equipment when left unmonitored in the pavilion area while flying. No policy was established as we as members need to understand our lease agreement requires allowing non-members to access the area when a member is present. Use good, common sense.

### **New Business:**

The members went through the monthly calendars and provided updates. Details are too numerous to list here but will be forthcoming on the event calendar.

The meeting was adjourned at 8 PM following a motion by Bill Lake and seconded by Chris Berardi.

Tom Blakeney held a brief SAE meeting wherein he introduced Zeke Bowden and Jaclyn Mejia as the two Lockheed Martin Project Officers. Tom expects 68 teams with 30 percent of those in the Advanced Class. We will be adding two more tents to provide more working space for the teams. Sam Corlett has agreed to take over the task of Volunteer Coordinator.

### **Attendees:**

Gary Alphin  
Tab Bowland  
Charles Weaver  
Mark Johnson  
Rex Anderson  
Henry Cooper  
Lonnie Cooper

Mark Ehlers  
Peter Devlin  
Ken Knotts  
Zeke Bowden  
Tom Blakeney

From the Treasury: *by Chris Berardi*

No Input this month.

BOARD MEMBER	ROLE
James Meadows	President
Rob Lowe	Vice President
Mike Schroeder	Secretary
Sam Corlett	Safety Coordinator
Chris Berardi	Treasurer

**Membership Update**

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

Membership Type	ount
Individual	12
Family	3
Associate	9
Life	14
Service & Gift	1
<b>TOTAL</b>	<b>39</b>

Safety Officer submission: *by Sam Corlett*

How often do you fly with a “spotter”?

A Swedish proverb says: Shared joy is a double joy; shared sorrow is half a sorrow.

Years ago I flew at a field that unlike our fantastic site had no safety barriers for pilot “boxes”. At that field one of the club rules stated that whenever more than one pilot was flying, “all” pilots must have a safety spotter. Additionally, if only one pilot was flying and did not have a spotter and you were going out to fly, you had the responsibility of taking your spotter and supplying another spotter for the first pilot. Of course the primary responsibility of the spotter in that situation was to ensure the safety of the pilot when others were landing, taking off, or had a loss of control.

The excellent safety barriers we have at Thunderbird field go a long way to protect us against most issues that might arise from slightly askew landings or take-offs, so the club has never felt the need to create that kind of rule. (AMA of course does have a spotter rule for FPV flying.)

But what are the roles of a spotter? Since the RC pilot must maintain his visual and mental attention directly on his aircraft a spotter can provide several functions:

- The spotter can provide warnings and protection when other aircraft lose control or become a danger to the pilot.
- He can keep the pilot apprised of any full-scale activity in the area.
- Often the pilot may not hear or pay attention to background messages on the field. The spotter can help handle communications, both relaying the pilot’s intentions to others and amplifying the calls of other pilots. While avoiding all mid-air collisions in flight may not be possible, avoiding incidents over or on the runway can be achieved by proper communication.
- If others need to retrieve airplanes (or parts of airplanes) the spotter can keep the pilot advised of that activity and areas that need to be avoided.

- In general he can keep the pilot informed of activity all round him, minimizing the distractions of aircraft taxing, starting up, or even of moving spectators or photographers.
- A spotter may even help with aircraft trimming or visibility issues.
- Before the flight the spotter often aids with starting, keeping up with equipment, and in some instances may provide a “sanity check” with aircraft and transmitter setups.
- Letting the pilot know what kind of aircraft is preparing to fly: loud, large, 3-D, turbine, training, etc., may allow the pilot to plan the remainder of his flight accordingly.
- We often utilize a spotter to call sequences and to critique maneuvers.

This list is of course not exhaustive, and a pilot may have specific instructions for what their spotter should do or pay attention to.

