



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



## Issue 6108 - August 2023

**Next club meeting: August 28th - 7 pm - Location - CERA, 3300 Bryant Irvin Road**

### Presidents Corner: *by James Meadows*

Greeting Thunderbirds,

Wow can you believe it's already August and it's been a scorcher!

Luckily we did manage to cool off a bit at our float fly! Thanks to Mel and Woody for coordinating that event. We had several visitors from other clubs and it's always good to see others that share the love of Radio Control RC aircraft.

Our hobby is in a constant change, just a few short years ago foam aircraft, EDF's, and adequate batteries were in their infancy. Today they are the norm and not the exception. Transition is also happening happening with airspace requirement. VP Lowe has provided some explanation of these changes in the past and has an article in this edition that you will find enlightening!

Your Board is meeting to plan our Holiday event and hope to have things finalized shortly.

I'm looking forward to cooler weather and seeing you at the fall events. Until then keep the batteries charged and the nose up!

James

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

Hello Thunderbirds! Wow, who moved us to the surface of the Sun? I am so over the heat already - start planning now for our Black Eyed Pea event on Jan 1st and get your coat out - Farmer's Almanac says we are in for a cold winter! (I am ready to stand in the blowing ice and snow - no problem!)

As the deadline nears in September for Remote ID, I hope you are keeping a close eye on the all the info AMA is putting out and that you are getting prepared to adjust your flight practices when not at our field. Your officers continue to work on the Federally Recognized Information Area (FRIA) for Thunderbird Field and here's the most recent info/update...

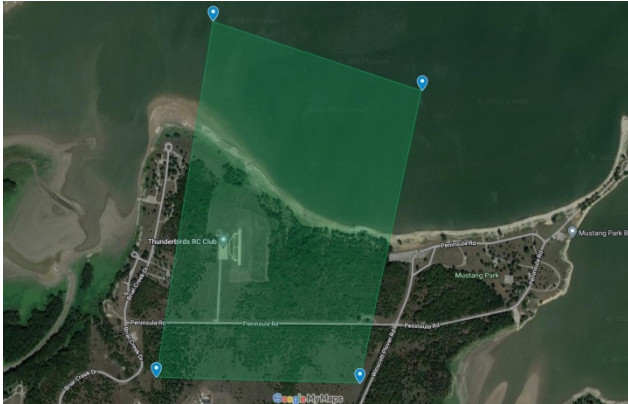
We have been working with AMA for some time to get our FRIA application submitted. AMA has been very helpful with suggestions and feedback based on what they have seen from other club submissions. Especially related to those that the FAA was denying and why. Our initial

FRIA size and shape included areas of Mustang Park we don't fly over, but we thought it would provide some buffer and insurance against blunders by fliers at our field. AMA advised that any FRIA area over areas not associated with our operations and where the general public would be unaware of our operations might result in an FAA denial. We worked diligently to develop the maximum size and shape for our FRIA to provide as much airspace for our operations as possible.

Please see the picture below...

You'll note that it does not overly any of the camping/picnic areas behind our shed (west of the field). Please also note that is similarly does not overly any of the beach area to our Southeast. We extended North and South to allow for extended finals. This FRIA area is much larger than our described flying area in our safety docs and on the board at the field FYI. We used the intersection of our middle taxiway and our parallel

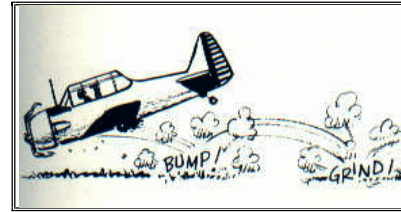
taxiway as field center point for north/south distances using GoogleEarth. To the north and out over the water we have approx 2000ft. Likewise, to the South going across Peninsula Rd, the FRIA extends to approx 1400ft and just short of the housing area there (again we don't want you flying that far and you should normally contain your flight to the field side of the road).



The picture here reflects what AMA submitted on our behalf. We have not gotten any response from the FAA as of this writing (August 20). We will specify distances and associated info once we get approved documents back. We will send info to all club members as soon as we get something approved so keep an eye on your email in the coming days/weeks.

That's all for now. Thanks for your support and help. Here is my virtual "Low Pass" salute to you Thunderbirds. See ya at the field!

