



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



Issue, 6202 February 2024

Next club meeting: February 26th - 7 pm - Location - CERA, 3300 Bryant Irvin Road

Presidents Corner: *by James Meadows*

Greetings Thunderbirds, Well we are two-months into the New Year and it's shaping up to be a great year! Our FRIA has been approved! Check out VP Lowes comments for details. Specials thanks to Rob and Tom Blakeney for their dedication and effort's in getting this accomplished for us! Last month's Athena the membership meeting we did not have enough members present to conduct business; however we did have enough to discuss our calendar of events! If you were not present and usually host an event or want to host an event at the field please send a date and alternative date to one of the officers or come to the February meeting so we can add and deconflict our event calendar. Technology has come a long way in model aviation.

Who would have thought that just five years ago we would be having remote Id requirements and flying model aircraft printed out of a plastic material printed from home computer. Last Thursday I got to witness a successful maiden of a 3-d printed aircraft by Jason Meadows (yes we are related and I'm bragging as a proud parent). His CJR900 looked awesome and flew

wonderful! New technologies are wonderful and can make our hobby fun. But as I watched Jason prep for his flight I observed some old school practices that no technology can replace. The simple stuff, like doing an on ground range check, battery security and condition. Control surface functions. Understanding the limitations of your aircraft design. Technology is great but remember to do the old school time proven checks.



Hope to see you on the flight line soon!

James

Vice Presidents Corner: *by Rob Lowe*

Hello Thunderbirds! We finally have approval for our FRIA! We received this approval on Feb 13, 2024. You may recall this has been quite a journey for us to get final approval. Our proposed FRIA boundaries had to be modified several times to get to this point. The final shape and outline of our approved FRIA is shown in the picture here:



Please note that the FRIA does not overlie any roadways, water or other area where the public may gather or transit...and may pose a risk to person or property on the ground. This complies with 14 CFR 89.215(c) and AC 89-3 Section 7.4

Please note that flying within the boundaries of the FRIA eliminate the need to have Remote ID on your aircraft. Also note that the distance from the north end of our runway to the FRIA boundary along the shoreline is not very far. Any flight over the water or that exits the FRIA anywhere will require compliance with Remote ID requirements. Here is a link to AMA's website with additional info on Remote ID requirements:

<https://amablog.modelaircraft.org/amagov/2024/01/17/remote-id-compliance-and-resources/>

Also, please note that as of right now, we are technically limited to 400ft at our field, whether inside or outside of the FRIA.

AMA continues to work on expanding altitude for RC flight. So far, they have approval for higher altitudes during sanctioned events. We will need to coordinate with AMA on any sanctioned events to have approved higher altitudes for now.

However, AMA continues to advocate for RC flying across a wide range of subjects. One of those is to have improvements added into the FAA Re-Authorization making its way through congress now. One item to note is the Senate version currently contains a provision for higher altitudes for "...UAS operations permitted up to controlled airspace without FAA authorization (not just at fixed flying sites)..." Our field is in uncontrolled (Class G) airspace. Controlled airspace above our field is "Class E Transition" and begins at approx. 700ft AGL. If this provision remains in the final version that gets signed into law, it would be very beneficial for us.

NOW IS THE TIME TO REACH OUT TO YOUR ELECTED OFFICIALS AND LET THEM KNOW YOUR THOUGHTS ON THIS PROVISION OF THE FAA Re-Authorization.

Below is more info from AMA talking about the Reauthorization for your reading pleasure.

We will discuss all of this in more detail at this month's meeting on Feb 26th.

See ya then!

Senate Passes FAA Reauthorization Act of 2023 with AMA's Amendment Included

On February 8, 2024, the U.S. Senate Committee on Commerce, Science and Transportation passed the bipartisan Senate Federal Aviation Administration (FAA) Reauthorization Act of 2023. The legislation includes several provisions to strengthen safety standards and oversight at the FAA and responds to safety concerns from recent aviation accidents and near-misses.

The AMA Government Affairs team is happy to announce that AMA's amendment was included in the bill's Managers Package, which will ultimately become part of the final Senate bill. AMA would like to thank Senator Todd Young of Indiana and Senator Dan Sullivan of Alaska for sponsoring the amendment. We want to thank the U.S. Senate Committee on Commerce, Science and Transportation for recognizing the need for reform and ultimately including the aforementioned amendment.

