



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



Issue, 6004 April 2022

Next club meeting: April 25th, 7 PM, Location CERA, 3300 Bryant Irvin Road

Presidents Corner: *by James Meadows*

Greeting Thunderbirds,

It is with much sorrow that I announce the passing of Lifetime member Dave Dingman, Dave passed last week after a courageous fight with cancer. Dave served several terms as president over the decades and under his direction was able to secure our current flying site. He was the president when Jason and I first got into RC and joined the club. He was an accomplished pilot, who could perform the smoothest rolls and perfect loops. He was a true leader, mentor and coach to many of us. He will be missed, but his legacy and efforts will be remembered and enjoyed by each of us flying at Thunderbird Field. Job well done!

It's finally complete. The I's have been dotted and the T's crossed. The lease is complete finally!

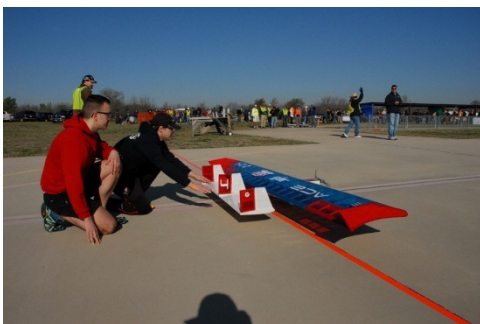
Now we can move forward on too other projects. Have you noticed the signs in the visitor parking lot, or the new lights in the pit areas? Big shout out to Mike and Ken for making that happen. They moved so fast that the project list was updated and outdated all in the same week!

Hope to see each of you at the Warbirds Over Benbrook in May as well as the SAE event. We need your help to make this a success.

Happy flying.

Vice Presidents Corner: *by Rob Lowe*

Hello Thunderbirds! Wow can you believe we are headed into May already? Spring is certainly flying by (no pun intended). That also means we are closing in on our largest event of the year - SAE Aero Design contest that we host at Thunderbird Field.



EVERY MEMBER is needed to make this happen. See other info in this newsletter and contact Sam Corlett ASAP

Each TBird member is expected to help.

WE NEED YOU TO
MAKE SAE 2022 A
SUCCESS!

Don't make me come
out there!



Secretaries Corner: *by Mike Schroeder*

March 28, 2022: Club Meeting Minutes by Mike Schroeder

Meeting starts at 7:00

Welcome by James Meadow. James asked if there are any new members and/or guests. Melissa Van Winkle, Henry Williams and Benjamin Van Winkle are new members and this was their first meeting.



Events

Warbirds over Benbrook May 7. This will be the 25th year for the Warbird event. All types of warbirds from the very small to giant scale. A super fun event to attend. This

will be Ed Kettler last time to CD. The club is looking for a new CD to take over in 2023

SPA May 14. Ken Knotts and Chris Berardi CD. This should be a low stress event and a lot of fun to challenge your skills.

SAE May 20-22. Tom Blakeney. Volunteers are needed as this is a big event for our club. Get with Sam if you want to volunteer as we need everyone's help. Sixty teams from ten different countries are to attend. There should be around six hundred college students competing this year.

Officer's reports

Treasury's Report by Chris Berardi: Checking and savings in good standing with the only big expense was the payment for two years of our new twenty year lease. At this time there is one hundred and seventy people have renewed their membership. There have been a bunch of new members for February this year. In the last five years, membership has peaked out around two hundred.

VP Report by Rob Lowe: Nothing to report at this time

Secretary Report by Mike Schroeder: Motion made by Bill Lake to not read the minutes, second by Sam and a show of hands the motion not to read the minutes passed.

Safety Report by Sam Corlett: Sam talked then about Daniels plane with the canard he was flying and he had got it tuned in and flying great went down. It was completely destroyed. Several planes have gone down this past month and we need to be doing a complete overall inspection. Take a little time and do a real good check up on your plane. Sam even tells the story of his day when nothing was going right for him before he was to fly.

Show and Tell

Woody displayed his Free Wing B-17 that he has added a lot of details. Take a close look at his decals. Woody also showed his flight jacket that he made. This B-17 replica has family ties as his daughter-in-law's father was the radio operator on 'Betty Boop the Pistol Pack'n Mamma'.



Dave Williams talked about his flight log book that he keeps details about his planes and the flights. Dave can refer to his notes to refresh his memory.

Old Business

The lease is signed and the CORP has the check. We now have a twenty year lease.