Rob



## The Current State of Remote ID

—*AMA Staff*

With September 16, 2023, the start date of the FAA's requirement for Remote ID, only weeks away, numerous technical and administrative aspects are still evolving. This creates a challenging landscape for modelers who simply want to know what they must do to comply with the requirement.

The intent of this article is to provide the current state of affairs and address common questions/concerns, while acknowledging that further Remote ID-related developments are certainly coming.

### What Is Remote ID?

The FAA's Remote ID requirement has broad implications for commercial and recreational pilots of Unmanned Aircraft Systems (UAS or RC aircraft models). This article focuses only on aspects that pertain to recreational RC pilots flying under USC 44809. (This applies to most AMA members.)

The Remote ID requirement dictates that RC model aircraft flying in the US must broadcast a signal that provides specific information. The FAA's stated intent of this requirement is to provide real-time information for law enforcement officers who are investigating suspicious UAS flight activity.

### What Are the Exceptions to Remote ID Requirement?

The Remote ID requirement does not apply if you are flying at an approved FAA-Recognized Identification Area (FRIA). Many AMA chartered flying clubs have already submitted applications to the FAA (through a recognized community-based organization such as AMA) to gain FRIA status for their field(s). This means that the most RC pilots who are flying at a club field will not have to worry about Remote ID.

Recreational RC models with a flying weight of less than 250 grams are exempt from the Remote ID requirement, even when not flying at a FRIA; however, this exemption does not apply if the model is listed under the pilot's FAA UAS recreational pilot registration (the FAADroneZone).

Free Flight and Control Line models are exempt from the Remote ID requirement.

## How Do I Comply With the Remote ID Requirement?

Models manufactured after December 16, 2022, and are sold as a complete, ready-to-fly package, must have built-in Remote ID broadcast capability. At present, this situation applies only to a selection of multirotors sold by companies such as DJI and Autel Robotics.

If you fly one of these Remote ID-equipped models, you are good to go. Check with the manufacturer if you are unsure of whether your multirotor is Remote ID compliant. Note that these models with factory-equipped Remote ID systems, must have their Remote ID broadcast active, even when flying at a FRIA.

By contrast, most traditional RC hobbyists fly models that require some degree of assembly or additional parts (e.g., the flight battery of an electric-powered ARF). These models do not have a built-in Remote ID broadcast ability. We must add that capability by using an FAA-approved Remote ID module.

Remote ID modules are small stand-alone components that work the same way as built-in Remote ID systems. These modules, however, can be temporarily attached to a selected model. You do not need a dedicated Remote ID module for each of your RC aircraft. You can purchase a single Remote ID module and move it from model to model.

When you purchase a Remote ID module, you must add the serial number of the module to your FAA UAS recreational pilot registration.

## How Do I Choose a Remote ID Module?

There are currently fewer than 20 FAA-approved Remote ID modules available for purchase. That list will likely grow. The AMA does not endorse any specific Remote ID module or manufacturer.

Be aware that there is a considerable amount of variance among the currently available modules. It is important to understand the specific features of a given design before making a purchase.

Some Remote ID modules have a built-in battery, while others are powered through an external power source (e.g., an open servo port on the model's receiver). This could be an important consideration in terms of weight and the accessibility of the receivers in your models.

There are Remote ID modules that include only the electronics, with no protective outer case. Omitting a case saves weight, but could cause durability issues and/or limit your options for mounting the module in your model(s). Presumably, most modelers will use hook-and-loop tape for mounting Remote ID modules.

Unfortunately, the average price point of the currently available Remote ID modules is significantly higher than the FAA's original \$50 estimate. Current prices range from \$49 to \$305 per module. Some of the least-costly Remote ID modules do not contain a built-in GPS chip, which is required to determine the mandatory location data. These Remote ID modules can only be used with models that already have some type of compatible GPS system that can be integrated with the Remote ID module. Such a GPS system would be an exceptionally rare feature for the recreational models that most of us fly. Thus, these types of Remote ID modules are not a viable option for many recreational pilots.

