



Fort Worth Thunderbirds

Radio Control Association Inc.

The Pilot's Log



Issue, 4485 July 2021

Next club meeting: July 26th, 2021, 6:30 pm, Thunderbird Field

Presidents Corner: by *James Meadows*

What happened to July? This month is moving quickly, it seems like we just finished our 4th of July fun fly and now it's nearing the end of the month. Thanks to all who came out on the fourth for some good food, and a day of flying. With the end of July insight, don't forget to attend the monthly club meeting at the field. In order to conduct business, we must have a quorum of the membership present at the meeting. We fell a little short last month on the attendance and therefore could not have an official meeting. Instead of the meeting, we had a gathering, with good conversation and flying.

Speaking of gatherings, The Float-Fly is just around the corner, and I hope you are making plans to attend this fun event. New or old, experienced or less-experienced, if you have never seen or flown from the water it is something to experience. Not only will you see some great models, and a few water retrievals, it's also a great chance to explore this side of the hobby and interact with the non flying public. Event will be at Camp Joy Park off the shores of Lake Worth. Hope to see you there!

The field is open, however the Bear Creek, and Mustang Parks are still officially closed to the general public. Our lease and with the Corps permission, allows us access to the field via the Bear Creek Park entrance. This is a privilege that we must be responsible stewards of. Over the last month, we have had several instances of the gate being left unlocked, locked incorrectly, and non-authorized visitors entering the park. All current members with 2021 dues paid, should have the correct gate key. Please remember the following when you come out to the field.

Locks:

Please lock the gate after you enter. Locks should be locked, Lock to Lock. Think of the locks as the links of the chain, no link should be bypassed. If removing any one lock does not allow the gate to be opened, then we may be causing an issue.

Guests:

Members are responsible for meeting, escorting and ensuring their guests leave the park.

Non Authorized visitors: Usually the result of a member, believing the vehicle behind theirs at the gate is a member. If you're not sure, then please take a moment to ask! If they are a member, they will understand and they get to lock the gate. If they are not, then explain the situation, and the park is closed for day use and campers. If they are a non member flyer and you want to assume the host role, then invite them in and you lock the gate behind them. Go fly and insure they leave the park when you do.

I fully understand some of the frustration and additional responsibilities this arrangement puts on membership and leadership. Until the Corp can complete their cleanup and reach their benchmarks to reopen the parks to the public, this is the best alternative we have to keep flying.

Enjoy your flights and be careful out there.

James

Vice Presidents Corner: by Rob Lowe

Hello Thunderbirds

Summer is flying by and I hope you are getting a lot of flying time in! We have had some nearly perfect weather with a slight break in the temps compared to normal. We had a great event on July 4th as James mentions above...thanks to all who attended!

I hope you are staying in touch with the AMA websites and social media communications. AMA continues to advocate for us in a number of very important ways especially related to application of UAS rules and requirements. I mentioned at last month's "gathering" (see James' article above ref last month's meeting) some of the activities that your officers are pursuing related to the new rules and procedures. In short, we are working with overlying air traffic control facilities for our field as well as for Camp Joy to eventually enter into a Letter of Agreement (LOA) with them. The LOA will allow us to fly above 400ft AGL which is the law. Also, we discussed the current situation continues for now that the FAA is not actively seeking to enforce violations above 400ft unless the offense creates a safety risk, etc. This posture as we understand it is to allow transition to the final status when the remote ID and other rules go into full effect. This doesn't give us free reign to be reckless or not observe rules. We have talked here and in person extensively about the safety risk we are creating for ourselves by not following or helping each other follow

the rules. Nothing has changed about avoiding piloted full-scale aircraft that fly over. We must always give way to those for example. Your officers are also working with AMA leadership to ensure that our field will be included in the FRIA list which will allow us be exempt from the remote ID requirements when they come into effect in a couple years.