New Business

Project list:

- a. The new lights for the pit area are in and they are controlled by a timer. The lights will turn off on their own.
- b. The board suggested that we add two flag poles for the Texas flag and a Thunderbird flag. Pricing will be secured and presented to the membership at the next meeting.
- c. Weather station was added to the project list and pricing will be brought back to the club.
- d. Frequency board will be put on hold as the club waits to see what the AMA plans are. At this moment they are considering a digital card.
- e. We are still looking into a real bathroom. Issues to talk about is cleaning, maintenance, cost, private use.
- f. Fill pot holes, board will get with the CORP
- g. Lock the lock if you open the gate.
- h. Talk to widen the shed gate to allow trailers into the back.
- i. Sam talks about the fuel sale and how it will work. Motion was made to allow two gallows for the Warbird raffle. Motion by Ed and second by Ken. Vote and everyone is for the motion to pass.

Auction off two planes that Gary Alphin donated to the club.



Meeting ends at 8:02

Members in attendance

Ed Kettler	Tab Bowland	Ken Knotts	Lonnie
Bill Lake	James Meadow	Chris Berardi	Sam Corlett
Brian Lowe	Johnny Hunt	Robin Blakeney	Tom Blakeney
Wayne Lemkelde	Mark Elhers	Woody Lake	Ian Waring
Steve Carr	Dave Williams	Melissa Van Winkle	Henry Williams
Benjamin Van Winkle	Rex Anderson	Mark Johnson	Chip Kiehlbauch
Zeke Bowden	Chester Shaw	Tina Shaw	Ashton Shaw
Charles Weaver	Reed Smith	Gary Shindler	Mel Wells
Mike Schroeder			

From the Treasury: by *Chris Berardi*

Aviation Coinage

You have probably seen stamps with images depicting early aircraft and pioneers, but were you aware that there will shortly be a new aviation coin? A new coin, to be available in 2023 (COVID delayed the release) will depict the great aviation pioneer, Bessie Coleman. In addition to Bessie, the U.S. Treasury will be releasing another 4 coins (5 total) as part of the American Women Quarters program; featuring suffragist Jovita Idar, entertainer/composer Edith Kanaka'ole, Eleanor Roosevelt and ballerina Maria Tallchief.

Bessie was an amazing woman with a trail of "firsts." Born in Atlanta, Texas, January 26 1892, she grew up at time when opportunities were limited for anyone female (women couldn't vote and were still treated as property in law). Added to that fact; she was African American woman in a field of adventure completed dominated by men. Her fortitude evidenced by her achievements and noted in her quote, "I refused to take no for an answer." Being the first black woman aviator *in the world* wasn't her goal - she simply wanted to fly and I'm sure many of you can relate to that. Of her achievements she noted that "...blacks should not have to experience the difficulties I had faced." One can only imagine what she went through.

In the end, Bessie had to leave the United States to find the path to her aviation dreams as flight schools would not admit women or Blacks. Then, as now, France welcomed all manner of people with little regard for skin

color. Bessie had saved money from her job working as chili parlor restaurant manager and won sponsorship for a flight training program in France. On June 15, 1921 she had her FAI (Federation Aeronautique Internationale) license eventually becoming an airshow superstar of the day. Her daring flights earned her the monikers of "Queen Bess" and "Brave Bessie." She had hoped to open a flying school for other African-American flyers. She was committed to promoting aviation and combating racism while absolutely refusing to participate in events that prohibited the *attendance* of African Americans.

Unfortunately, Bessie and her mechanic (William Wills) died in a crash in Dallas, 1926 when a wrench jammed her controls - she was just 34 years old. Ten thousand showed up to her funeral. The memory of her was so profound that the Bessie Coleman Aero Club was established in 1929 to promote aviation awareness in the Black community: Both men and women could apply.

Next year, take a look at your pocket change and spare a thought for Bessie and the other incredible women who shaped our world, then and now. From her life, let's take up the mantra: "Regardless of what you look like, where you are from or any other label you wear, there is a spot in our hobby and our club for you."



Caveat Emptor - OS Plugs

Flying nitro? Noticed the price of glow plugs recently? Yeah, paying nearly \$12 for a single OS #8 glow plug is steep, but nonetheless becoming a reality. If you search around you will find glow plugs going for near \$20 each. Like other hobbies and addictions (perhaps synonymous with each other) you have to pay to play. And, as in



How to identify counterfeit packaging

With respect to the packaging, take a look at the graphic design. It is really hard to tell in my opinion but you can make out the difference even in Ebay advertising photos. The “8” is a unique font in the genuine product while the copied product is using a regular font by the appearance of it. The original “eight” has internal circle within the character and has a “sharp tip.” While the copied package has standard ovals from what might be a stock font.

other areas of life, there exists possibilities of capitalizing on purchasers looking to save a buck.