## What Information Is Contained in the Remote ID Broadcast Message?

The FAA's Remote ID requirements state that the following information must be included in the Remote ID broadcast when using a Remote ID module:

- Serial number of the Remote ID module
- Current location of the model (latitude, longitude, and altitude)
- Current velocity of the model
- Takeoff location of the model (which is presumably where the pilot is located)
- Time

It is possible that some modules might transmit additional information

## Who Can Receive My Remote ID Broadcast?

Remote ID modules broadcast data using a Bluetooth or Wi-Fi signal that is intended to be received on a smartphone. Anyone with a smartphone who is running a Remote ID-capable app and is within range of the signal can potentially read the data from your model's Remote ID module.

If your Remote ID module is broadcasting only the minimum required data listed previously, civilians reading Remote ID data will not be privy to your name or any private information; however, law enforcement officers will be able to cross-reference the Remote ID module serial number with the data in your FAA UAS registration.

## Pending Questions

Approximately 200 AMA club fields have received FRIA status approval thus far. The current approval rate suggests that many hundreds of FRIA applications will still be in the FAA's queue when the Remote ID requirement goes into effect on September 16, 2023. It is unclear whether the FAA expects modelers flying at sites with a pending FRIA application to use Remote ID modules after this date. AMA expects the FAA to address this concern before the deadline.

The advent of Remote ID introduces numerous unproven technologies and processes for modelers, the FAA, and law enforcement officers. There are bound to be unforeseen hiccups and breakdowns as all sides come to terms with this unprecedented level of oversight with RC flying. We will provide updates to the Remote ID situation as they unfold.

## Links:

Autel Robotics  
[www.autelrobotics.com](http://www.autelrobotics.com)

DJI  
[www.dji.com](http://www.dji.com)

FAA  
[www.faa.gov](http://www.faa.gov)

FAA Recreational UAS Registration  
<https://faadronezone-operator.faa.gov>

FAA Remote ID Requirements  
[www.ecfr.gov/current/title-14/chapter-I/subchapter-F/part-89](http://www.ecfr.gov/current/title-14/chapter-I/subchapter-F/part-89) USC 44809-Exception for limited recreational operations of unmanned aircraft

<https://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title49-section44809&num=0&edition=prelim>

FAA Remote ID Toolkit  
[https://www.faa.gov/sites/faq.gov/files/uas/resources/community\\_engagement/Remote\\_ID\\_Toolkit.pdf](https://www.faa.gov/sites/faq.gov/files/uas/resources/community_engagement/Remote_ID_Toolkit.pdf)

**END**

**Secretaries Corner:** *by Mike Schroeder*

**MEETING MINUTES – July 24, 2023** Many thanks to Bill Lake for taking the minutes in my absence.

July 2023 Thunderbirds meeting was held on July 24<sup>th</sup>, 2023 at Thunderbird Field. A quorum was met (barely) and the meeting began promptly at 7 PM by Club President James Meadows.

There were no new members present. James spoke about the Fourth of July event at the field and what a good day it was. He expressed his appreciation for the turnout we had and the devouring appetites that consumed approximately 78 hot dogs (we don't know how many

Tab dropped), 2 ½ pounds of brisket prepared by Kenneth Killgo, (Thank you, Kenneth), plenty of fixins', snacks and cold drinks. Flying was minimal, replaced by plenty of socializing and banter, although two members did take to the skies for the Fun Fly events.

The next upcoming event is the Float Fly on Saturday, August 5<sup>th</sup> at Camp Joy Park with a 0900 start time. Mel Wells has the park reserved and all the necessary paperwork filed, but is still waiting (in the fourth week) for a response/approval. The park looks good; BYOB lunch; club will supply drinks, water and ice. Woody has raffle items that include an E-Flite Stearman, a Hitec Battery Charger, and two gallons of precious glow fuel. Landing fee is still only \$20.

Tom Blakeney briefed the Electric Fly-In scheduled for November 5<sup>th</sup> at Thunderbird Field. No date set yet for the Jet Fly-In due to numerous scheduling conflicts. He recommended slipping the event until the spring and all agreed.

Let the officers know if you have an event to plan and are willing to take the lead. CDs are critical to this process and help is needed. Membership has its privileges ... and responsibilities. Help wanted.

James reiterated the upcoming officer election on 1 October. Member participation is highly encouraged. New leadership is always welcome and submissions may be made by any club member.

Rob Lowe was absent because he had the opportunity to go to Oshkosh and who among us wouldn't make that choice. He did send the message that there is little new real news yet on our FRIA application, although AMA is reporting that there is movement on FAA approvals. Remote ID compliance does not begin until September 16, 2023.

