

Issue, 6207 July 2024

Next club meeting: July 22nd - 6:30 pm - Location - Rocket Roosters 1, 2, 3 - 7709 Camp Bowie West Blvd, Fort Worth TX 76116

Presidents Corner: by James Meadows

Greetings Thunderbirds,

The heat has definitely arrived in Texas. Please stay hydrated when out at the field! Take breaks and enjoy the weather. Hope you got to come out for our 4th of July event. The burgers and dogs were delicious and the board thoroughly enjoyed hosting it.

This year we had some amazing assistance from members who helped with cooking and cleanup! A big Thank You from the board!

Our organization is extremely lucky to have folks who want to help. Not just at our events, but we have some extreme members who meet nearly every Friday Morning at the field. Pull out the heavy duty equipment and mow, mow and mow some more. Edge and weed eat and tend to the other numerous grounds issues that pop up at Thunderbird field. They serve quietly in the background. Working to insure that the field is in shape for flying activities. When you get a chance please give this folks a slap or pat on the back, perhaps a drink of water and a great big Thank You!

Membership was discussed at the last month's general meeting. We have seen a decrease in membership and renewals. Our organization has one of the lowest membership rates in the area and our facilities are world class! Membership periods are 12 months in length. Renewals typically expected around December of the current year or January of the next year. It's a pretty easy process. However if you have an idea, a suggestion that will improve our numbers, please share them with the board!

Our float fly is right around the corner. It's a great event and a different experience from the norm. Hope you can make it!

James

Vice Presidents Corner: by Rob Lowe

Hello Thunderbirds! Happy heat wave! Or is it just summer? Either way, it's very hot and humid most days and you are at risk while at the field. If you haven't read James's article above, please go back and check it out!

Don't forget to join us at our monthly meetings (find the date here in this newsletter - 10,000 Thunderbird Points to all who find it!). Rocket Roosters on Camp Bowie west in Ft Worth is where we meet and the owner even opens just for us on days they are closed! Please help us WHEN you come by buying something from the host. They are very gracious to us and we can all do our part to thank them with a little business. They have not put any minimum or quota on us, but we

are Thunderbirds doing the right thing because it's the right thing to do! Come a few minutes early and help us thank our host - grab a drink or even some food before the meeting!

Speaking of meetings, we love to see you there and love the discussion. However, if you have questions or concerns about the club, don't feel like you have to wait for a meeting to chat with our officers. Any officer would be happy to chat or help you understand challenges or issues we have resolved already or have been working on for a long time. It's not that we are aware of everything, but there is an awful lot that goes on behind the scenes to keep things moving and progressing. Most issues that get raised are in process or have an answer we've determined in the past. We're always open to help with ANY issue, new or old! We want you to be an active and engaged member of the best RC club in the nation!

That's it for this month...here's my virtual "Low Pass Salute" to you Thunderbirds! See ya at the field...

Rob (PS- Thunderbird Points are imaginary and are only redeemable for an overwhelming sense of pride in being part of the best RC club in the nation - see above)

Secretaries Corner: by Mike Schroeder

FW Thunderbirds RC Association Meeting Minutes, June 24, 2024, 6:30 PM

James Meadows opened the meeting at 6:30 PM at Rocket Roosters 1, 2, 3 (RR). Note the new start time. There had been a mix up between RR recently being closed on Mondays, but James and owner Joshua were able to save the day and open for us.

Welcome to new member Jim White.

Recap of earlier events -

<u>3D & Helo Event</u>, reported by Chris Berardi. CD Reed Smith. Reed, as a new CD did well and learned a lot. Participation was lower than desired and will work on getting the word out to other clubs earlier. Fourteen pilots participated and the club made money. The raffle was canceled due to the low turnout and prizes will be repurposed to later events.

<u>Dawn Patrol</u>, CD David Williams. Expressed thanks to the volunteers who helped out with the event - Mel, Fred, Scott, Tab, Wayne and Allen and his wife who made the awards which were a hit. Johnny Hunt won the award for best crash -



Woody Lake won the award for best flight with his SE-5



David is already planning for another repeat next year with more outreach and publicity.