Based on my unscientific research browsing Ebay and classifieds on major R/C related web sites, a fair proportion of “plugs for sale” are counterfeit. How could I know that? Well, the problem has become severe enough for O.S. to publish a guide for identifying counterfeit glow plugs bearing their name - and sold for less than the genuine article, although not enough to make me want to purchase them.

Please note that at this time O.S. has said that only the No. 6 and No. 8 plugs are being copied. There are two strategies for identifying these copycat plugs: 1) The identification on the plug itself, 2) The packaging the plug is contained in. Let’s take a look at the physical plug. In the following graphic provided by O.S., you can see that the genuine plug has a stamped manufacturer’s name and plug type. The counterfeit product is laser etched.



In addition, and what you can’t make out in these newsletter images, is an address below the “Medium” text that is in a quite different font to the original product. See the link below for a better image.

What I wanted to do was raise your awareness of the issue, but to get a better understanding with more detailed pictures, surf to this URL and read through the O.S. public notice. You can find that here:

https://www.os-engines.co.jp/rule/kinkvuu2021_10_12e.html

Membership Update

Here is our latest membership count as of 04/18/2022.

Membership Type	Count
Individual	143
Family	7
Associate	10
Life	13
Service & Gift	1
TOTAL	174

That's about it for this month. I hope to see you at the club meeting and at the field.

Safety Officer submission: by Sam Corlett

Safety: Sam Corlett

After the extreme winds we've been experiencing subside, we're looking forward to some great flying weather this spring. As we gather more folks at the field it's important to be vigilant regarding all aspects of the flying process.

- Ensure your equipment is in order, including wire routing and ties when appropriate; linkages and controls free; servos, receiver, and battery secure; CG in its proper place.
- Coordinate with other pilots regarding traffic pattern, pilot locations and flying styles. Enjoy spotting and discussing flying and airplanes with others.
- Fly conscientiously and responsibly. Remember to put your AMA card on the board. Observe no fly zones.

We have a great place to fly let's make sure we use it well.

News Flash (Sunday, April 17th)



Notice the propeller in the photo above! Mid air collisions do happen. In this instance only two aircraft were in the air. Both were trainers, both had buddy boxes flying. I was flying with an experienced veteran that hadn't had much stick time in a quite a while, letting him get some relaxed flying in to build confidence. Grant Schroeder was minding his own business

flying with a brand-new student. Both airplanes had been in the air several minutes and were flying in approximately the same direction when my old Muc Ghuine ran over Grant's airplane! After depositing my propeller in Grant's wing, the engines collided. The propeller on the HobbiStar 60 struck the Muc Ghuine's muffler and its firewall, engine, nose gear and fuel tank separated from the plane. The HobbiStar's firewall broke loose but the engine remained attached to the fuselage. Of course the CG's of both airplanes had an extreme shift, one fore and one aft, and neither were controllable as they sought the solace of the earth. The HobbiStar with its anchor still firmly attached plummeted to the ground and shattered upon impact. No amount of elevator or even Grant's superb flying skill could influence the fall. The Muc Ghuine was the opposite, leaf fluttering tail first into the ground.

I apologize that I just didn't see this coming and take appropriate action to avoid. So sorry Grant!

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 a minimum of 55 volunteers to make this happen! If you have a favorite job, let Sam know soon before it is taken"



In Memoriam Dave Dingman:



Dave Dingman made his last flight yesterday shortly before 3pm. Dave was a Life Member and our club president in 2004, 2005, 2010 and 2011.

He was instrumental in organizing our successful relocation to Mustang Park in 2012. Dave was president during those years when we negotiated and coordinated with the Corps of Engineers to find and develop the rough pasture that is now a national first class facility.

Dave was a fantastic pilot and often entertained us with his signature slow rolls. We were thankful to have the pleasure of his companionship and to have benefitted from his love of model airplanes and the Thunderbirds. Dave was a well known figure in the RC community. A mentor too many and friend to all. Fair skies and gentle winds my friend.

When we have information regarding his obituary and funeral service an update will be sent.



“Diamond Lil” B-24 Flight: by John Stiles



Spent about 1 hour on board her last Saturday. Sat in Navigator's seat, behind co-pilot. Took off from Meacham Airport here in FW. Airborne for a little over 30 minutes.



