



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



Issue 4482 April 2021

Next club meeting: Monday April 26th, 2021, 6:30pm, at our Flying Field

Presidents Corner: by *James Meadows*

Spring is here, and that is exciting, the days are longer, which means more building time, more flying and more time to visit with family and friends while doing it. It also means more mowing and weed whacking. We are truly blessed that we have a group of members that work diligently every Friday morning mowing and trimming. This year you may notice that the grass in certain areas is being maintained, differently from years past. This is by design and it is work in progress. By allowing the grass in outlying areas to grow a bit taller, we are reducing mowing time, equipment wear, and overall expenses and complying with our host's guidelines.

Events are just around the corner: Senior Pattern (SPA) will be at the field on the 24 of April. Go out and see what it is all about, or contact one of the Contest Directors (CD), Event Directors (ED) and see what you need to do to participate. May is Warbirds over Benbrook, if you like the throaty sound of radial engines, or the whine of a fast mover, this is an event for you to see, and participate in. I am slowly readying my fleet, and hope to see you there. The next club meeting will be at the field on Monday the 26th April at 6:30 PM. There will be a sale of aircraft and other items prior and perhaps after.

As the state and nation begin to come out of our Covid Cocoons, we can expect a rise in attendance at the field, events on any given day of the week. That is exciting to me! Bill our "Safety Guy" has written a great piece on checking out used aircraft prior to flight, and this could also apply to those airframes that you currently own, but have been sitting on the shelf waiting, for your return to the field without so many restrictions. Take a moment to review it and then check out your aircraft.

We also need to do a personal check of ourselves. Over the last year or so, we have all had to make changes in the way we socially interact or avoid social interaction. Some travel out to the field on a particular day, because no one else is there, others come out regularly and still other may not have been flying at all out of caution or concern. Regardless of the circumstance of your isolation, all of us have developed new norms, habits, choices and perhaps lost a few. As we all begin to get back together, to share our passion of RC Flight, I ask that each of us, do a check of our "Norms". Perhaps it might mean reprogramming ourselves to communicate intentions in the Pilot box's, staying in the designated flight area or just being aware of common courtesies toward other members or guest by curving chain smoking, abusive or inappropriate language or conversations.

Hope to see you all at the field soon!

James

Vice Presidents Corner: *by Rob Lowe*

Hello Thunderbirds! I hope this finds you safe and healthy. Please be sure you check out all the other wonderful articles in this month's newsletter. You will find timely info for events and activities as well as some very valuable learning about things like returning aircraft to flight after a period of storage. All Good stuff!

Speaking of newsletters, I'd like to take a moment to acknowledge the tireless and phenomenal work Woody Lake does on our behalf creating, producing and editing our monthly newsletter. We are blessed to have Woody's expertise and talents in our club. The newsletter is the envy of many a club across the country. Thanks Woody for your unending dedication to our club and to keeping us all informed! Great job!

Lastly, thanks for your help in following the procedures and rules at our field. From the gate entry procedures, being good neighbors to the US Army Corps of Engineers (USACE) and park patrons, to the safety based flight requirements and procedures. Thanks also for your continued help to raise awareness of the rules with others while at the field. We had an unfortunate incident recently where a member refused to put their AMA card on the frequency board while flying. As we discussed many times, this is a requirement of our lease with the USACE. Failure to comply puts our very ability to fly at Thunderbird Field at risk. Other safety areas such as flight patterns or communicating out loud and effectively with others in the pilot's box have a direct impact on the health and well being of all of us at the field. When the safety margins get compromised by not following the procedures, we are all at risk. It takes all of us working together to keep things on track. Please know that your officers work hard to provide opportunities and constantly improve our club. However, it takes more than the officers to keep the safety bar high. We all must step up and be willing to help each other and remain focused on our collective safety and ability to continue enjoying flying as we do today. So, again, Thanks for your continued help to raise awareness of the rules and procedures with others while at the field! I am proud to be on your team!

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

March Club Meeting Minutes: *by Mike Schroeder*

Club meeting March 27, 2021 Saturday

Meeting starts at 2:08 or 1408

James Meadows asked if there are any new members attending today. Jonathan Jennings a new member joining today. Reed Smith is attending his first meeting.

Event Status

The club might have to still do club meetings temporary on Saturdays as we look for a place to have the meetings on Mondays. James has a place and is checking it out to see if we can fit a large group there.

SPA contest: April 24, 2021. Gary Alphin and Ken Knotts will CD this event. Several rule changes and Gary or Ken can answer your questions. Event information flyer on website.