The next Warbird event is scheduled for September 14th, 2024.

The upcoming July 4th event will be hosted by the club officers on ... drum roll ... Thursday, July 4th. A swap meet / sell-a-thon will commence at 7 am; flying begins around 9 am; lunch sometime around 1130-1200 (dogs & burgers); and finish up around 1 pm before the tarmac melts.

The next Float Fly is scheduled for Camp Joy Park on August 19th at 9 am. Mel Wells is coordinating with JRB and the NOTAM Czar.

Chris presented his financial report and mentioned that membership numbers (currently 134) were lagging previous history. That evolved into a lengthy discussion on how we as a club advertise ourselves in order to grow our membership. Lots of ideas surfaced and were finally tabled after two or three commits to move the discussion to a side conversation. The Facebook page was brought up and the club is in need of someone to serve as Administrator.

Chris mentioned that he and the BOD were considering distributing a Members Listing that would be limited to names only. He also had with him name tags, hats and badges. Must be present to win.

Safety Officer Sam Corlett reiterated attention to sun screen and hydration while at the airfield awaiting self-combustion. He also mentioned that he has received several complaints about violations of safety rules at the field and cases where members are willfully violating safety rules. It was brought up that part of our problem is that violators suffer no repercussions. He stated that the officers would work on that and in the meantime, urged all members to report infractions to the board.

One member (name withheld) asked why electric airplanes could not taxi out of the pits on power rather than being pushed. Suggestion was met with numerous reasons why that would not be a good idea, all centered on overall safety and protections against the unknowns such as system failures, switch errors as well as consistency on safety procedures.

The Secretary was sorely missed as he is on a well deserved summer exodus with the family. Regrettably he left his responsibilities with the least expensive replacement he could find. The reading of the minutes was accomplished although slightly unbelievable, if not slightly entertaining.

Show and Tell - Stephen Carr brought his recently purchased Black RTF Air Wolf that came with a video showing that specific helo being test flown at the origin.

James Meadows showed his miniature Bush airplane he purchased complete with transmitter for \$79, that looked to have approximately 18 inch wingspan.

Several airplanes were on display that were donated to the club. All found new homes.

Old Business

The green box outside the shed is for recovered aircraft. Anyone losing an airplane should check the box. After a reasonable amount of time, they will be disposed of if not claimed by the owner. Note: FAA requires owner ID on the airplanes.

James is still working on the acquisition of a lighter weight extension pole for use in recovering tree huggers.

Of course, the matter of pot holes came up again. James tapped danced once again and said he was still working with the Corp.

New Business

Chris asked if we should move the monthly meeting to a different night of the week in order to stay with Rocket Rooster. James iterated that Joshua is going to keep the restaurant open for our meetings. Everyone seems happy with Rocket Rooster food, atmosphere and service.

Glenn Cashion stated that the SAE 2025 dates will be announced in the next couple of weeks. It was subsequently reported by Tom Blakeney that the dates are 2-3 May 2025. Get you volunteer caps readied.

A question was raised about allowing RVs to park overnight in the park. James and Chris responded with clarification on the existing lease we are responsible to with the COE. They will continue to work with the COE for exceptions and/or options during special events. Another member brought up the displeasure with smoking in the pits. Discussion centered around agreement that it was generally considered unpleasant for the primarily non-smoking members, but answers to what to do about it were not determined The Board agreed to consider the situation and try to find an agreeable compromise.

A motion to close the meeting was made by Rex and seconded by Ron.

Member Attendees:

Bill Lake	David Williams	Sam Corlett	Ian Waring	Stephen Carr
Ron Anderson	Rex Anderson	Woody Lake	Mel Wells	Allen Trefger
James and Jaye Reston	Mark Johnson	Rob Lowe	James Meadows	Chris Berardi
Peter Lucas	Johnny Hunt	Scott Hays	Tom and Robyn Blaken	ey
Jim White	Terry Davis	Melvin Bowser	JD and Marissa Rodrig	ıez
Gary Nelson	H. Lee Matthews	Phil Dunlap	Glenn and Sam Cashion	L

From the Treasury: By Chris Berardi

Membership Update

Renewals have settled

Here is our latest membership count as of 04/15/2024.