Some of the notable changes in the bill include:

- UAS operations permitted up to controlled airspace without FAA authorization (not just at fixed flying sites)
- A process to request flights into controlled airspace from uncontrolled airspace
- CBO designation to self-declare FRIAs
- CBOs must be TRUST Administrators
- Updates educational provision to allow elementary and secondary schools to fly under recreational rules
- Provides \$1 million a year for Know Before You Fly
- Changes the term "sanctioned events" to "CBO-sponsored operations"
- Uses the word "drone" in place of UAS (definition remains the same from 2018)
- Better clarifies large model aircraft operations in Class G airspace

Although we are one step closer to new legislation for our community, there is still much to be done. AMA looks forward to working toward a final FAA Reauthorization bill with both the House of Representatives and Senate over the next few weeks and months.

To remain current with the most recent government-related news, regularly visit the AMA Government Affairs blog. If you have any further questions or concerns, contact the Government Affairs department at (765) 287-1256 or amagov@modelaircraft.org.

Secretaries Corner: by Mike Schroeder

January 22, 2024, Thunderbird Meeting Minutes by Mike Schroeder

Meeting starts at 7:00: James welcomes all and asked if there are any new members or visitors. None at this time

Recap Past Events

Black Eye Pea January 1 New Years Day: Cold and windy. We had a good turn out for the New Year. Good to report there were no crashes on the first day of the year. We celebrated with a really good catered lunch. The Toy drive was again a great success as we dropped close to two hundred toys.

Officers Reports

Safety Report Sam Corlett: Nothing to report at this time.

VP Report Rob Lowe: Nothing to report at this time

Treasurer Report Chris Berardi: Renewals are under way with over eighty people renewing their membership . A reminder the gate lock has been changed out and last year's key will not work. Checking and savings account are in good standing. Expense to report is the lease has been paid and the caterers have been paid for the New Years lunch. New shirts have come in if you have ordered one.

Secretary Report Mike Schroeder: Nothing to report as there was no meeting last month.

President Report James Meadows: James talked about the FRIA and we still are not approved as of this time.

Project list

Things to remove as they are done— Lights, Helicopter cover, Painting the runway.
Adding Container for storage, Weather station, Toilet

Show and Tell

None this time

Planning Events

Annual CORP field inspection February 20. Please if you are out there try to clean a little if you see something.

Proposed Calendar of events

Helicopter - John Rodriguez: Mach 23 with a back ups date of March 30

Airshow (JRB) -April 13 & 14

Warbirds over Thunderbird Field - May 11 Dave Williams

Electric Fly in - May 18 Tom Blakeney

Dawn Patrol WW1 planes - June 8 Dave Williams

3D event planes verse helicopters - June 1 or 20 - Reed Smith

July 4th Fun Fly/Club Picnic - Club officers

Float Fly at Campo Joy Park - August 10 - Mel Wells

EDF Electric Jet Fly - September 21 Tom Blakeney

Fun Fly and Demo - October 12. Club Officers

Halloween Fly in - October 31

CORP youth deer hunt - December first weekend

December Christmas Party

October Vote for new officers

Thursday Night Training starts at time change

Meeting ends at 8:00

Thunderbird Members in Attendance

Bill Lake
Tab Bowland
Dave Williams
Ken Knotts
Mel Wells
Charles Weaver

Mark Anderson
Fred Neal
Mike Schroeder
Ian Waring
Woody Lake
Chris Berardi

Melvin Bowser
Reed Smith
John Rodriguez
Marissa Rodriguez
James Meadow
Chris Carranza

From the Treasury: *By Chris Berardi*

Safety Officer submission: *by Sam Corlett*

Howdy Folks!

We all know the stories that start with a quote something like “Hold my beer, and watch this...” Well, in those stories, we know what to expect!

Let’s talk about “accidents”. Some are incidents that should have been foreseen and some are just completely unexpected. We can also say some can be attributed to ignorance, some to inattention and even some to just ignoring proper practices. (Note: ignore shares the same root word as ignorance!) When it comes to incidents that are completely unforeseen, we mitigate those occurrences by following safe practices. As far as incidents that could have been expected, communications by others can make a difference. As Homeland Security says, “If you see something, say something!” Don’t be afraid to kindly help other modelers. The most famous marketing quote of all time is by Nike: “Just Do It.” Apply that to talking with other members at the field. On the other hand, if you are on the receiving end of a comment or question, don’t be offended if another member asks about your aircraft or setup. Use it as an opportunity to learn and teach.