Chris Berardi discussed the December holiday get-together and reminded us that the Botanic Gardens are no longer being considered. As discussed at previous meetings, the consensus has been to move to an event in October time frame, at the field, possibly with a food truck similar to the In and Out Burger set-up done earlier this year. Chris is working it and looking at other food truck ideas, so if you have a suggestion, let him know.

Chris also briefed the financial status and that with the switching to a new Bank and debit card, the card has already been hacked. That is delaying some payments and Chris is actively pursuing the correction of approximately \$5500 in bogus charges. The club also has two new members signed up. They are Angel Rosado and Timothy Bailey. A further suggestion came from the floor that EVERYONE do their best to welcome newcomers to the field, whether they be new members, current members you do not recognize or have familiarity with, or just visitors to the field. We are a great club and our hospitality and friendliness is a major factor in how we are perceived. We do not want to be perceived (rightly so or not) as cliquish and distant. Remember the Golden Rule – “Do unto others and you would have others do unto you.” Use your charm and enthusiasm to make others feel welcome.

Chris has also (amongst his many tasks) picked out a new Thunderbirds club shirt. The new one will be gray and have a breast pocket. Can I say breast? Sizes will go all the way up to 6X to accommodate our growing membership. We currently have 195 members and our annual lease payment is coming up soon.

#### Upcoming community events:

NAS (Carswell) JRB will be having an Airshow in April 2024. Looks like this will take the place of Alliance Field event. The officers (James really) working on coordinating space for a Thunderbirds STATIC Display area. The Fort Worth Air Museum previously (and graciously) hosted us in their STEM pavilion zone.

Richardson Swap Meet is on August 19<sup>th</sup> at the Allen High School. This is a big event, so if you looking to buy or wanting to clear out some inventory (just like Momma keeps suggesting), this might be a good opportunity. <https://www.rccc.org/>

Warbirds Over Texas will be hosted by the North Dallas RC Club in Aubrey, TX, October 13-14. <https://www.modelaircraft.org/events/warbirds-over-texas-2023>

The Southwest Jet Fly is September (7-9) in Waco. <https://hotmac.wildapricot.org/>

<https://hotmac.wildapricot.org/event-5255758>

The B-17 event at Bomber Field is September 14<sup>th</sup> – 16<sup>th</sup>.

<https://www.modelaircraft.org/events/b17-gathering-1>

### NOTE

All the above mentioned dates and details were plenty squishy during the discussions.

Check online or the club website (as details become available) for further information.

Sam Corlett, Safety Officer Extraordinaire, admitted to receiving a sizable gash on his hand whilst searching for a downed aircraft out in the surrounding woods (like we have all been there). His warning/advice is to be properly attired before venturing and seriously consider delaying a search until cooler weather. By all means, carry some water. If you haven't noticed, it is HOT out there, even under the cover of trees. Sam also mentioned that it might be wise to use caution using recovered servos in other airplanes. I don't know if that was related to the downed aircraft or not (I was too busy trying to keep up with note taking), but is certainly worthy of consideration. Risk vs. reward. During his search, Sam did eventually locate the aircraft using RSSI signal strength indications with telemetry on his transmitter. Gotta love that high tech geek stuff.

Dave Williams did a Show and Tell on his Balsa USA Stingray with an EME 35 engine. Frame construction using FrSky equipment, AGF servos, China Coat covering. Says it is 75 percent complete and the kit was only \$275.



Sam Corlett did his Show and Tell with an in-the-box RES Medina Glider. Two-meter wingspan, spring loaded V-tails, digital micro servos, and 8.4V, 1C, 1100 mAh battery. (No photo)

Last item before closing the meeting – Remember your FAA license is only current for three years. You may or may not get a reminder to renew.

### ATTENDEES:

Fred Neal

Rick Kraft

Bill Lake

Mitch Malicoate

Rex Anderson

Chip Kielhbauch

David G Williams

Tab Bowland

Chris Berardi

Ian Waring

Woody Lake

Mark Johnson

Mel Wells

Sam Corlett

Tom Blakeney

Ken Knotts

James Meadows

Chris Carranza



From the Treasury: By Chris Berardi

Club Shirts

We are now able to procure shirts in sufficient volume after the collapse of one of the promotional apparel industry's largest companies. The biggest issue that affected our ability to order shirts was having them in all sizes. Generally, the smaller sizes were never that hard to obtain, but when it came to 3X and above, supply was limited in the type of shirt club members seemed to want.