Lastly, we have worked with the good folks at the US Navy air traffic control tower at NAS Ft Worth JRB for our upcoming float fly. We have obtained approval for the event and Mel Wells will be coordinating with them directly the morning of the event BEFORE we can fly and then when we are done. Please come out and have fun at the float fly. As James and Bill mention here in the newsletter, it's a great event and something you should try! Due to the proximity to the traffic pattern at NAS JRB, we must remain below 400ft AGL - this is an absolute and a condition of the approval of our event.

Please remember, at Camp Joy, we do have an absolute hard ceiling of 400ft AGL - DO NOT EXCEED 400ft AT ANYTIME AT CAMP JOY.

That's it for this month. Here is my virtual low pass salute to you, Thunderbirds!

See ya at the field (and on the lake!)

Rob

June 2021 Meeting Minutes: by Mike Schroeder

Secretary Report by Mike Schroeder

Fourteen Thunderbirds showed up for the monthly meeting on June 28th. According to the Club's Bylaws, we fell short of the requirement for a quorum, and as a result, an official meeting could not be held. No minutes were taken and several important decisions had to be deferred to the next meeting.

There have been forty past presidents who volunteered their time for the Thunderbird Club. Starting with Chuck Cunningham in 1962 to the present with James Meadows who has given his time and energy to leading this Club since 2016. Also, there have been one hundred and eighty (180) selfless members who given their time to

serve you, the members, as officers in the club over the years. Those volunteers have had to deal with a lot from start up, to the club's relocation, and orchestration of each and every special event held by the Club.

My point is this is a volunteer organization and there is always a need for help. Just look at the mow crew --- all volunteers that meet every Friday morning to mow, weed eat, blow grass and debris off the runways and taxiways, straighten up the pavilion area, pick up cigarette butts, eradicate fire ants, fertilize, pick up trash and empty the trash cans. No paid workers and no support from the corps of engineers. All volunteers.

As a tax-exempt club there are rules and guidelines the club has to follow and we were not able to have a meeting last month because not enough members were present to have a quorum. A rule that the club follows that is in the club bylaws. Just like our great state of Texas House of

Reps is doing now, following the rules, no quorum, no meeting. So next time please try and make it to your club meeting so we can keep this great organization going. Participation is what makes a Club like ours successful.

Treasurer Report: by Chris Berardi

Membership Type	Count
Individual	160
Family	6
Associate	9
Life	14
Service & Gift	2
TOTAL	191