Warbirds over Benbrook: May 8, 2021. CD Ed Kettler, contact information on website.

July 4 celebration: Officers to cook hot dogs, in the morning there is a parking lot swap meet sale and also a Raffle.

Float Fly: August 8, 2021. CD Mel Wells and helping is James Meadows. Location is at Camp Joy on Lake Worth, more information to come.

Officers Reports

Vice President Report: Rob Lowe. Working on air traffic studies over our flying field for the last year so we can be prepared to file for a FAA- Recognized Identification Area and maybe a higher ceiling.

Place your AMA card on the pilots board as required by the club and the Benbrook Lake CORP of Engineers to fly.

Treasurers Report: Chris Berardi. Today we have one hundred and seventy seven members. The club had several outgoing expenditures with the biggest being the annual service of the mowers. Porta can have sent a letter of a price increase. Current monthly charge is \$214.80 for weekly clean and rental of the unit.

Safety Officer Report: Bill Lake.

- How many read last month's safety items and do we need to go over it again?
- Pay attention to airfield safety and talk to pilots; let them know your intentions.
- First Aid kit access is your member key to open. Please let a board member know if you had to use items in the kit so we can get items replaced.
- Turbine Jets pilots need to have two fire extinguishers, one powder and one water both according to AMA rules supplied by the pilot. Make sure you have both out on the flight line when flying. Water for a grass fire.
- Spectator Line is not for anyone to walk around, pilots only where marked.
- Airspace is on the pilot board— Blue areas a go and the Red areas are a no go area.
- AMA pilot cards are required on the pilot board post as required by AMA, CORP lease and the Thunderbird club.
- 55 pounds and less and we know most of us are not less than fifty five pounds so do not sit on the start stands as they are only designed for fifty five pounds or less.
- Smokers please throw your filter into the trash. The ground crew spends a lot of time cleaning up and filters should be throw away and not on the ground for others to clean up.

Secretary Report: Mike Schroeder. Motion by Rob Lowe to accept the minutes in the news letter and not read. Motion was second by Ken Knotts. Show of hands the motion passes.

Club News:

- Dave Dingman seems to be doing better and the doctor's report is all good.
- Reed Smith built and programmed his new Align 550 helicopter and did his maiden flight today. Reed is in the sixth grade and a really great pilot.
- Dave William Talked about his Ultra Sport series 1000. A plane that is twenty eight years old and has recently been rebuilt. Powered by a Super Tiger 3000, weighs in at thirteen and half pounds. Hopefully it will have its maiden flight today.

Old Business

Lease is still being reviewed at the real estate depart of the CORP and since we asked for an extended lease and other concessions it is taking a little longer.

Mowing plan being developed for the CORP as the CORP wants the outer area to be mowed a little higher as that is a nature area.

Project List

Will be updated and the adding of a helicopter covers area like the plane flight pit area. If you have any suggestions please send to the board.

New Business

- Signs, we have several that we need to add. We also need to a little rearranging of the pilot card area to include Turbine pilots.
- Committees, we will need several as we move forward with training programs and trying to get a youth programs going, STEM programs we can help with.
- We are thinking of ways to document our clubs economic impact to the area so that we can show to city leaders we are an asset to the area.
- Reminder that part of our CORP lease is that we do not pay to get in and we are only allowed access to the Thunderbird field only. If you want to go anywhere else you need to pay at the gate.
- Woody had several donations for free.
- Training program we are working on a few adjustments to improve and build on.
- Sam donated a 3D print plane stand and Phil Dunlap was able to get the first one and will be doing a review on it.
- Dave Williams mention the Austin Clubs event Cubs and Cousins in coming up in April. A Saturday only event.
- James and Mike expressed a reminder that non club emails are not sent out but will be put in the newsletter. Flyers sent to the Thunderbird club from other clubs will be posted on our website and added to the newsletter if possible. We will only send out information that pertains to the club and not spam members.

AED - CPR training again. Once after COVID relaxes we are going to have training classes. Your club key opens the AED and First Aid kit. Please let a board member know if you use any of the items or a fire extinguisher so we can get them replaced.

Meeting end 3:00 - 1500

Thunderbird Members in Attendance

Pete Lucas
Tab Bowland
Bill Lake
Ken Knotts
Mel Wells
Woody Lake
Jonathan Jennings
Gary Schindler
Grant Schroeder

James Meadows
Clarence Konkle
Chris Berardi
Ian Waring
Hung Luu
Phil Dunlap
Charles Weaver
Reed Smith
Tracy Smith

Dave Williams
Gary Wilcox
Ken Brock
Rowdy Glover
Rob Lowe
Lee Cornilus
Mike Schroeder

From the Treasury: by *Chris Berardi*

Membership Type	Count
Individual	143
Family	6
Associate	8
Life	14
Service & Gift	2
TOTAL	173

That's it for my report this month; stay safe and warm, I'll see you at the field.