Here are just a few safety notes to remember:

1. Safety is everyone’s responsibility; we teach others by example.
2. All pilots must be familiar with the AMA Safety Code.
3. All models must have proper identification. Either the pilot’s name, address, phone number or AMA number. Also the FAA registration must be on the outside of the aircraft.
4. Pilots should be able to communicate with other pilots on the flight line, ensure that everyone is aware of the current activity.
5. Pilots use the pilot boxes at the takeoff end of the active runway. No one flies from or stands in boxes at the opposite end. Active runway changes due to wind can only occur once everyone has landed.
6. In the event of a downed aircraft, or aircraft on the runway, pilots on the flight line should be informed of the situation.
7. Never fly over a downed aircraft or retrieval party. Never fly in no-fly zones.
8. Do not wear loose-fitting clothing around props/rotors. Remember to stow your neck-strap (or ties if on Sunday, LOL. Just seeing if you’re still reading).

9. It is recommended to use a "spotter" when flying. A "spotter" can keep the pilot informed of all field conditions including any approaching full-scale aircraft.
10. All pilots should know the flying sites' exact location for reporting emergencies and know the location of the closest hospital.

911 Address: 3602 Winscott Plover Rd

Closest ER: Huguley Hospital 817-293-9110

GPS L/L : 32.609997, -97.484492 (field)

11. This is posted at the north end of the shelter in big, red letters, "Emergency Information".
12. The first aid kit is in the field box behind the frequency board. The AED (with instructions) is on the front side of the board.
13. Remember the fire extinguishers located in the locked boxes behind pilot stations five. (Gate key opens the box).
14. Always think safety!

Please take time to read the newest AMA Safety Handbook. Located on the AMA website at:

<https://www.modelaircraft.org/files/100.pdf> This Safety Handbook also contains links to other relevant documents and AMA programs.

Just Do It!

Top Flight AT-6 Nitro to Electric Conversion:

I recently found an article pertaining to converting the Top Flight AT-6 from nitro to electric. It just so happens that I have one and decided, "why not".



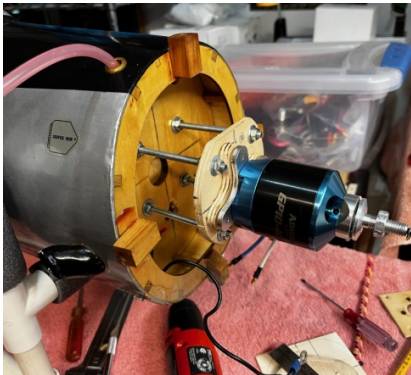
First step was to decide on motor, ESC, and battery size. I chose to use an Admiral GP10-400kv motor, an 85aMh ESC, and a 4000mAh – 6 cell battery.



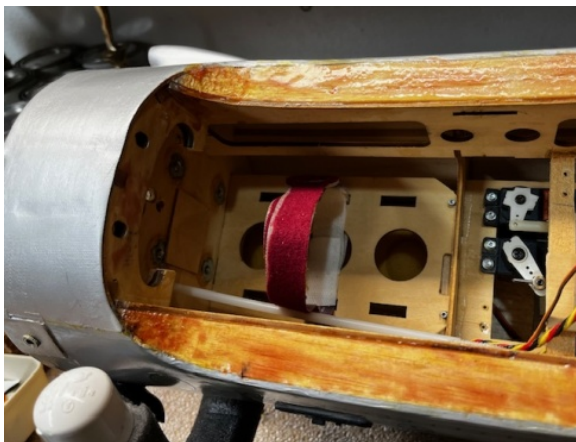
Next I removed all nitro related components: engine, fuel tank motor mount, etc. This allowed more than enough room for the electric components.



I needed 5.75 inches from the fire wall to the prop back plate to clear the dummy radial in the cowl. I still had a motor mount from a Nexa Hurricane and it worked great. The mounting holes lined up which saved time in the motor centering process.



Installing the battery was a no brainer. The existing floor for the fuel tank (removed) was perfect for the battery mounting location.



Since the wing must be removed to change out the battery an 'Arming Plug' was a matter of necessity for

safety purposes. Plug mounting was on the fuselage left side and re-enforced with a light ply back plate on the inside. At some point I plan to install a hatch to access the battery from the fuselage top. But that will be another story.



