



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



Issue, 6001 January 2022

Next club meeting: January 24th, 7 PM, Location CERA, 3300 Bryant Irvin Road

Presidents Corner: *by James Meadows*

Greetings and welcome to 2022. The year started out great with our annual Black-eyed Pea event. Large turnout and the weather, well it wasn't exactly perfect, but better than the last few years. Cold front held off until about 3PM. I hope that you got a chance to fly and eat. Thanks to all that attended and provided the food and refreshments. We have hit the ground running in 2022; top priority is to finalize the lease with the USACE. They have sent the board a copy of their proposal and we are looking it over and hope to have some information to share during the next meeting. The Big Question of the Month is: Where are we meeting? We are working to secure a location for the immediate needs and hope to have an update for you prior to the membership meeting on the January 24th. In addition to the lease and the meeting place, Preparations are underway for the May SAE event, It will be a little different this year, but will be the same fun as it has always been, work, but fun! More to come on that event in the next month or so.

January's meeting will be the meeting that we attempt to plan our event schedule, so if you want to host an event, or would like to see an event at Thunderbird field, get your date, time, and other data together so we can de-conflict. Priority is events at Thunderbird Field and other happening around the RC community.

Our hobby, passion and for some of us an addiction is an enjoyable pastime for both flyers and non-flyers alike. Non-flyers could be family members or guest of a member, or perhaps someone who just came out to watch. We want our members, member families and guests alike to have a pleasant experience at the field. To that end I need to ask each of you that may bring a guest to the field to please insure they understand our rules and guidelines. Minor children, who are not flying, need to be under the direct supervision of a family member or other responsible party. I would hate for a perfect family outing to be ruined by someone being hurt, or someone falling on a model or causing damage to another member's property.

Let's all make 2022 a safe year. Look forward to seeing you all at the field or meeting in the next few weeks.

Vice Presidents Corner: *by Rob Lowe*

Happy New Year Thunderbirds! I hope this finds you safe, healthy and off to a great start for the New Year. We started the year with our annual "Black Eye Pea" event on January 1st. Great turnout and a wonderful flying day for the first few hours. We are off and running head long into 2022 even though it's the dead of winter. This time of year is "building season" in a large part of the country, but here in the Promised Land (Yes, I said it!), we get to fly and build year round! I hope you are getting out to our amazing field to enjoy the facility and weather on good days.

Speaking of building, I think we all build less than maybe we used to with all the cool options of ARFs, PNP's and so much more. Often building takes us to new skills or just trying something new. One of our members just built their first model that

wasn't a foamy for example and commented about how much he learned. He also acquired his first nitro powered models not long ago. Trying something new, exploring and reaching out for help from others is what our hobby is all about!

With learning something new in mind, I NEED YOUR HELP! It's been awhile since we've had a place for our monthly meeting that is functional for speakers and demonstrations. Now that we have solved that, what would you like to hear about? Is there a topic or speaker you'd like to hear from? Maybe a skill or technique you want to learn more about? Or, how about is there something you know or do routinely that few others know? Will you be willing to share that at an upcoming meeting?

Please email me at vicepresident@fwthunderbirds.org and let me know! Any topic, speaker or whatever you think would be a good meeting topic is welcome! Our club is blessed to have so many talented and skilled aviators. Let's share what you know or want to learn more about!

I look forward to hearing from you soon! Time to head out and work on the Cub I'm building, so that's it for now. Here is my virtual "Low Pass Salute" to you Thunderbirds! See ya at the field!

Secretaries Corner: *by Mike Schroeder*

We would like to say thank you to all those who volunteered this past year to make the Thunderbird club so great. This whole organization gets everything done by members who volunteer their time to keep things going for all of us to enjoy. Ground crew every Friday, emptying trash cans on Friday plus hauling the trash bags to the dumpster, litter pick up, getting equipment serviced, event organizers, flight training plus all the trainer pilots who use their own planes, Web master, newsletter editor, Contest Directors (CD) who put on events plus round up raffle items and the list could go on.

The CORPs tasking in all of this is to confirm we abide by the regulations, to keep out of trouble, and their occasional trip to our field insures just that.

There are so many ways that you can volunteer to give a little back to the organization. You can get your instructional pilots approval, become a Contest Director and assist with a event, stain the start benches, show and tell at a meeting, do a demo at a meeting, write an article for the newspaper or even become a board member. Again this is a volunteer group and we want to thank those

who give a little extra of their time so we can play with really cool toys.