So now we have something I think everyone will like. New for this year: The shirt will have a breast pocket (left side). The shirts will be in grey and not in the red you see below. These are high quality shirts made from 3.8-ounce, snag resistant material. They are meant for warm weather and have side vents.

The club logo will be embroidered on the left breast pocket and your name or other chosen words will be embroidered on the right breast.

At a recent club meeting I have already captured around 24 club members details: If you are reading this and would like one or more shirts, here's what to do.

- ◇ Indicate the quantity you want to order
- ◇ Note the size of shirt or shirts
- ◇ Indicate the size: S, M, L, XL, XXL, XXXL, XXXXL for each shirt if they differ
- ◇ The name or other moniker to be embroidered on the right breast
- ◇ With the above information, send an email to: [treasurer@fwthunderbirds.org](mailto:treasurer@fwthunderbirds.org)

The really good news is that these shirts are of equal or better quality than what we had before, and they are less expensive. I am expecting them to be priced around \$35 each, including the embroidery. Once I get a final price - partially based on quantity, then I'll let everyone know. At that point, you will be able to pay via PayPal or come to the club meeting and I can take payment there.



Coming Soon - Remote Identification

Isn't this really something? In just weeks, model aviators will be required to have electronic identification in just about anything that flies untethered, weighing over 250 grams (0.55 lbs/8.82 oz).

If you have looked into obtaining a remote identifier, most of them are available only in Europe though Futaba is planning on having one available here in the US at some point. Don't even think about getting one for \$50 - they are generally priced from around \$130 and up depending on what capabilities and size you opt for.

But before you even get to the point of fitting one into an airplane, have you provided your information to the FAA and gotten your registration number? Yes that is correct: you must register with the FAA: I'm sure you knew that already, but I'm going to make a point shortly.

And it cost you some money too: \$5 (every 3 years) for now.

Oh, and you do have your Trust Certificate on your person now, right? This proves you studied, took the test and passed. You are therefore knowledgeable and trained.

Here's what we are subject to:

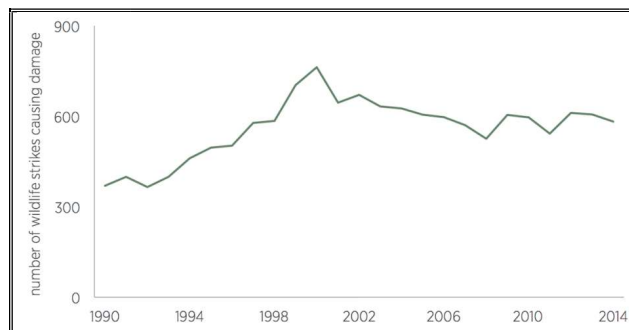
1. You registered and identified yourself by name and address (plus a few other things)
2. You paid a recurring fee
3. You studied and had to pass a proficiency test
4. Certificates of registration and proficiency must be on your person
5. Registration must be displayed on your model
6. Every 3 years you must re-register
7. You must obtain and install a remote identification device and affix it to every model (UAS) you are going to fly (if not located in a FRIA).

What is the reason for all the above? You have probably heard many a rationale but most notably about flight safety and managing conflict with other UAS users and the general public and structures on the ground. We've also been told that it is necessary since the operator is not onboard the vehicle and that anonymity creates an unacceptable lack of accountability. Is the safety argument a real or perceived threat to others? What is the actual risk to others from UAS? If you do a quick search you can find this:

- ◇ There were approximately 4,250 drone injuries reported from 2015 to 2020.
- ◇ 21% of drone injuries occur in individuals under the age of 18.
- ◇ Multi-rotor drones are responsible for over 70% of reported incidents.
- ◇ About 75% of reported drone incidents took place between 10 a.m. and 10 p.m., while the remaining 25% occurred overnight.
- ◇ 84% of the injured patients in drone accidents were male, while only 16% were female.
- ◇ The most commonly injured body parts were the fingers, accounting for 56% of injuries in drone accidents.
- ◇ Other frequently injured body parts included the head (24%), lower extremities (14%), and trunk (6%).
- ◇ The most common drone injury diagnoses were lacerations (72%), followed by contusion/abrasion (10%), strain/sprain (5%), and internal injury (5%).