Membership Type	Count
Individual	104
Family	5
Associate	2
Life	15
Service & Gift	1
TOTAL	127

Safety Officer submission: by Sam Corlett

<u>Safety.</u> It is HOT! Everyone talks about it, because it's real. This doesn't mean we can't fly this time of year, but we need to plan carefully.

- 1) Slow down. We need to realize that we will take longer to setup, stage, recover and tear down. Don't try to do as much as you would in cooler weather.
- 2) Dress for summer. Wear lightweight, loose-fitting, reflective clothing.
- 3) Wear a hat that provides shade! More than your eyes need protection!
- 4) Sunglasses, of course. Your eyes do need protection, too!
- 5) Drink plenty of water (not super cold). Drink water even if you don't feel thirsty. Make it a priority. Dehydration happens much more quickly and easily than you expect. Make sure you have water at the field.
- 6) Minimize direct exposure to the sun. Take advantage of our shaded areas when you're not actually flying. Sunburn reduces your body's ability to dissipate heat, so use sun block and sun protective clothing.
- 7) Pay close attention to those around you and let them know if you see any signs of them getting too hot!



Review this chart from the National Weather Service, http://weather.gov/safety/heat

The points above are practical, please consider them. Now this is especially for our younger folks. I've always loved the sunshine and I didn't pay attention like I should have back in my youth. So far, I've been blessed and protected from my carelessness! But that's not always the case. Recently I was reminded of a very sad event that occurred to a friend and I'll share part of it here. Sorry, it doesn't have a happy ending, but please God that it will change how we think about sun exposure!

Several years ago, there once was a beautiful, carefree, brilliant young lady that had a spot show up on her arm. She was very active and busy during early college years and didn't pay much attention. Later it caused concern, and her doctor did a biopsy. It came back as a malignant melanoma. She had surgery right away and left a pronounced scar on her arm. But all seemed well. Her life continued where she left off, jobs, marriage, and excitement. Seven years later, the cancer resurfaced in her brain. Evidently, prior to the previous surgery, it had metastasized. Without realizing it, the surgeon couldn't get every bit. Years later it had come back. In another six weeks, this beautiful life ended.

Sorry to share such a downer but pay attention!

On a same topic: Skin cancer may strike anywhere. Be sure to use sun block generously. So much for my Betty Gable legs.



Do be safe and I look forward to seeing you at the field! Safety is No Accident

Sam Corlett

July 4th Club Picnic





Float Flying Segment

Float Flying Fun: by Ivan Pettigrew

An RC pilot's guide to flying off water

When most RC modelers decide to try flying off water the question arises, "So which is better: a floatplane or a flying boat?" A floatplane, where the fuselage is sitting up on two floats, is probably easier to control during takeoff, but a flying boat, where the lower section of the fuselage is shaped like a boat's hull, seems more forgiving when it comes to landing and taxiing in windy or choppy conditions. A flying boat is also less prone to flipping over in rough water than a floatplane is. This applies particularly to turning around after landing into the wind. A flying boat is safe in the water in windy conditions, but when a floatplane turns out of the wind, it doesn't take too much wind under a wing or the tail to flip it on its back, especially for light high-wing models. Because a flying boat has just a single hull, it needs floats attached under its wings out toward the wingtips. Also, some flying boats use sponsons attached to the sides of the fuselage, which look like stubby lower wings at the level of the waterline. For RC flying, however, sponsons don't give sufficient buoyancy to keep the wingtips out of the water while taxiing crosswind.



For the most part, modelers just want to get some floats and attach them to their well-proven land plane, and that's what I did when I first started with my gas powered models. Today's electric models are even better suited for water flying, and e-power systems make multiengine flying boats a breeze. Relatively speaking, electrics are more reliable than gas models, which can often have their engines die in the middle of the lake after landing. But remember, electric models have speed control and most include a low-voltage-cutoff function, so be sure to land with enough "gas in the tank" to taxi safely back to shore.