We do have some really cool toys to play with.

Thank You Volunteers for all you do for the Thunderbird Club



From the Treasury: *by Chris Berardi*

Christmas Party 2021 Review

In a flash the party was all over; the tables folded and the chairs stacked. On the plus side, we didn't have to put away the tables and chairs, nor set them up for that matter. Our caterer, Cody - owner of "360 Events and Catering" did a great job for us. There was more than enough food for everyone and it was all quite tasty. We estimated we would have between 50 and 60 guests based on history and the fact that COVID is still with us. We had 58 in total which meant enough of us to feel like we were in a party, but with sufficient separation between us to be comfortable.

After eating, we spent about an hour going through the awards and a brisk overview of the most recent club business. To close out the evening we determined the winners of our fabulous door prizes. This was accomplished through a

mathematical process whereby we had to remember a series of 6 numbers. Not that hard actually; the numbers were one through six to correspond to the numbers on 6 large boxes. In a show of ever diminishing mental capability, several members of the club were unable to remember which numbers had already been called! Fortunately, with fewer than 4 numbers remaining, we all did well enough as a group to recall them. Next year, party-goers will be allowed one free “ask a friend” call.... All contestant names have been redacted and will remain secure until the next generation of young pilots solo and become full members.

If you didn't count yourself as one of party goers, there is always next year. And with the a little more experience handling COVID, perhaps we can get back to our regular attendance and certainly more fun and games.

Thunderbird of the Year

A most deserving club member was awarded *Thunderbird of the Year* in recognition of everything he has done to support all of us. When considering a nominee we want to recognize both point of time participation, and the longevity and dedication of the nominee's contribution. This is our most important recognition we can give any Thunderbird because the success of the club is so very dependent on individuals giving their time.

Think of all the operations it takes to keep just one club function running. How about emptying the trash and replacing the garbage bags. Or, taking the batteries dumped in the safety containers for recycling. We know the field is mowed on Friday's, but what about the edging, or servicing the blowers and weed eaters. I'm sure you get the idea. Someone needs to own it in order for it to be accomplished. Ownership involves accountability, responsibility and the ability to start and finish the task. Of course it takes money, but for our club and most clubs it takes a willingness to give up something more precious: Time.

We are most fortunate to have a fair number of members who give their time and a whole lot more. And although you may have read about the award winner in our Christmas picture filled newsletter, it is worth repeating here. For 2021, the club has recognized *Ian Waring* as our *Thunderbird of the Year*.

Thank you, Ian, for all your time spent at the field taking care of all the invisible stuff that just magically gets done at your hands. Every day we spend at our flying field we can see and appreciate all that you have done for us.

January 24th - Club Meeting Location

A new location this month! I'm sure you will have read this elsewhere in the newsletter and by now it should be on the club's web site: The meeting will be held at CERA, 3300 Bryant Irvin Road. Our meeting room is open from 6:30pm with the meeting starting at 7pm. Drive in through the gate and park. Walk into the building and head up the stairs. The front desk is right opposite the entrance and is always attended - ask for directions if the stairs aren't immediately obvious.

We will have desks and chairs, plus there is a large video screen with HDMI connections for laptops or other audio-visual equipment. You may bring food or drink inside with you if you like. There isn't any cafeteria type facility in this building though there are water fountains and bathrooms.

Voting 2021

For the 2022 year, only one board member position needed to be determined by a vote. Most board members previously announcing they would remain another year if allowed. This was accepted by a quorum of the membership during our club meeting. Only the position of Safety Coordinator had multiple candidates nominated during the October meeting.

The voting was concluded in December and the new Safety Coordinator/Officer was announced at the Christmas Party. Please welcome Sam Corlett to the board.

2022 Thunderbird Officer Board

This is our formal announcement for the 2022 Thunderbird Officer Board. We make this announcement for the benefit of our club members, our financial institutions with whom the club conducts business and for other government entities like the Corps of Engineers, Fort Worth city council, Benbrook city council and others, who are our partners supporting the club.

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

The board would like to thank Bill Lake for his significant contribution to the club in his capacity as Safety Coordinator - and for so many other things that Bill does for all of us at the field and events.