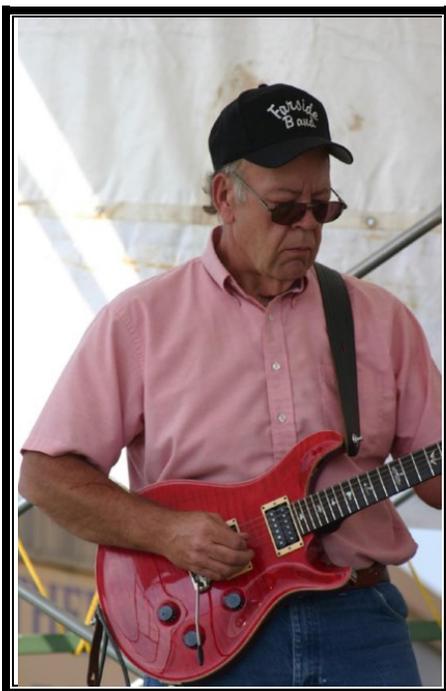
So think about sharing the joy! Be ready to volunteer to spot for someone. Don’t be shy about asking another to come out to the line with you when you fly. If you don’t know someone, get to know them!

Sam

### In Memoriam: Richard Byrd and Charlie Powell

We wanted to let you know that two long-time Thunderbird members have passed away recently.

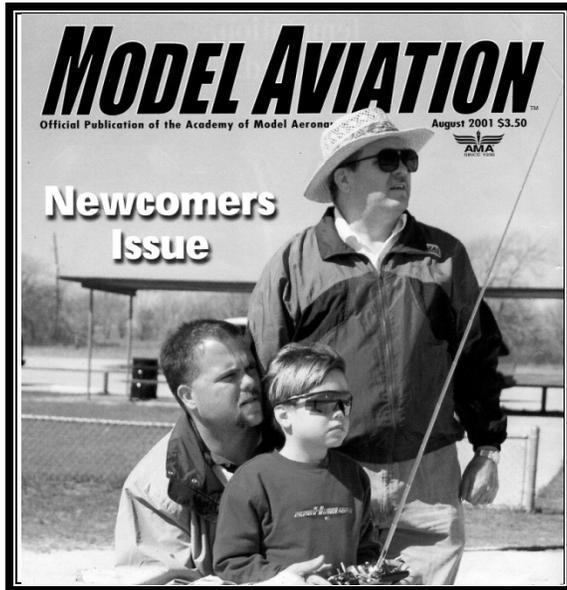
#### Richard Byrd



Owner of Byrd Fina Gas Station, B&H Hobbies, and Byrd Aviation over the years. He was a member of the AMA, Johnson County Flyers Club, and the Fort Worth Thunderbirds R/C Club. Many of you will have seen Richard Byrd at the field watching a few of us flying the Rookie, a great fun-fly aircraft that he kitted as a hobby shop owner. Richard was an incredible builder and his covering skills made a model look like it was finished in gloss paint. More recently, Richard built Curare pattern planes for those of us flying Senior Pattern and other F3A aircraft custom ordered by competitors around the state.

Our condolences to the Byrd family. Richard, may your skies be blue and winds light. Farewell.

## Charlie Powell



Charlie Powell was an avid modeler and spent a lot of time at our old flying field. Charlie built and flew a bit of everything, from helicopters to racing and aerobatic aircraft. Quite a few years ago, Model Aviation magazine had a front cover that featured Charlie, his son Jeff and his grandson lined up as a feature of how the hobby bonded families. While we had not seen Charlie recently, we know he was still interested in the hobby through the activities of his son.

Wishing you fair skies and gentle winds. Farewell.

Our condolences to the family and friends of our beloved members, Richard and Charlie.



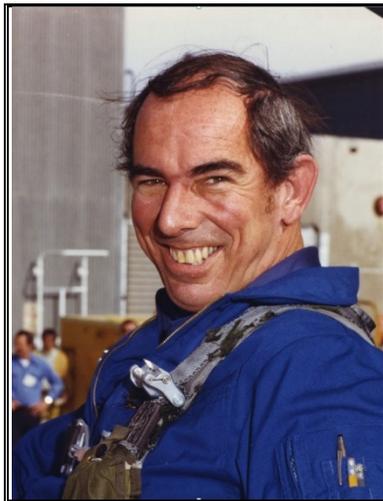
## This Day in Aviation, 2 February 1974

General Dynamics had scheduled the F-16 first flight for February 1974. Until then, the prototype would go through a series of tests.

One of them was a high-speed taxi test on 20 January 1974 at Edwards Air Force Base in California. During this test, the prototype would accelerate to high speeds down a taxiway without getting airborne.



Phil Oestricher, an experienced navy pilot and engineer, was behind the controls.