	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	Bill Lake	safety@fwthunderbirds.org

Safety Officer submission: by *Bill Lake*

SAFETY TALK. I am going to veer away from talking about personal safety and how to avoid/prevent personal injuries. This article of the newsletter is going to address how to inspect and test your new, used airplane. Since we are offering up quite a few used aircraft, it might be useful to think about what one needs to check before launching your “new” airplane into the air.

First, consider how long the plane has been dormant and how was it stored. Temperature controlled environment or dusty old garage gathering all sorts of new baggage? I went through quite a few recently and things I noticed were mud dobber nests (affect on your CG), brittle wiring, cracked monocote, dry fuel lines and tank stoppers, broken structures, and in some cases questionable batteries.

That good deal price on your new, old airplane won't be so good if the plane fails to make it safely through its new maiden flight. Take your time inspecting every detail on the plane. It may have flown in the past but you, as a new owner, need to know what you have and how well it is going to respond to your extraordinary piloting skills.

Take it apart. Inspect the structural integrity looking for broken ribs and beams in the fuselage. Gently feel your way around the wings and empennage checking for solid support and no weak points indicating possible crash damage or hangar bites. Look closely at the covering material for cracks, tears and peeling. Inspect the control horns on all flight control surfaces. Are they dry to the point of being brittle? Are they securely fastened to the surfaces with well seated screws? Are the linkages secure and do they have clip retainers or tube sleeves to prevent unintended opening? Give them each a good pull test to check for security and absence of slop.

Don't assume the servos are healthy and securely installed. Are the tightly screwed down to the mounting plates? Do they need additional security with glue? Are the servo arms secured with screws and are the correct holes used for the control arms? Are the servo arms properly positioned? Are the servo wires in good condition and is there too much flex? Do you need wire guides to prevent flexing?

Are the flight controls moving in the correct direction and are the throws set in accordance with the published specifications for that airplane? Perform a stress test on each surface by gently grasping the surface while actuating the servo. Response should be immediate and without staggered movement.

Whether the airplane is electric powered or nitro/gas powered, most of us spend most of our time and attention here. It would take an entire article to discuss the engines, so we will leave that for another day. Nonetheless, It might well be worth the time and effort to remove that engine and inspect the mounts and the firewall integrity. Is the motor angled properly? Fuel tanks and fuel lines are inexpensive and probably well worth replacing, or at least pressure testing. You can save a few bucks by reusing the propeller you got with the airplane, but you should not count on it being balanced or free of chips or cracks. Is the propeller on tight and has a lock nut or spinner securely installed?

How about the canopy, hatch covers, and landing gear? Are they all secure? Are the gear and wheels properly aligned? Flat spots on the tires due to storage? Dry rubber comes apart easily.

Review your paint scheme and color patterns so that you are familiar enough with the cues needed for safe flight and orientation awareness in varying atmospheric conditions. Best to familiarize yourself before takeoff than trying to figure it out as the airplane gets further and further away.

This is no way intended to be an all-inclusive checklist for inspecting your new, old airplane. It is a starting point and has much applicability to any airplane your fly, regardless of frequency or currency. A good checklist can save a bad airplane. A small investment of time or the cost of replacement parts/components can save a much more expensive loss of an airplane.

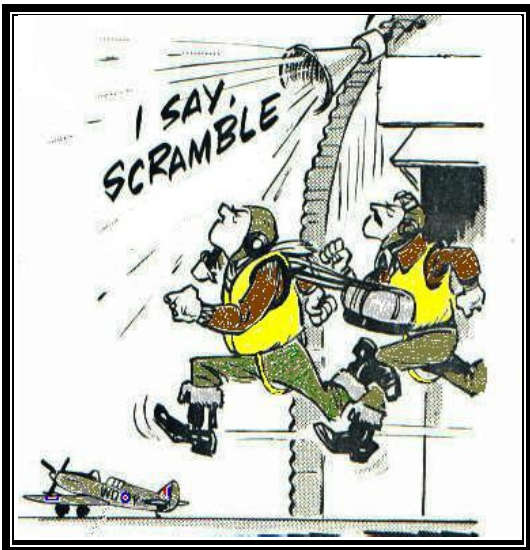
Treat yourself to a new, old airplane; give it a good checkout; and have a great and safe day of flying.