Safety article for newsletter: by Bill Lake

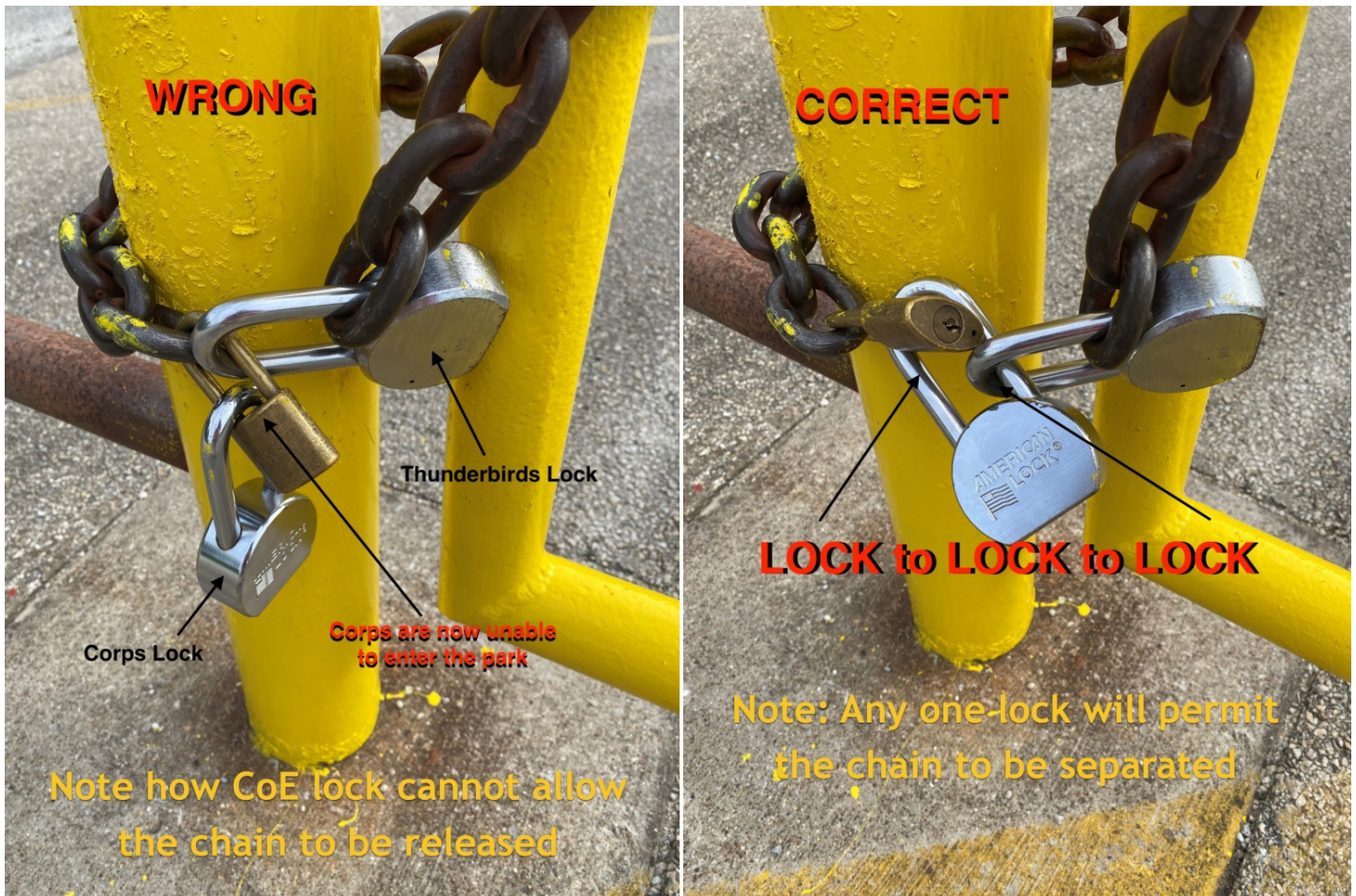
August 8th is the Summer Float Fly, thus a few safety words regarding subject.

1. Exercise the same rules, guidelines (common sense) and intent associated with operations at Thunderbird Field.
2. The flying area is directly in front of the beach, out over the water, and a safe distance from the shoreline. Fifty (50') feet from the shore should provide a safe distance from pilots and spectators.
3. Do not fly your aircraft directly at the pilot area or spectators. There are no "pit area" fences for protection.
4. Give way to any and all watercraft in or approaching the over flight area. If such a situation is encountered, land immediately or be prepared to hold high until the area is cleared.
5. Do not water taxi onto the beach area at high speed. Maintain safe taxi speed.
6. Communicate with other pilots flying with regard to intentions. A safety observer is highly recommended.
7. Do not exceed 400 feet above the water.
8. Camp Joy Park has been reserved by the Thunderbirds and should be clear of swimming/water activities. Regardless, be aware of people that do not adhere to our warnings. Event Director or designated representative will make swimmers cognizant of the dangers of low flying aircraft and maintain a clear flying area.

Bear Creek Gate Locking

We can *lose our privilege* of entering the park during its closure if we do not pay attention to how we open and close the Bear Creek gate. If we continue to make this mistake general member access to the flying site will be limited or possibly revoked by the Corps.

Please review these photos to insure your clear understanding of what is expected of us.
Thank you for your attention.



North Dallas RC Warbird



Club Picnic



Meet the youngest Thunderbird, Emma. Granddaughter of our president James and daughter of Jason and Sara Meadows.