There's really nothing like a scale multiengine flying boat for fun on the water. This is Wayne Powell's Mars. (Photo by Beverly Hudson)

There are several models to choose from, from ARF flying boats to land planes that come with wheels and floats. Many are molded out of foam and these have the added advantage of having good flotation qualities. If they flip over in the water, they won't sink, and they usually float high enough in the water that the radio and power equipment won't get wet. Although most floatplanes seem to be high-wing designs, you should consider a low-wing design. When the wind comes up, high-wing floatplanes are the first to tip over while taxiing; low-wing planes are less affected by the wind.



Set up properly, a floatplane should have a slight nose-up pitch attitude when at rest.

Float Terminology

When you decide to fly off water, you'll need to learn a few aeronautical terms. The reference point for measuring the incidence of the wing is the "datum line" of the fuselage. The datum line runs horizontally through (or is parallel to) the horizontal stabilizer. "Wing incidence" is the angle between the wing chord line and the datum line of the fuselage. With flat-bottom airfoils, the "chord line" is not the lower surface of the wing; it is the straight line from the forward most point of the wing's leading edge to the most rearward point of the trailing edge. In most flat-bottom airfoils, the lower surface of the wing is flat only from the main spar to the trailing edge, but from the spar forward, it sweeps up slightly. The chord line is usually about 2 degrees more than the flat surface aft of the spar. This angle of incidence is set and cannot be changed once the wing has been fitted to the fuselage. It is not to be confused with the wing's angle of attack, which varies greatly during flight and depends mostly on flying speed.

Add to the above terms two more that apply to floatplanes and flying boats: "beam" and "keel flat." The "beam" for a single-hull flying boat is the width of the hull at its widest point, usually near the step; with a floatplane, the beam will be double the width of each float. The "keel flat" is considered to be the bottom surface of the hull or floats directly under the center of gravity. It is the area from directly under the wing's leading edge back to the step. When the model flies at high speed on the water just prior to liftoff, it is what we call "on the step," and it rides on this small keel-flat section of the floats or hull. If the model is blocked up on the workbench so that the fuselage datum line is parallel to the bench surface, the only part of the floats or hull touching the bench would be the bottom tip of the step. The keel flat should angle upward slightly, at about 2 degrees. Sometimes, however, it can also be set at 0 degrees, with the entire keel flat touching the bench. Getting the keelflat setting correct for the floats is akin to checking the incidence for the wings. Forward of the leading edge of the wing, the keel gently sweeps up toward the nose.

Fitting Floats

If you decide to fit floats to your existing land plane, several basic rules apply:

• The nose of the floats should protrude in front of the nose of the plane by almost half the length of the propeller.

• The rear of the floats should be about midway between the trailing edge of the wing and leading edge of the stab.

• The float's step should be aft of the model's center of gravity, at about 45% of the wing's mean aerodynamic chord.

Another question often asked is: "What's better: floats with flat bottoms or ones that are V-shaped? Though flatbottom floats are easier to build, the best combination seems to be a sharp V at the nose of the float, transitioning to a very shallow V at the step; aft of the step, it should remain a shallow V. Flat-bottom floats may fly better on takeoff, but they tend to skip if not landed smoothly. Actually, flat bottoms do have a lot going for them, but the V bottoms used with full scale planes were developed to reduce the risk of damage while landing in rough water. The V bottoms cut through the waves, and the material used to build the bottom of V-shaped floats can be lighter than that used to build flat-bottom floats. With a flying-boat model, a flat-bottom hull has the advantage of being relatively easy to take off and land on grass fields-a consideration for modelers who don't have a suitable water area nearby and want to fly off the grass at their home field all year-round.

When a model floatplane is at rest in the water, the pitch attitude at which it sits is determined by the angle at which the floats have been attached to the fuselage. The model should float in a slightly nose-up attitude. When floats are added to a plane, more side surface is added to the model forward of the center of gravity than aft. This can lead to some directional instability in flight, and some additional fin area can be added to correct this unbalance. This can be in the form of a subfin under the tail of the model, as used in many floatplanes, or small fins (usually four) attached to the upper and lower surfaces of the horizontal stabilizer about midway from the fuselage to the tip.