Philip F. Oestricher (1931 – December 18, 2015) was an American aerodynamics engineer and test pilot. He made both the unscheduled first flight of the **General Dynamics F-16 Fighting Falcon** on January 20, 1974 and its official first flight on February 2, 1974.

When the test began, he accelerated down the taxiway as planned. To check the aircraft's roll response, Oestricher applied aileron control. Suddenly the YF-16 entered a strong roll oscillation. The aircraft rolled left and right alternately. So much that it scraped its left wing and right stabilator against the taxiway surface.

Oestricher tried to regain control but the YF-16 began to drift to the left. He knew that high speeds combined with running off the taxiway would likely end with a crash. So he punched forward the engine throttle to try to get the aircraft airborne instead. But it took a while to reach takeoff speed and Oestricher still struggled for control.

He finally got the jet in the air for what became the first unscheduled flight of the F-16. The flight lasted six minutes before Phil managed to land safely.



General Dynamic's engineers analyze the accident and discovered the roll control system was too sensitive and wiring issues in the engine exhaust area caused it to produce too much thrust at low throttle settings.

Damage was minor and quickly repaired. The YF-16 was soon ready for its official first flight on 2 February 1974. This time everything went according to plan and the flight lasted for 90 minutes with Phil Oestricher as the pilot.

The rest of the testing program continued without issues. The YF-16 became the F-16 and mass production could soon begin.

Go to the following link to hear first hand of that flight from Phil:

<https://www.youtube.com/watch?v=qAp4RtGKbHE>



Plainsmen' and their field was located just south of ours in 'Whiskey Flats'. Those of us long time (1980s – 1990s) Thunderbirds' members were fortunate enough to hear Phil speak at one of our meetings of his harrowing flight that fateful day in February 1974. Not to say this was the only time Phil would relay the story as he would frequently visit our field and love to talk 'all' aviation stories. Phil has since passed but his experiences live on in memorable moments of aviation history

.... and now you know the rest of the story.

Phil was a local resident in the Fort Worth area and avid RC modeler. He was a member of an RC club 'The



### The HF-24 Marut – by Ian Waring

In 1975 I was temporarily detached from my Jaguar flight test duties at Boscombe Down and sent by my company on a three-month assignment to Bangalore, India. There I was to work with the Indian Air Force's Aircraft and Systems Testing Establishment (ASTE) to support demonstration trials of our company's Jaguar Nav/Attack avionics system, which was a candidate for a retrofit of the IAF's fleet of MiG-21s.

The demo was performed using one of ASTE's HF-24 Marut flight test aircraft. To accomplish this, the system's black boxes were installed in a special cube-shaped crate which was then lowered into the space normally occupied by the rear seat in the HF-24, then connected by wiring harnesses to the controls and displays in the front cockpit. A series of evaluation flights was then performed by ASTE test pilots Wing Commander Dey and Squadron Leader Rajkumar.



(It is rumored that may be Ian standing in the back seat)

Our Jaguar system was not chosen for the MiG-21 retrofit but eventually the IAF procured the whole Jaguar aircraft, many of them being license-built in India by Hindustan Aeronautics Ltd (HAL) in Bangalore. They are still flying there today, with updated engines and avionics.

The history of the HF-24 Marut is an interesting one. BTW – “Marut” means “Spirit of the Tempest”. In the 1950s India decided to develop its own supersonic jet aircraft. However, at the time, HAL lacked the expertise to do this, so they recruited the German aircraft designer Kurt Tank to assist them. Yes – this is the same Kurt Tank who had designed the famous Focke Wulf FW-190 fighter of WW2.

After the war he had spent some time working in Argentina but then, in the mid-fifties, re-located to India to head the development of the HF-24 with HAL. The aircraft first flew in 1961. Although originally intended to be a Mach-2 capable interceptor, it couldn’t even reach Mach-1 with its original twin non-afterburning Orpheus engines. The intention had been to import a more powerful replacement engine, but this became impossible, largely due to international politics (India had become a nuclear power). Consequently, the aircraft was used mainly for ground-attack. The IAF flew it with some success in the 1971 war against Pakistan but it was removed from service during the mid-1980s.



### Hawker Hurricane: by Woody

My first Hurricane was built from a set of ‘Model Airplane News’ plans. Balsa and ply construction covered with light fiberglass cloth and powered by an OS-91 Four Stroke engine. Paint scheme was the desert camo version. The pilot figure was hand carved and is still with me today. Who’s that chubby guy in the first picture sporting the blue hat and mustache?