2021 CALENDAR

<u>DATE</u>	<u>EVENT</u>	<u>POINT OF CONTACT</u>
8 August	Float Fly	Mel Wells
October	Jet Fly	Tom Blakeney
October	Electric Fly-In	Tom Blakeney
23 October	SPA West Championship	Todd Blose (Waco)

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	Bill Lake	safetyofficer@fwthunderbirds.org



Pres: James Meadows



VP: Rob Lowe



Sec: Mike Schroeder



Safety: Bill Lake



Treas: Chris Berardi



Photos above are from an Australian Scale Event. Contributor John Lamont

SUPPORT OUR ADVERTIZERS



Roy's Hobby Shop 817 268-0210
1309 Norwood Dr. Hurst TX 76053
www.royshobby.com



JT's Hobby Shop 817 244-6171
8808 Camp Bowie Blvd. Fort Worth TX 76116
jtshobby@yahoo.com

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

HUMOR



Road Trip! Ken said he got a great deal on this RV/Camper

ADDITIONAL JULY 4th PHOTOS



Float Plane Fundamentals

This article is a repeat of last month's. My intent is to insure anyone that may have missed it will have access to this info.

Converting your favorite model to an RC float plane can be a lot of fun. It can also lead to a lot of frustration and wasted money if you "dive" in without doing your homework. Ref Web Site:

<http://www.hooked-on-rc-airplanes.com/rc-float-plane.html>

What makes a Good Float Plane?

RC airplane floats don't have the friction of the wheels to keep the airplane from rotating or moving sideways. A short and stubby airplane will basically spin around wherever it wants...

The tail moment of a longer plane's vertical fin will keep the plane turned towards the wind in the same way a weather vane points toward the wind. When flying from the ground you have to look at the wind sock to determine which way to take off. A good RC float plane IS a wind sock!

Besides having a long tail moment, it's smart to start with a plane that can fly stable and low speeds until you get used to taking off and landing on the water.



If you're looking for the quickest and easiest route, E-Flight offers a set of floats that will fit their 25 size high winged park flyers which make perfect RC float planes once you master the basics of flight. These floats are made specifically for these planes and are a breeze to install even if you are completely new to water flight.



Size is important too, the bigger and heavier your plane is the better it will handle wind and ripples on the water. This is definitely something to keep in mind if you plane to fly from a large lake where waves may be an issue...

You're trusty old high wing trainer makes a perfect RC float plane. Adding floats to larger planes is not quite as straight forward as slapping a set of E-Flite floats on an E-flite plane.

But no worries, we're about to get into the details of choosing and installing your own floats.

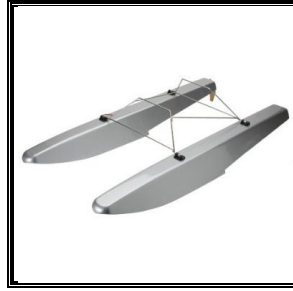
What Floats to Use?

Have you decided on a plane? Good, the next step is finding the perfect set of floats for it...

Before we talk about the size of the floats, you need to determine what type of float you want to use. You can buy ABS plastic, balsa built, or foam core. This choice is yours. This article on RC airplane floats breaks down the pros and cons of each type.

What Size Floats?

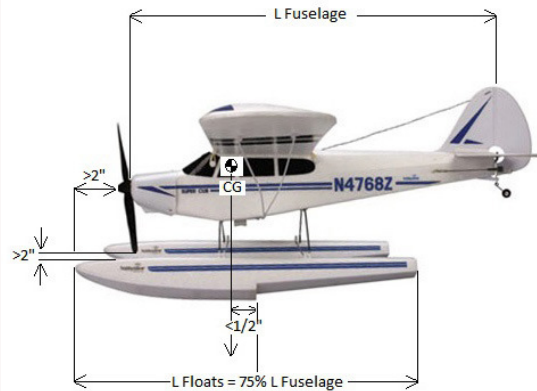
Some floats specify that they're good for a certain amount of weight. Others like these Hangar 9 40-Size Wood Floats are made for planes with a specific engine size.



More than likely you'll be able to find a set of commercial floats that will come pretty close to this critical dimension. It doesn't have to be exact, but it does need to be pretty close.