Renew Your Membership for 2022

We have had a terrific response from 139 club members and counting! I announced at the last club meeting of the year (Christmas Party) that we closed out the year with 216 members. As far as I can determine, this is the largest membership the club has ever attained. In addition, the renewal rate is also the best it has ever been: 64% and January isn't over yet.

When you renew on time, we can plan our events earlier because the funds are available. We also can estimate the attendance for our events earlier in the year which again helps in the planning. There are many things that need to be repaired and replaced before we even get to the start of our event calendar, such as tables and chairs, coffee pots, equipment servicing, paint, fertilizer and on and on! I think you get the idea here: Please renew sooner rather than later so we can get everything ready to go for spring - yeah, its coming.

As a few things have changed, I will repeat a couple of the key aspects of your renewal and throw in some extra information.

After you submit your payment, whether via the mail in the form of a check or PayPal, expect to get your key within 2 weeks. If you do not get your key, please give me a call or an email, or contact any board member. It doesn't happen frequently, but keys do get lost in the mail and may be returned to me. Regardless, I will get you a replacement - no trouble at all.

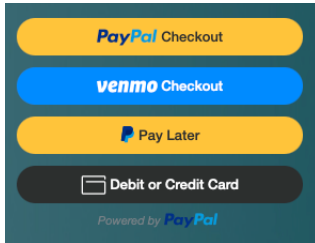
A couple of other points when you renew. Every club member has a 3-digit "member ID." This is the "member number" shown on the application form on the web site. This number makes it much easier to find you in the database. If you have it, enter it on the form. The member ID is contained in the welcome letter you will receive along with your key

NOTE: All members should fill out an application regardless of whether you are a new member or simply renewing. There are several reasons for this and these will be covered in a later edition of the Pilot's Log.

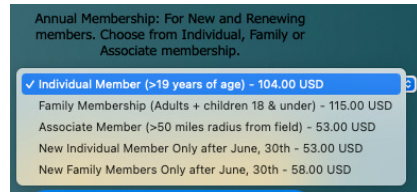
Most definitely the preferred payment method is via PayPal. Yes, you can certainly send me a check in the mail and fill out the application form online; my address and contact information is on the Membership page of our web site. You can also renew with me at the field or club meeting on January 24th at the CERA.

This year we have been able to add Venmo to the checkout process. Members have asked for that in the past because they thought it had lower fees than PayPal. This isn't true because PayPal owns Venmo. Nevertheless, you can now choose Venmo over PayPal if

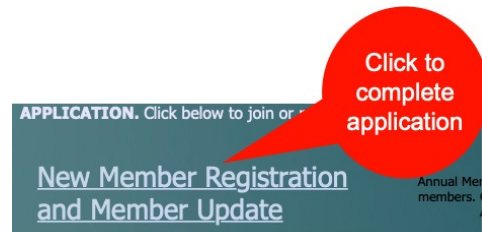
you desire. There have been some issues with Venmo and it may or may not show up as a payment option.



You'll see that we have updated the membership descriptions for the checkout items. In addition, the dollar amounts have increased slightly to account for the new fee structure PayPal imposes on transactions.



Please complete an application form!



Membership Update

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

Membership Type	Count
Individual	12
Family	3
Associate	9
Life	14
Service & Gift	1
TOTAL	39

Safety Officer submission: *by Sam Corlett*

Howdy Guys! Since this is my first contribution to our newsletter, I'll briefly give you a bit of my background. I was reared on farm/ranch in northeast Oklahoma away from aviation but was fascinated by images of kids with flying models and the idea of "remote control". Like several of you, we changed to one of the three available channels on our television by walking over and turning a knob. In 1978, after starting a teaching career, I taught myself to fly RC in an empty field using a foam 3 channel high wing airplane with a .15 Fox glow engine. After progressing through larger balsa models and getting my private pilot's license, I moved to Ponca City, Oklahoma and met "Beefy" Bob Braden. Beefy (he ran the meat processing plant in town) had been in modeling since the reed days of RC and flew a bit of everything. I had seen an RC helicopter before, but this was the first time I was around one. I was captivated by the controls and linkages, so Beefy helped me get started flying a GMP Cricket. I continued flying airplanes, big (owned a full-scale Cessna 170) and small and progressed to a GMP Competitor "sixty-size" RC collective pitch helicopter.