Newsletter: by Woody

Greetings Thunderbirds I'm requesting members submit any articles, photos, etc, you would like to see in our newsletter. I find that after all my years in this position I may be getting tunnel vision on subjects and would like to solicit your items of interest to diversify content. Any and all aviation related articles/photos are welcome.

It has come to my attention that the newsletter edition numbering sequence format is incorrect. Sequencing should be by the number of years our club has been existence and then the month. Beginning in January 2022 the edition number will be '60' followed by the month '01'. Example January Newsletter Edition number will

be 6001 and subsequent months will be incremented accordingly: February 6002, March 6003 and so on.

Appreciate your understanding.  
Woody



A Day at the Field



## 2022 CALENDAR

<u>DATE</u>	<u>EVENT</u>	<u>POINT OF CONTACT</u>
May 7 <sup>th</sup>	WarBird Fly-In	Ed Kettler
May 14 <sup>th</sup>	SPA	Ken Knotts/Chris Berardi
May 20-22	SAE	Club
July 4 <sup>th</sup>	Club Picnic Independence Day	Club Officers
August 6th	Float Fly	Mel Wells
October 1st	Jet Fly-In	Tom Blakeney
October 29th	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

[WWW.FWTHUNDERBIRDS.ORG](http://WWW.FWTHUNDERBIRDS.ORG)

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**



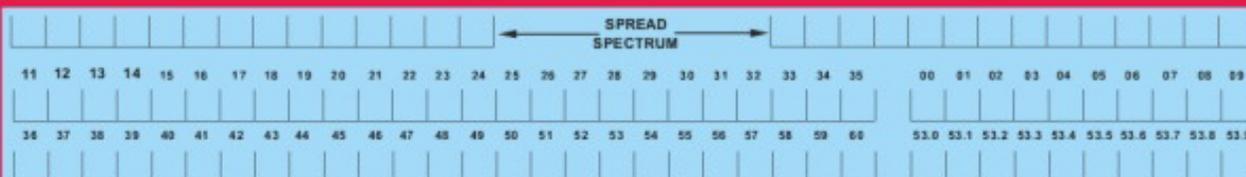
**Treas: Chris Berardi**

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8808 Camp Bowie Blvd. Fort Worth TX 76116  
[jtshobby@yahoo.com](mailto:jtshobby@yahoo.com)

### 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](http://www.modelaircraft.org/files/100.pdf)

## Fire Management

Two Fiery crashes at our field resulted in total loss of both aircraft. The first was Woody's AT-6 and the second was Hubert's Jet Cat.



Fortunately recent club efforts regarding fire safety both with installed equipment and the newly formed all volunteer Crisis Management Fire Suppression Office (CMFSO) major catastrophies were averted. Great work by all.

FW THUNDERBIRDS  
2021 PROJECT LIST  
8/15/2021 10:19 AM

Project #	Proposed Project	Summary of Project	TYPE	EXPENSE	POC	Status	Notes
1	Shed Update	Cross Ventilation fan	Contract	?			Suggest to member ship for Purchase Purchase
2	Additional Storage AREA	Utilize Cargo container	self/contract	?			Would it require Lease mod?
3	endcaps on pit shelters	utilizing rollup doors that can be pulled down when needed	Self /Contract	?			Committee
4	FANS	Install Fans in pit area	self help	?			
5	Update Freq Board	Uodate signage a use or Freq. board		?			condsier policy revision to allow members to wear in lanyard
6	Grass fire Extinguisher	extinguisher for grass fire, storage, security,		\$500			Eagle Scout project Set for Sept 4,2021
7	Meeting Location	Need a place to meet	Self Help	?			Need to locate a meeting venue, to host general club meeting
8	Toilet	Real Toilet	Contract	?			require Corp approval
9	Helicopter Pit Area	Pit area for Heli Area	?	?			Provide sneiter area in the Heli area to match fixed wing Pits, Will utilize the parking area that is in the current lease



The first of the two General Dynamics prototype YF-16 Fighting Falcon lightweight fighters, 72-1567, on display at the Virginia Air and Space Center, Hampton, Virginia. (Wikipedia)

## EVENTS



# 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