Worth noting that death is almost a non-statistic. I looked at various FAA and military data: I found indications of death due to some form of interaction with a drone is virtually zero. So clearly, the most serious reason for identifying and registering model aviation pilots is not driven by the risk of death to others. Property damage is also extremely low, so that can't be a driver of mass registration.

However, looking at the FAA's December 2015 announcement, it is clearly mentioned, "In the name of a safe national airspace." This would be more of a reference to collisions between UAS and full size aviation. Again, the statistics tell a story that clearly indicate the risk from UAS, while not zero, is tiny especially when compared with what actually takes down full size aircraft: Bird strikes. See the chart for the wildlife strike data prior to the FAA announcement.





I can't help but contrast this approach on UAS and public safety with that of guns. The US is in crisis with 45,000 gun deaths each year, and though government statistics are hard to come by (by design and regulation), there has been a roll back in regulation, notably in Texas. In Texas, literally anyone can pack a weapon on their person: No requirement that they are trained, competent, weapon and owner registered, insured - I think you understand the contrast without belaboring the point. Isn't this a little backward? Should we jump through hoops in the name of safety to register and pay for our UAS that have virtually no history of severe property damage, injury or death? While a national illness and crisis exists, unaddressed and unmanaged with fewer controls than ever?

Perhaps we are being told it's all about safety in order to divert our attention from the commercial assimilation of the airspace above our own heads. Our concern and hand-wringing about the regulation, the lack of remote ID devices (hint, not only are they almost unavailable, they aren't \$50 either), are moot: The horse has fled the barn and in a few short weeks, we must abide and comply.

Like you, I want to argue and oppose this unnecessary intrusion and did so by writing to my representative and speaking with officers within the AMA. We seemed powerless in confrontation with government and industry with few concessions made to accommodate us, the hobbyist. Our one saving grace as Thunderbird members is our flying site: Soon, it will be a recognized FRIA (FAA Recognized Identification Area). This means, with a few exceptions, that you won't need a Remote ID device installed in your model within the bounds of our airspace as plotted in our FRIA application. Yet another benefit of being a club member and flying at Thunderbird Field!

### 2023 Christmas Party, or Not

Each year about this time I am already making arrangements for the coming Christmas Party. Yes, it is a little hard to be thinking about it so early in the year, but it has always been the only way to reserve our location ahead of the crowd. Many of you may have noticed that the Fort Worth Botanic Garden is now under private management. The city still runs the gardens themselves but the buildings and activities are under the control of the "Botanical Research Institute of Texas" or BRI.

BRI is an organization that has more of a profit motive than the city had. For that reason the costs have more than doubled while service has actually dropped. Furthermore, there is now a denser schedule of events hosted at the Botanic Gardens. This past Christmas we had the International Festival of Lights which meant essentially zero parking at the main building and an annoying trailer ride from remote parking.

To cap it off, the staff were most uncommunicable, unreachable and generally unhelpful as we approached our showtime. The room our party was held in was not the cleanest; some of you may recall the fruit flies that at times appeared to be as thick as a flock of starlings. The stress of that was unpleasant enough that I was threatened at losing my generally sanguine demeanor.

In retelling of the frustration amongst several members, we hit upon an idea that is a departure from a Thunderbird tradition. What if we didn't have a Christmas Party? Apart from the cost and the frustration, the Christmas Party has been attended by fewer members over the years. From a high of 120 members back in the early 2000s to around 65 in 2019 through 2022.

What if we refocused our energy and capital on an event similar to our 60th Anniversary on October 1st? That was a hugely popular event - really two events, one for the public (the airshow) and one just for club members (In'N'Out Burger). An event such as this seems more appealing to the membership in general, and can benefit a greater portion of the club at less cost.

We have an idea for a new club event around November, 4th. The officers have considered doing an expanded event in lieu of Christmas Party. We would combine a couple of activities and make this not only a fun event but something for the community too. Here's a list of activities we would pull together:

- ◇ Toy Drive to benefit Cook Children's hospital
- ◇ Swap Meet
- ◇ Fun fly event(s) such as a Turkey Shoot
- ◇ Demonstrations - a smaller scale airshow
- ◇ Food and drink - fajitas, funnel cakes, coffee and soft drinks

You can expect this to be an agenda item at the August Club Meeting at CERA on Bryant Irvin Road, August 28th.