Time for the moment of truth – connect the battery for the system check out. Well, it didn't exactly go as planned the throttle was reversed. Low position high RPM, high position low RPM. Binding, high to low, setup was good by the tell tale beeps. Reversing the throttle using transmitter functions reverses the throttle for all airplanes setup on the transmitter (Futaba). Motor rotation was good. Swapped out the ESC and servo with no luck. After much head scratching I installed a servo reverser in the throttle circuit and VIOLIA throttle positioning was now good. Never saw this problem before. Maybe it's some of that 'FM magic' stuff.

Installed the wing and checked the balance and found only 6 ounces was needed. Since I have flown this airplane before control throws were checked but not change.



First Flight

Beautiful day for the maiden flight. Winds were out of the south at 5-10. Take-off was uneventful with no surprises. Two clicks of up trim and one click of right aileron trim for level flight. Landing, as with all AT-6 aircraft, is a challenge. Keep the power up to avoid a tip stall and at touchdown release the elevator and let it roll out. If elevator is used at this point the airplane will balloon and will be a problem (too low and too slow).



Second flight was a repeat of the first.



In closing I plan on doing some minor changes. Power was OK but I felt a little on the low end and plan to install a larger motor "just in case". (E-Flite Power 90) Other than that 'IT's A KEEPER'

Misc Field Photos



Prop Tips

“Fine Pitch” refers to a fine or low pitch angle which yields good low speed acceleration (takeoff and climb) whereas "coarse" refers to a coarser or higher pitch angle which yields optimum high speed performance and fuel economy (cruise).

2024 CALENDAR

<u>DATE</u>	<u>EVENT</u>	<u>POINT OF CONTACT</u>
Mach 23	Helicopter	John Rodriguez
April 13 & 14	Airshow at JRB	
May 11	Warbirds over Thunderbird Field	Dave Williams
May 18	Electric Fly in	Tome Blakeney
June 8	Dawn Patrol WW1 planes	Dave Williams
June 1 or 29	3D event planes verse helicopters	Reed Smith
July 4th	Fun Fly/Club Picnic	Club officers
August 10	Float Fly at Campo Joy Park	Mel Wells
September 21	EDF Electric Jet Fly	Tom Blakeney
October 12.	Fun Fly and Demo	Club Officers
October 31	Halloween Fly in	
December first weekend is the CORP youth deer hunt		
December Christmas Party		

www.fwthunderbirds.org

POSITION	BOARD MEMBE	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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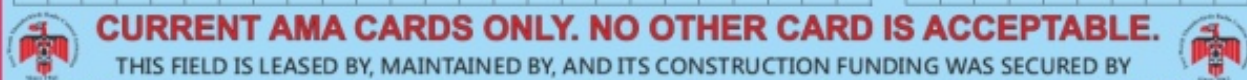
Effective January 1, 2018

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.

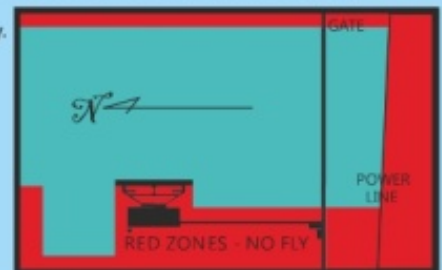
For a complete copy of AMA's Safety Handbook please visit:
www.modelaircraft.org/files/100.pdf



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



HUMOR

RC SWAP MEET TRANSLATIONS

New In Box (NIB) = I'm *pretty* sure it's all there

Professionally built = My cousin charged me a case of Natty Light

Vintage = Rusty

Hard to find = They all crashed

It goes over 100mph = 54mph...in a dive

Rare = Nobody liked them when they were new

Only flown once = It didn't go well

No time to fly it = I hate this miserable POS

Mint = I'm too scared to fly it

Mild hangar rash = I pulled it from the club trash can

Needs a little work = With a sledgehammer

I Know What I've Got (IKWIG) = I checked a 1986 Tower Hobbies catalog

Classic = Nobody uses this crap anymore

It flew great last time = Back when glow fuel cost \$5/gallon

BNF = Includes an Airtronics 72MHz receiver

Must go = I'm planning a bonfire

Multi-color covering = My buddy gave me his Monokote scraps

It flies on rails = I often confuse airplanes with trains

It will do 3D maneuvers = I've looped it...once