My new job with the FAA moved me to Fort Worth in 1986, where I continued flying RC and full scale. Modeling was mostly large-scale aerobatic sport planes at the old Texas Wings field just north of Blue Mound. As things have a habit of doing, priorities and schedules changed, and in 1990 or so I mostly dropped out of modeling. During this absence the RC world changed dramatically. About 2005, I became involved in RC flying again. I worked on new skills, tackling the

changes made available in RC helicopter electronics and hardware and flew a couple of airplanes and heli's for about 2 years before priorities took me away again.

I came back to RC in about 2011, building a couple of retro-style trainers for my son and me. Thunderbird Field had moved to our present location, and SPA was going strong. In the first of 2018, I was invited to fly indoors and used a couple of Blade micro heli's. That kindled the desire to *really* learn to fly helicopters once again, and I got serious about it. As 2019 approached, I decided to finally compete at the NATS, something I had thought about way back in 1985! I got a helicopter more suited for the task, studied, researched, and practiced. I picked the AMA Advanced class because it looked more fun to practice and flew that year in my first NATS, over 30 years after my first RC solo. I had a great time! Been flying more days than not since!

Now, as a safety officer approaching a mature age, I probably have enough personal incidents to regal you with admonishments every month. I'll save those for when appropriate. But do remember:

- 1) Accidents happen when we are complacent.
- 2) Rules create freedom.
- 3) Paradigms shift.

We'll talk more!

Sam



Black Eye Pea Fly-In:

What a difference a year can make. The first three photos are from our Black Eye Pea event in January 2021. The remainder are from our Black Eye Pea event in January 2022.

2021



2022



Miscellaneous Photos:

The following two photographs are from Len Minco. Len was a long time member of the FW Thunderbirds until he and his family moved to Nashville Tenn. to pursue a singing career. LOL



Two 80mm A-6 Intruders ready for their maiden flights. Len, on the right, also asked that I pass on to all Thunderbirds a Merry Christmas and a safe – Happy New Year.

Ed Kettler submitted his winter work project in progress on the replacement wing for the ME-410.



Jaguar flight testing at Boscombe Down: by Ian Waring

During the early part of my career as an avionics engineer I worked for a company called Marconi -Elliott Avionics, based in Rochester, UK. Our company made the nav/attack system for the RAF's Jaguar ground-attack aircraft. In 1973 they sent me to the Aeroplane and Armament Experimental Establishment (A&AEE) at Boscombe Down in the southwest of England to support Jaguar flight testing, principally weapons delivery testing using the local bombing ranges on Salisbury Plain. Boscombe Down was the rough equivalent of Edwards AFB in the USA and had been the test site for many new British aircraft during and since WW2. It is located only a few miles from Stonehenge, which I passed on my way to work every day.

requirement for an advanced trainer with light ground attack capability. However, with the cancellation of the TSR2 program, the emphasis changed to ground-attack. As such, it was a good low-level weapons platform with decent range and payload capacity but, although capable of about Mach 1.5 when in clean configuration, it was regarded as somewhat underpowered by its two Rolls-Royce/Turbomeca Adour engines. Some described it as “a poor-man’s F-4” - not really a valid comparison as the two aircraft were designed for different roles. The Jaguar was used by both the British and French in the 1990 Gulf War. Although now retired from RAF service, it is still in service with the Indian Air Force.

We had three Jaguar test aircraft at Boscombe, basically two for bombing and one for gunnery. Our test pilots were mainly RAF pilots who had previously flown aircraft such as the Hunter, Harrier and Lightning. They were assisted by USAF Major John Blaha who also did some of the early handling tests there on one of the Hawk prototypes. He later became a pilot/commander on the Space Shuttle program. My tasks at Boscombe included briefings/debriefings, data analysis, and maintenance support of the avionic system – especially the inertial nav system which, being an analog system with many moving parts, was not very reliable.

Occasionally other Jaguars would rotate through Boscombe for special handling tests. One of these, a two-seater, crashed after failing to recover from a spin. Both aircrew survived. Another aircraft was used to



A few words about the Jaguar. It was the result of an Anglo-French program initially set up to meet the

demonstrate the Jaguar's ability to take off and land from a motorway – see below link to a video of this.

<https://theaviationgeekclub.com/vintage-footage-shows-jaguar-attack-aircraft-undertaking-motorway-trials/>



I enjoyed my time at Boscombe Down. It was a pleasant working environment in a beautiful part of the English countryside. During my five years there I was also sent on temporary assignments to India and Ecuador, but those are stories for another day.