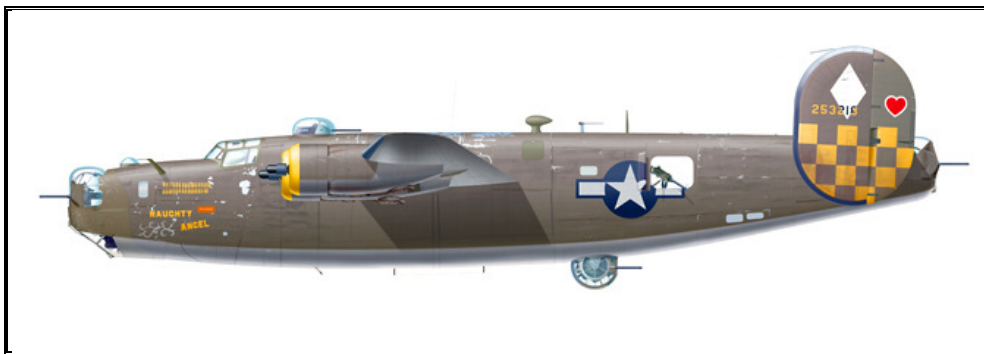
Take-Off from Meacham Airport

Other than original folks from 307th BG (H), I'm a lucky family member to have been airborne in an 81 year old B-24. Noise, vibration, smells, bouncy and breezy, but no combat. I'm beat up and sore from bouncing around moving from hand hold to hand hold while airborne, but would do it again in a heartbeat.



If what I experienced in 30 minutes did to me, I cannot imagine what an 8 to 17 hour mission in one of these B-24s did to my 22 year old Pop and others who flew combat missions in them.

Spoke with a buddy, Jack, who was a pilot and lives in California. He said "Great Fun!" I also spoke with ball turret gunner, Dale, who lives in Florida. It was his birthday. These folks were members of the 13th AAF 307th BG (H), 424th Squadron. Price of experience was \$424. Had to do it. Thus, the photo of nose art was the "end" of the story, literally...



SE-5A Construction: *by Woody*



The basic airframe was constructed by fellow Thunderbird member Len Flomer. Len was a former P-38 pilot and passed away a few years back. With the major components assembled I set forth to put all the

parts together. First was construction of the horizontal and vertical stab. The tail skid has a small wheel sandwiched between two light ply sides. Not exactly scale but should make hard top runways more manageable.



the gear positioned while wrapping and soldering (thanks Steve). Gear was painted brown to simulate wood and mounted in position.



I must say the hardest part was wing alignment. This process took me three days. A wing jig was provided with the kit, but, the top wing looked to high from the fuselage. I modified the struts by cutting off 1 inch in length. First step was to make sure the center cabane struts and wings were aligned both with the horizontal and vertical stab as well as the incidence. Once this was done I tackled the lower wing alignment with all of the above. (3 days effort as I said).

The engine was made from 1/32 ply shaped using a jig to get the curve. The cylinder block is balsa, exhaust stack/muffler is a carbon push rod and dowels.



With the hardest part was over the next question was how to secure the struts to the wings? The provided hardware was quite large and not very scale like. I opted for using landing gear straps (metal) and secured them to hard points on both wings. I then used 4-40 metal clevises (installed in the struts) and secured to the straps with 4-40 hex head screws.

Next was the cowl. Not sure what version the provided cowl was to represent but it didn't look like any SE 5A cowl I've seen. Once again back to my junk drawer. I removed the two vertical louvers, cut out two vertical rectangular sections of metal window screen, and glued them to the inside of the cowl. I then reinforced the screen with a brass bar and viola, this should allow more than enough cooling air to the engine. The exhaust louvers on the bottom are quite large and I do not foresee airflow to be a problem,



All wooden parts, struts, tail skid, were stained with Old English furniture polish and over sprayed with flat clear. Once all the main assemblies were lined up I tackled the landing gear. Not wanting to just use the wire gear I found the aluminum struts from my Tiger Moth that were airfoil shaped and would work. The Tiger Moth didn't mind as it was lost six months earlier to a battery failure. I cut the struts to length, and shaved the trailing edge to allow fitting over the wire landing gear struts. When assembling the gear I used an assembly jig to keep

Covering was with my favorite material, 'World Text'. Simulated stitching is with thick CA. All markings are hand painted. The Skeletal death figure was taken from an SE-5 depicted in the movie "Red Baron".



Pilot figure is from the Aces of Iron pilot series, painted with acrylics and over sprayed with flat clear.