If you have an opinion on the above proposal, be sure to let a board member in on your thinking if you can't make it to the meeting.

### Membership Update

I'm sure many of you, like me, enjoy learning how our membership ebbs and flows. I've been tracking membership as the treasurer since 2015 and I think that 2023 has seen the most active membership renewal in all the years since. There doesn't seem to be any particular reason though it could simply be that the end of the Public Health Emergency, at least in the minds of the public, has freed people of their concerns about infection. The fact that the termination of the PHE didn't actually happen until May 11<sup>th</sup> doesn't seem to be a factor.

What really surprised me was the large number of renewals in early December and January. This is extremely beneficial for the club as renewals are key to understanding the scope of events hosted during the year. Because many events take a while to plan, knowing our financial boundaries is a key component in what we are able to offer the membership in terms of food, drink, maintenance and so forth.

Thank you all for your most welcome and essential support of your club. For those of you that are hanging back on your renewal, wait no longer! We have many activities coming and some new ones. Here is our latest membership count as of 08/23/2023.

<b>Membership Type</b>	<b>Count</b>
Individual	167
Family	10
Associate	12
Life	16
Service & Gift	0
<b>TOTAL</b>	<b>205</b>

That's about it for this month. See you at the field.

### Safety Officer submission: by Sam Corlett

This heat we've been experiencing is extreme! Obviously, take precautions. When you fly, try to do it early in the day, have someone with you, remember to have water and don't try to do as much as you might expect to do normally!

Some of us have planes that are older than Reed. There are a couple of things to remember when you pull out an aircraft that has been around a while. At some point, you'll want to replace the receiver battery. Nowadays there are more options than the old NiCd's and NiMH of old. LiFe, LiPo and even LiOn make great receiver batteries. LiPo's are the lightest. LiFe batteries have a great characteristic of being able to store at full charge and not self-discharging. But whatever you pick, pay attention to the voltage capabilities of your poor old servos. A lot of older servos weren't designed to handle more than 6 volts. If you happen to be working with old servo's and you are comfortable with their condition, make sure you use a receiver battery that outputs a voltage *at full charge* that is compatible with your servos. If you over boost the voltage, the servos may work for a while and then give up!

**Another consideration: When was the last time you verified your fail-safe condition? Most of us use radios set so that if the receiver loses signal the throttle goes to idle (or off). If you happen to make a change to the throttle setup, you need to “re-bind” (in Spektrum lingo) to ensure you still have what you expect in your fail-safe condition. I recently had a personal experience that highlights this fact! As most of you know, I still have my Senior Telemaster that I originally built in 1989. The airplane has been through a lot. Several years ago, I replaced all the servos, receiver, and battery. It has also gone through several engine variations since then. The other day while preparing to carry a glider aloft, with the pre-takeoff checks done, my transmitter switch seemed to get bumped off while clicking on my neck strap. The Telemaster’s throttle accelerated and the aircraft fast taxied right across the runway and into the tall grass east of the runway. I was extremely lucky no one was hurt, and the planes were not damaged as they flipped over. (It was also a blessing that it wasn’t electric! Those things just don’t know when to stop!) The pilot error was that at some point during engine changes, my throttle linkage was modified enough that idle wasn’t idle anymore. (The transmitter switch is another story...)**

**So, check your fail-safe settings! Do this carefully without the engine running, or if it’s an electric, with the prop removed.**

**Be safe! Enjoy building and flying!**

**Sam**

### **Float Fly**

**Despite the triple digit temperatures a light breeze off the lake of about 10-15 knots, plenty of shade from the shoreline trees, and plenty of liquid refreshment to hydrate the body were very welcomed. Twenty three registered pilots and many spectators. Abundant flying and low attrition made for an enjoyable flying day.**









**114<sup>th</sup> Aero Squadron Float Fly**



**Bayou City Flyers War Bird Rally: by D. Tom Holmsley July 18, 2023**

The Bayou City Flyers of Houston held their War Bird Rally at Scobee field on July 14 and 15, 2023. The 40 pilots that signed up entered some excellent airplanes to fly. Note the photo of the T-33 Turbine Jet. It is owned by Teddy Wang who is from Taiwan and his plane has the markings of the Taiwanese Air Force.