If you can't find a set with the length you need, no worries. Just make your own set of foam core floats.

Critical Aspects of Installation



Installing the floats... Ah, this is where most of the problems occur if you don't know what you're doing...

There are several things at play that must be "fine tuned" for your RC float plane to have the correct angle of attack for creating lift once the plane is up on the step skimming across the water...

Center of Gravity

The first thing you need to do is locate the center of gravity of your airplane. It's best to make sure the CG is set the original specifications set forth in the manual.

Tip

Make sure the plane is balanced before you install the floats. After the floats are installed, balance the plane again by adding weight to the floats, not the airplane. This way the plane will still be balanced should you decide to remove the floats.

Position of the Step

The "step" of the float needs to be located at or just behind the center of gravity of the airplane. As a general rule 1/2" to 1" should be about right for most average sized RC float planes.

The front of the floats should stick out a couple inches past the propeller in order to keep the plane from nosing down into the water.

The last thing you want is for the propeller to cut the front of your floats off! So be generous and give yourself a comfortable couple inches of clearance between the propeller and float. It may be a good idea or even necessary to install a **3 bladed propeller** to give you the added clearance and torque.

Float Spacing

You will want to space the floats apart by at least 25% of the wing span, which is a bit further apart than most wheels on traditional landing gear. Mounting the floats any closer together may result in a spectacular splash and your plane rolls over in the water!

Mounting Angle

No matter how much power you have, your RC float plane will stubbornly refuse to lift off the water if the attitude of the plane is too low once the plane is riding up on the step of the floats. In this situation, your RC float plane is nothing more than a speed boat with wings!

If the nose is angled upward too much the plane will want to lift off too early and may stall.

Mounting your floats to the airplane at the correct angle is absolutely critical. Doing so incorrectly is the source of most RC float plane problems....

You want to get the floats parallel to the attitude of the airplane. First mount the front of the floats to obtain the proper propeller clearance. Then adjust the back of the floats until you get the top of the floats parallel with the horizontal stabilizer of the airplane.

This should put you pretty darn close to where you need to be. The wing incident relative to the top of the floats should be a couple of degrees positive. If not, you need to slightly increase the height of the front mount until you achieve a 2-3 degree positive wing incident.

Power Requirements

You're going to need a bit more power to fly your airplane with a set of floats. Why?

For starters floats weigh a bit more and create a bit more drag while flying than conventional landing gear. But that's almost negligible compared to the significant amount of friction created by the floats dragging through the water on takeoff.

So how do you know if your plane has enough power to lift off from the water? An old rule of thumb is if your plane can take off in grass a couple of inches tall at three quarters throttle, she can handle a set of floats.

Is Flying a Float Plane Hard?

If you can take off and land a tail-dragger confidently, you can fly from the water. But there are a few things to consider before picking up your first RC float plane.

Taxiing

Water taxiing is probably the hardest thing to get used to. On a calm day, there's nothing to it! Add a little wind and you just might be pulling your hair out watching your plane chase its tail around the water going everywhere except for where you intend for it to go.



A good water rudder set up is worth its weight in gold on a breezy day. But even with a water rudder, you'll find taxiing in the wind is a challenge to say the least. It takes some practice learning to work with the wind, not against it...

When turning down wind it's important to use the ailerons to keep the wing from rising up and getting caught by the wind, otherwise your plane has a good chance of flipping over. Especially if it's a high wing trainer.

At this point it's time to relax the elevator as you apply full throttle.

Just like taking off from land, gently add elevator until she lifts up off the water for the climb out.

Once airborne the different vertical weight distribution along with the aerodynamic effects from the floats may cause her to be just a bit less agile, every plane is different. For the most part you'll find that your airplane behaves just about the same with floats as it does with wheels.

Landing a float plane is the same as landing any other airplane. You might want to come in a little hot the first couple of times as the floats may cause her to slow down a bit quicker than you're used. Just sit her down nice and easy on the floats just like the mains of a tail dragger.