Fort Worth Army Air Field: *Fort Worth Star Telegram*

By January 1941, negotiations between Fort Worth civic advocates, led by Amon G. Carter, and the U.S. Army yielded an agreement to construct an aircraft plant near the city to build B-24 Liberator bombers. Legislation later authorized the creation of a landing field adjacent to the completed Consolidated Vultee Aircraft Corporation Plant No. 4 which became Tarrant Field/Tarrant Field Airdrome. Three months after the U.S. joined World War II, the plant was in operation and the Army moved forward to create an Air Base to utilize this proximity between sites to facilitate B-24 crew training. This air base opened in August 1942 and was named Fort Worth Army Air Field (FWAAF) in May 1943, training more than 4,000 pilots between 1942 and 1944. It allowed the city to contribute substantially to victory for the U.S. and Allied Powers.

Honor recipient Major Horace S. Carswell, Jr. The site became a key U.S. Air Force Strategic Air Command (SAC) base during the Cold War, serving as a highly visible symbol of nuclear deterrence and force projection. The site was the first SAC base to be equipped with the Fort Worth-produced B-36 Peacemaker bomber and transitioned by 1959 to the legendary B-52 Stratofortress bomber. In 1972, B-52s stationed here participated in the most powerful SAC campaign of the Vietnam War, Operation Linebacker II. Carswell AFB closed in September 1993 but in October 1994, the site reopened as Naval Air Station Fort Worth Joint Reserve Base, supporting active duty and reserve units in the Navy, Marine Corps, Army, Air Force, and the Texas Air National Guard. This base greatly aided training and support of the U.S. Military during the Global War on Terrorism and continues a long tradition of professional excellence in the defense of the Nation. (2016)

In late January 1948, FWAAF was renamed Carswell Air Force Base in honor of Fort Worth native and Medal of

Fort Worth Army Air Field's model airplane contest

Its fun, boy! Excitement ran high Saturday among the first-day entrants in Fort Worth Army Air Field's model

airplane contest, including Chuck Cunning, 16, whose kit model, "The New Ruler" stayed aloft one minute, 17

seconds. The photograph is of Chuck Cunningham and his model plane entry. Published in The Fort Worth Star-Telegram Sunday Edition April 28, 1946.



They are both students at Paschal High School. Roy, sixteen, is examining his entry "The Green Hornet". It is a speed model that makes 73-miles-per-hour. He is dressed in a button-up shirt and trousers. Jimmie, seventeen, is entering the "Tether Trainer" an acrobatic model. The plane in the foreground is a Yogi Pusher.



Saturday among the first-day entrants in Fort Worth Army Air Field's model airplane contest, including James David Pipkin (right) who entered a model plane in the contest. The photograph is of a Civil Air Patrol cadet, and James. The cadet and Pipkin and both crouched next to a model airplane on the ground. The cadet is wearing his military uniform.

The Fort Worth Army Air Field is hosting the Model Airplane Contest from April 27-28. Participating in the contest, left to right, are Bobby Lutker and Chuck Cunningham. Bobby, sixteen, has a scale model of the Culver Cadets. Chuck is still in the construction stage with his entry.



The Fort Worth Army Air Field is hosting the Model Airplane Contest from April 27-28. Participating in the contest, left to right, are Roy Pate and Jimmie Eastland.

Tool Time: By *Chris Berardi*

Regardless of what kind of model you build or fly, you can never have enough in the way of adhesives and tools. In my hobby space I have an overflowing shoe box dedicated to all manner of epoxies, contact adhesives and cyanoacrylates to be used on wood, metal or plastic. With respect to tools, beyond the basic sanding blocks and X-Acto knives most of us rely on gear we have for household projects. Certainly, that's a reasonable beginning, but no doubt their suitability to smaller tasks means that a purpose designed tool would be more accurate and less frustrating. It is now virtually impossible to find hobby related tools in any hobby shop. Model airplane related online stores aren't much better either because they stock only the most basic of tools.

Most recently, I've found two sources of hobby related tools that cover just about everything a builder would need. That even includes modelers who are putting together an ARF or making repairs to a foam model. I have ordered several items from each of these vendors and have been pleased with the quality so far.