Spirit Bomber which was very impressive in the sky. He was also awarded the trophy for Best Electric.



As for GIANT SCALE, see the photo of Jim McWilliams with his 60 percent NE1 Hemple Cub. Quite a sight to see both on the ground and in the air. He was awarded the trophies for Best Cub and Best of Show.

Then, there is the photo of Randy Knopf with his B-2



The following photo is of the trophy winners who are listed here L to R.



1. Best Electric: V-2 Bomber Randy Knopf
2. Best Jet: Tom Kelly
3. Best Multi-Engine and Best Bomber: B-24, Mike Laible
4. Best Axis War Bird: Zero, Iqbal Singh
5. Albert Thibodeaux
6. Best Smoke Hole: Surya Saravan
7. Best Cub and Best of Show: 60 percent NE1 Cub, Jim McWilliams
8. Best Pre-WWII: PT—19, Jim Fuller
9. Lifetime Achievement, Cub Killer: Greg Yancy
10. Fastest WWII Airframe: Kevin Peevy (not shown)

All this, together with the excellent lunch, outstanding raffle items, free shaved ice, and lots of fellowship made this a great event. Congratulations to President Keith Ratliff and his crew for organizing and hosting this highly successful War Bird Rally.

## 2023 CALENDAR

<u>DATE</u>	<u>EVENT</u>	<u>POINT OF CONTACT</u>
September	Jet Fly-In	Rescheduled for Spring 2024
November 5	Electric Fly-In	Tom Blakeney
December	Christmas Toy Drive	
December	Christmas Party	

[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

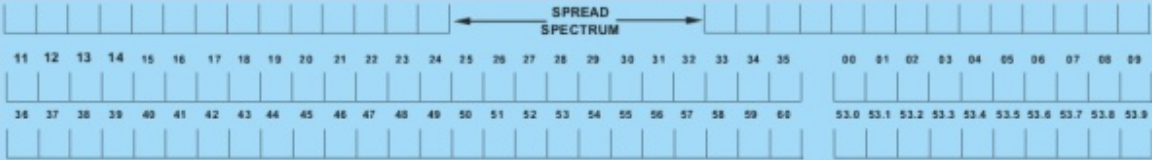


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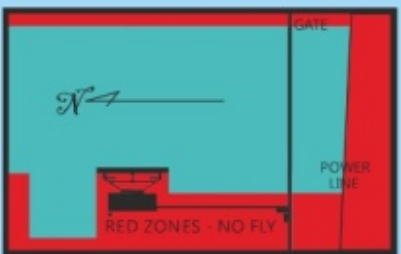
## Flying Field Rules



**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)

FW THUNDERBIRDS  
2022 PROJECT LIST  
3/19/2023 12:42 PM

Project #	Proposed Project	Summary of Project	TYPE	EXPENSE	POC	Status	Notes
1	Update Freq Board	Update signage a use or Freq. board	self	\$100.00	BOARD	AWAITING ACTION	Setting up Membership Action Committee
2	Lost Aircraft Security	Provide a means to secure lost aircraft Found and returned	self	\$100.00	MEADOWS	researching need and solution	OC
3	Starting Stakes for big birds	Post for retaining Large A/C at starting area	self		Grant Schroeder		Awaiting information
4	Additional Storage AREA	Utilize Cargo container	self/contract	\$20,000.00	Chris	Hold	Would it require Lease mod?
5	Weather Station	complete with camera and Data port	Self	\$?	Chris/Mike	Discussion	Allow member or guest to see and look at actual Field conditions
6	Additional Bleachers	Provide addition guest seating for events and competitions	Self	\$?	Not assigned	Discussion	need to assign to POC
7	Members Walkway	Personal engraved brick pathway from Pit area to Flagpole	Everyone		meadows	Discussion	Membership due details
8	Toilet	Real Toilet	combo	?	Meadows	Discussion	
9	RUNWAY	Paint lines of runway/taiways	contract	2000	Mike	completed	Completed
10	Helicopter Pit Area	Pit area for Heli Area	self		Mike/SAM	completed	90% awaiting Electrical completion