Flying Field Update:



New electrical plugs have been installed with USB charging receptacles for the convenience of members and guests

Warbird Fly-In:



Our Warbird event began in 1995 with a meager showing of 13 pilots. Good news of an upcoming low key, no pressure, enjoyable, warbird fly-in and our attendance grew too a high of 72 registered pilots representing all five states in AMA District VIII and 125 plus aircraft. Only missed year was 2020 for obvious reasons. Original founding CD was Woody Lake, and

Terry Thorpe that led this event for 18 years at which time it was taken over by Ed Kettler. Ed has perpetuated and expanded the warbird theme to include rotary wing aircraft as well. This year our warbird event is back with all the enthusiasm and excitement of years past. Plan to attend this fly-in for a great time and camaraderie.



B-17F 'Betty Boop Pistol Packin Mama Crew.



SPA





Pinch Me, Am I Dreaming? *By Patrick Harris {Editor's Note – This article was published in January 2016 to the KFactor Magazine by, then, District 8 VP, Patrick Harris. Enjoy!}*

You want to fly smoother and add points to your scores; then you better learn to be a stick pincher. That's a pretty bold statement isn't it? The fact is, if I didn't feel it was that important, I would reword it (but I didn't). When I got back into RC, I was a thumb flyer holdout, but what I found in almost all cases, the top-level pilots were stick pinchers. Let me tell you, it was not an easy transition.

What I did was use the flight simulator and worked at it until it became so comfortable that flying thumbs only, now feels just wrong! Why does pinching allow us to fly smoother? I am going to reword that and say "pinching, forces us to fly smoother". The problem with thumb flying is the stick is free to move in any direction, which can result in unwanted inputs. As you start to bring in aileron, you may inadvertently apply a hair of elevator (etc.). To counteract this, a lot of flyers up the spring tension in their transmitters, which helps to a point. To prove my point, loosen the springs in your transmitter sticks as far as you can. Now place your thumbs on top of the sticks and you will see how easy it is to introduce unwanted inputs.

So along with high spring tension, to add extra stability to the stick we tend to inadvertently push down on the top of the stick with our thumb. The more stress we have in our flying, the more we push down on the stick. Again to prove my point, fly a new schedule and look at the tip of your thumbs. I bet there is a good chance the spiked end of the stick is imbedded in the end of your thumbs. So why does

pinching lessen the above from happening? What pinching does is introduce "controlled" tension on the stick. Let's keep our spring tension low and now "lightly" place your thumbs on the side of the stick with your index fingers on the opposite side.

What I mean by "lightly" is to just bring up a bit of force (tension) of both the thumb and the index finger to "lock" the stick in place, if you will. What you are now doing is constantly working against the small pressure (force) from the opposite side of the stick that helps to stabilize it. What you will find over time, is you will feel much more comfortable with lower spring tension. Most of us accept that pinching is a better way to fly and may have indeed tried it (for about three seconds) only to abandon it. The reason you may not have stuck with it is it felt so uncomfortable. So here is a way to move toward pinching without giving up thumb flying cold turkey. What you do is fly with thumbs, but lay your index finger on the side of the stick.

This is a bit like using training wheels. After a period of time, it will start to feel natural. At some point (week, months) you can gradually start to move the thumb onto the side of the stick. Initially as you move the thumb it will still be on the top part of the stick, but more to the side of the top edge. Over time you will be totally flying with your thumb and index finger on the sides.

AIRCRAFT SALE

Here's your chance to buy yourself a gift. One or more new, old aircraft for your flying pleasure. Come early to the Monday, April 26th (6:30 PM) meeting and see what is available. Lots to select from. No limit like fishing and hunting. Buy one or buy them all. Ask for your Thunderbird Club Member volume discount.



And Many More

THUNDERBIRD 2021 CALENDAR

<u>DATE</u>	<u>EVENT</u>	<u>POINT OF CONTACT</u>
24 April	SPA Contest	Gary Alphin
8 May	Warbirds Over Lake Benbrook	Ed Kettler
15 May	SPA Contest	Pat Ensign (Texas Wings Field)
11-12 June	Warbirds Over Dallas	Ed Kettler
19 June	SPA Contest	Frank Cox (Golden Triangle Field)
4 July	Independence Day	Club Officers
8 August	Float Fly	Mel Wells
	Jet Fly	Tom Blakeney