Some models fly better with their centers of gravity a little farther forward when flying with floats. In this case,

add weight under the nose of the floats. It is the farthestforward point, is out of view, and will automatically be removed when the floats are taken off to reinstall the wheels.

You can add floats to just about any type of model, including this fun-scale Mustang. In this view, you can see that the floats are properly positioned, the tips of the floats are a few inches in front of the propeller, and the tails of the floats are midway between the wing trailing edge and the horizontal stabilizer.



Flat-bottom floats, like these old Easy Cub floats, are simple to assemble and weigh very little since they're made out of foam.



The following illustrations from Andy Lennon's book Basics of R/C Model Aircraft Design are a great place to start when learning how to set up a floatplane or flying boat.



V-bottom floats are popular because they ride well in rough water, cutting through the waves with ease.



This type of flying boat has a relatively flat bottom and could easily be flown off grass. It also handles water extremely well as it's equipped with ailerons and a wing with a low dihedral angle.



Flying with Floats

The first thing to learn in float flying is how to taxi. Without a water rudder, it may be difficult to turn a model on the water, especially when the wind is blowing. It always helps to hold the control stick back so that the elevator is fully up. Small blasts of throttle should blow enough air over the rudder to make the model turn. If the model will not turn in the desired direction, try doing a 270-degree turn in the opposite direction. Even with a water rudder, it helps to keep the elevator up while taxiing. It lowers the tail and puts the water rudder farther into the water. This applies especially when the model is fitted with an extension of the rudder below the bottom of the fuselage that serves as a water rudder. The lower portion may not be in the water unless the elevator is up with the stick right back.

Before we get into takeoffs, let's discuss two flight terms: "attitude" and "angle of attack." When the nose is pitched up, as in a climb, the model said to be in a "noseup attitude"; when the nose is down, as in a dive, it is in a "nose-down attitude"; and level flight is "cruise attitude." The "angle of attack" is the small angle between the chord line of the wing and the direction of airflow, which is a line parallel to the ground. The angle of attack might be 2 degrees in normal cruise at part throttle. At high speed, the angle of attack is lower so as not to produce too much lift, and may even be negative for a flat-bottom wing. If power is reduced a little so as to fly more slowly than normal cruise speed, there will be a loss of lift if the wing stays at the same angle of attack. To stay at the same altitude, lift is maintained by raising the nose slightly to increase the angle of attack to about 5 degrees; this is called "slow cruise." If we slow down even more, you enter what is known as "slow flight"; to maintain altitude, the nose has to be raised more to increase the angle of attack to maybe 8 degrees.

As an aside, slow flight with a wing that is at too high of an angle of attack is often referred to as being "behind the curve." Drag increases, and additional power is needed to keep the model from losing altitude. If the nose is raised more, the plane will likely enter a stall, where lift is lost and the model becomes uncontrollable. The stall does not come from lack of airspeed but because of too much angle of attack



As liftoff speed is achieved, a little more up-elevator may be needed.

Water Takeoffs

At the start of the takeoff run, apply and hold full upelevator and slowly advance the throttle. With most electric models, full power isn't necessary and may make for difficulties in control. The model will plow a little with the nose very high and then it will gradually rise in the water; this is called getting "on the step." Now, reduce the back pressure on the elevator stick by about half. If some up-elevator is not maintained, the model may swerve violently and perform a water loop. If it does, pull back on the elevator. Learn to observe how the waves move back from the nose of the floats toward the keel-flat section. If the floats are set up at the proper angle, the wings will be at a medium angle of attack as the model gets up on step, and the model will gracefully lift off when sufficient flying speed has been reached. Take note of the model's attitude while running on step. The nose should be pitched up very slightly, also known as "the sweet spot." If it does not lift off easily, it may require some back pressure on the elevator stick or an extra bit of power. If the nose is not pitched up slightly when the model is on the step, there won't be enough angle of attack for the wings to generate enough lift for takeoff. If more up-elevator is applied than necessary, the nose may pitch up, putting the rear of the floats back into the water, creating more drag and slowing the model.