Final product, (almost). Still need to install the engine (Saito 120), fuel tank, and Lewis machine gun for the top wing, Vickers machine gun, wind screen, instrument panel, inner strut flying wires, and more pinking strips. Well I did say almost.



Like my work area? Don't tell Judy.

I worked with an engineer at Lockheed that had a sign on his desk that read, "There comes a point in every project when you have to shoot the engineer and move on to production". In this case the first flight. Was that a gunshot I just heard?

Carrier Event From Down Under: *by Woody*

I borrowed this report from Harry Bailey's Australian Control Line News to re-acquaint many of our older readers with the novelty of carrier deck landings.



The semi-scale models are equipped with a third line to control the engine speed and a retractable arrester hook to stop the model on the deck if the flyer is good enough to manage this tricky maneuver.



Sudden 'Death' approach by a Corsair



The Hellcat did not make it to the deck

It seems that the last official Navy Carrier competition at Frankston was on February 2015 with HMAS Seaford set up on the small grass circle close to the barn. Other attempts have been made to use the carrier deck but the weather, lack of entries or many other reasons prevented the events from going ahead. In February 2017 the deck inside the trailer was rolled out ready for use with some models pictured alongside it but it did not get used. So that makes it around five years since the last Navy Carrier competition. Our contest calendar had a Carrier Deck contest listed for March 20th so the deck was set up and five US Navy models were made ready to be put through their capabilities to do a take off and seven timed

fast laps. Following the fast laps it's time to throttle back and do seven timed laps as slow as possible without touching the ground (water). Now comes the tricky bit, lower the arrester hook and land the model on the deck using the cross deck ropes to stop the models motion. Maximum points if you manage it on your first pass and lose points the more attempts you make. The calm weather on the day helped greatly with the slow laps.



This Day in Aviation, April 18th, 1942: by Woody

April 18th, 1942: Today 80 years ago 16 B-25s took off from the deck of aircraft carrier Hornet to raid the Japanese home land. This one way heroic, first of a kind mission, is remembered as the B-25 had never taken off from a carrier deck. A bold mission thought by many to be a suicide mission.



The Doolittle Raid is credited with being the first major pushback against the Japanese in World War II. 80 volunteers risked it all to strike back at the Japanese after the attack on Pearl Harbor.



April 9th, 2019, Lt. Col. Richard "Dick" Cole, Doolittle's Co-pilot, the last of the Doolittle Raiders passed to join his fellow raiders...and then there were none.

2022 CALENDAR

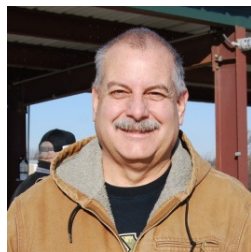
<u>DATE</u>	<u>EVENT</u>	<u>POINT OF CONTACT</u>
May 7 th	WarBird Fly-In	Ed Kettler
May 14 th	SPA	Ken Knotts/Chris Berardi
May 20-22	SAE	Club
July 4 th	Club Picnic Independence Day	Club Officers
August 6th	Float Fly	Mel Wells
October 1st	Jet Fly-In	Tom Blakeney
October 29th	Texas Electric Fly-In	Tom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

WWW.FWTHUNDERBIRDS.ORG

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

SUPPORT OUR ADVERTIZERS



JT's Hobby Shop 817 244-6171
8808 Camp Bowie Blvd. Fort Worth TX 76116
jtshobby@yahoo.com
[Flying Field Rules](#)

← SPREAD SPECTRUM →																																							
11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	00	01	02	03	04	05	06	07	08	09					
36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	53.0	53.1	53.2	53.3	53.4	53.5	53.6	53.7	53.8	53.9					

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
4/17/2022 11:20 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	AWAITING ACTION	Waiting on word from AMA on Digital Wallet cards etc
3	Visitor Parking Signage Stations	Post club events and other data	self	\$100.00	Mike	COMPLETED	COMPLETED
4	Flag Poles	2nd and 3rd Flag Pole	s	\$5,312.00	Rob/Mike	Discussion	Cost \$2,359 each post \$4718.00 \$594.00 Custom Tbird flag. \$5312. for set and flag
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	Mike and Ken	COMPLETED	COMPLETED
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



COUGH...COUGH!



**BUSH FLYING
YOU'RE DOING IT WRONG**

EVENTS

WARIRDS OVER LAKE BENBROOK



WARBIRDS OVER LAKE BENBROOK 2022

25TH Anniversary!!

- Date: May 7, 2022
- 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





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



Team Huntsville

Team Pakistan (Honorable Mention)