WWW.FWTHUNDERBIRDS.ORG

Club Officers 2021



Pres: James Meadows



VP: Rob Lowe



Sec: Mike Schroeder



Safety: Bill Lake



Treas: Chris Berardi

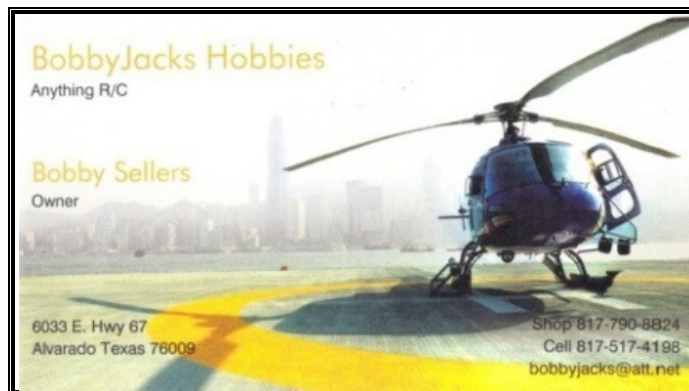
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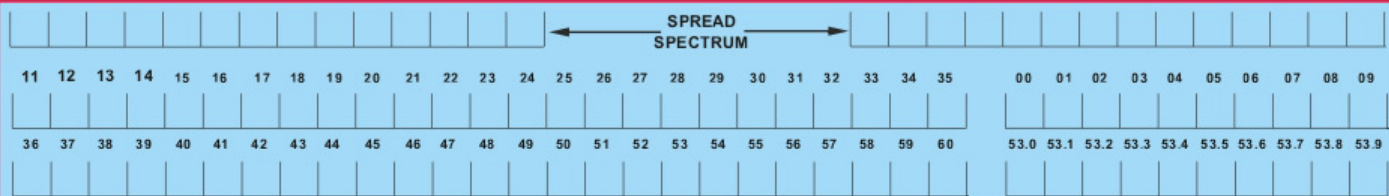
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JT's Hobby Shop 817 244-6171
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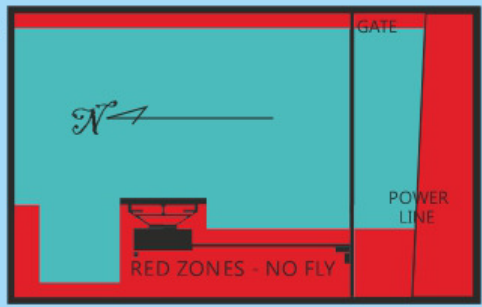


CURRENT AMA CARDS ONLY. NO OTHER CARD IS ACCEPTABLE.



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



“I don’t feel to good ‘Doc’



EVENTS



2021 Thunderbirds SPA Spring Contest



Join us for old time aerobatic flying at Thunderbird Field on Lake Benbrook at Mustang Park on April 24, 2021. 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 and Senior Expert (65 and over).

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

Entry fee is \$25.00, 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:
Gary Alphin - 817-239-7023 or Ken Knotts – 469-441-6761.

WARBIRDS OVER LAKE BENBROOK 2021





- Date: May 8, 2021
- Where: Thunderbird Field, South end of Lake Benbrook
- When: Safety Briefing 0900
- Open flying to all military aircraft, any power, any size up to LMA 1
- 480' of concrete runway with adjacent grass runway
- Concessions
- Lunch for pilots included
- Landing Fee: \$20
- Contact: Ed Kettler 469-867-7981, ed.kettler@gmail.com
- Directions: www.fwthunderbirds.org





TEXAS WINGS
SENIOR PATTERN ASSOCIATION



MAY 15, 2021

BIG PRIZES! BIG PRIZES!
LOTS OF GREAT PRIZES THIS YEAR!

REALLY IMPORTANT DETAILS:

- **SAMPLES -- TOP AIRPLANE STUFF**
AND THINGS FOR YOUR SHOP
- **LUNCH INCLUDED FOR PILOTS AND**
WORKERS
- **OUTDOOR FUN AND ENTERTAINMENT!**



MORE DETAILS:

Where: [Texas Wings Flying Club](#)
14625 FM 1220 (Morris Dido Rd)
Newark, Texas

When: 8:00 AM check-in and registration
8:30 AM pilot meeting

What: SPA Aerobatic Contest

- All Classes will be flown
- SPA aircraft & powerplant rules apply
- See the [SPA website](#) for rules and maneuvers

SPONSORED BY:

Texas Wings | JT Hobbies | Master Airscrew

Buzzardaire | Laserworks

CONTEST DIRECTOR: Pat Ensign, Cell: 816.835.6580, buzzardaire@gmail.com