The first supplier is, [Micro Mark](http://www.micromark.com) (www.micromark.com). One of the advantages I have found shopping a hobby dedicated tool supplier, is that they have often designed tools where there is no corresponding equivalent in "home" tools. These tools are unique to particular hobbies such as jewelry making or beading. Many of these tools are readily applicable to our construction processes too. I recently found a simple, inexpensive tool that would allow me to saw aluminum fuel tubing to exactly the same lengths with nice squared ends. The tool called a, "Duplicating Jig for Cutting Strip and Tube Stock" is reasonably priced and has a variety of uses. (Part number 84388, \$29.95). I have since purchased several other useful tools, including a very nice Multi-Angle Hobby Vise that I recently used to hold a circuit board for solder. It is made of cast aluminum and is a quality product that will last a lifetime. (Part number 81314, \$36.95).

The second supplier is, [Proxxon](http://www.proxxon.com/us/) (www.proxxon.com/us/). These tools originated in Germany though I think they are now made in Taiwan - it's actually hard to tell where. However, their tools are made for hobbyists and there are a variety of hobby sized version of regular wood and metal working gear. For a long time I have wanted something better than my decades old Dremel scroll saw

to cut wood. If you have ever used a scroll saw to cut a straight line, then you know why. I finally splurged on a fairly expensive miniature table saw. The "Table Saw FET" had not been in stock for a while so I set a notification to be informed whenever they became available.



There are not many choices when it comes to bench top table saws and no matter which one you get, they are all around the same price. From the reviews and YouTube videos I watched, the Proxxon unit was the best one for the money. It is fully featured with options similar to a full size table saw - just in a small package. It cost \$377 with free shipping. Now, ripping strips and sawing through 4" x 1/4" plywood is accurate and painless. Proxxon have many more powered hand and bench top tools. My wife does jewellery making so she purchased the band saw for cutting through minerals and stones. It may be a small saw, but it has electronic speed control and is constructed from cast and machined parts.



Both of these companies are a bit of a revelation to me, filling a void in quality tools some of which are unique to our hobby. If you are like me, there is joy everywhere in model airplanes - building, flying, socializing, and yes, tool collecting. If you have found some useful tools or vendors worth noting be sure to let me know and we'll let others in on the secret.

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

In Memoriam Tuskegee Airman General Charles McGee: NBC News



Brig. Gen. Charles McGee was 102 when he died in his sleep Sunday morning, with his right hand over his heart in a final patriotic gesture, his family said.

McGee was a cut above even that. He went on to fly for another 30 years as an Air Force pilot in the Korean and Vietnam wars, for a total of 409 aerial fighter missions — a record that still stands today.

The general was as well known for his kindness and mentorship as he was for his patriotism, encouraging

young pilots to fly, get an education and excel at whatever they chose.

“Perceive, Prepare, Perform and persevere” was his oft-quoted, lifelong, four-word mantra, his family said.

“Charles McGee is a remarkable person,” In 2011 the National Aviation Hall of Fame inducted General McGee. “A legendary pilot and humanitarian. He will be missed, and we are so very, very blessed to have called him friend. Godspeed, Sir. The world is better because of you.”



Newsletter: by Woody

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

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

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

Appreciate your understanding.
Woody



A Day at the Field



2022 CALENDAR

<u>DATE</u>	<u>EVENT</u>	<u>POINT OF CONTACT</u>
May 14 th	SPA	Ken Knotts/Chris Berardi
	WarBirdFly-In	Ed Kettler
July 4 th	Club Picnic Independence Day	Club Officers
August	Float Fly	Mel Wells
	Jet Fly-In	Tom Blakeney
	Texas Electric Fly-In	Tom Blakeney
	Alliance Air Show	
	SPA West (Waco)	Todd Blöse

Float Fly (North Dallas RC)

Josh Kleen

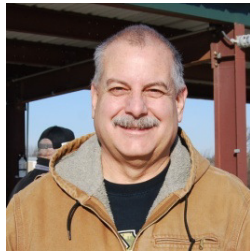
Toys For TOTS

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

← 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

GATE

POWER LINE

RED ZONES - NO FLY

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

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

Humor



A DOG - GONE GOOD PILOT

Communication

Back in the early days of in-flight communication, before the advent of VHF or UHF, there was a basic simpler form of communication between aircrew members. As some of you may believe it was not two tins cans and a string, (although this did work and I can attest to that fact.) But that's another war story. It was the basic Hand Signals. The following was found in a Piper J-3 Cub Instruction Manual. Especially effective was hand signal number 14, my favorite!