Without a slight nose-up attitude, the model will achieve a very high speed while on step and eventually become airborne only when it hits a wave big enough to throw it in the air. The speed will be so high that the model will start climbing abruptly. A well-designed floatplane or flying boat will require very little additional power to take off from water than from a paved runway. Actually, it has been my experience that a good float or hull design takes less power to get off the water than off the average grass runway.

To properly set up the model's attitude (nose-up or nosedown), it may be necessary to adjust the length of the front or rear float struts attached to the fuselage. Flying boats are quite different in this regard. There is no way that we can adjust the length of the float struts to get the correct angle of attack on the wings while the model is on the step. It is done on the drawing board by getting the incidence of the wing correct in relation to the keel flat.

A floatplane is quite stable during takeoff because the two floats keep the wings level. With a flying boat, however, there's a single hull and floats under each wing, and it will be necessary to use ailerons to keep the wings level during takeoff. This helps prevent snagging a wave with a low wing float, which can then turn the model out of the wind. The key to keeping the flying boat's wings level during takeoff is good aileron design and having very little wing dihedral. A model with significant dihedral, whether floatplane or flying boat, is extremely difficult to keep straight during takeoff. Any crosswind or side gust will lift the upwind wing and put more weight on the downwind float, which, again, results in drag that turns the model out of the wind. It's best to stay with models that have very little dihedral but have ailerons, with a little differential mixed in.

Here, you see a Mars smoothly lifting off from the water.



Here, the Solent flying boat is cleanly on step and ready to lift off. (Photo by Beverly Hudson)



With a flying boat, like this Great Planes PBY Catalina, you need to use aileron control to keep the wing level so that you do not snag the water with one of the wing floats. Since they sit on two floats, floatplanes are stable during taxiing and takeoffs. Once in the air and on your way, continue smoothly gaining altitude and try to keep the wings level, which can be a challenge if there's a crosswind.

This kind of takeoff is typical when flying off smooth water and not having enough position attitude. When the model does break free of the water, it climbs out abruptly.



Water Landings

If done correctly, landings can be easy; it isn't necessary to line up with a narrow runway and land in a short distance. But don't become undisciplined; don't let your model land just anywhere on the lake. You're the pilot in control, so be sure to land into wind, or if there is no wind, take off and land parallel to the shoreline. Pick your landing path and stay with it. Landing close to shore is much easier for retrieval if something goes wrong. And don't fly without a rescue boat and someone to assist.

A good landing starts with a good approach. A fairly flat approach with a small amount of power left on right through the landing is the way to go. The approach speed should be considerably less than the cruise speed, more akin a slow cruise. Start by closing the throttle, then applying just a click or two of power. Do not let the nose drop so that the model descends at a high speed, but apply some back pressure on the elevator stick so that the nose is only slightly down. This is where the elevator trim gets a good workout in full-scale flying, but with models, it's easier just to hold some back pressure on the elevator stick.

Learn to judge your airspeed on the approach by the attitude of the model. The flight path is now downhill, so when the few extra degrees of angle attack are dialed in to compensate for the slower flight speed, the attitude of the model is only very slightly nose-down or even level. If the nose is too low, the speed will be too high; if the nose is too high, the speed will be too slow. Start the landing flare a few feet above the water, and keep the model just above the surface, leaving the power on. Gradually raise the nose to keep it in the air while the model slows until it is slightly nose-up in the sweet-spot attitude. Then stop moving the stick back farther and hold your breath; the model will land beautifully every time. Be patient in the flare; we are not in a hurry to touch down. It is essential to land at a fairly slow speed with the model in that slightly nose-up attitude so that the bottom of the step is the first part to touch the water.

As the model slows up after touchdown, it is important to keep the elevator stick back. Failure to keep the elevator up fully can result in a water loop. In model flying, it seems that I see more water loops than I do ground loops. They're more prone to happen when the water is smooth because there is no wind, and in these conditions, the speed on the water during takeoff and landing is higher than when flying into a wind. Tail-dragger pilots, please note that we do not land on water at minimal speed in a full stall as done in three-point landings. Landings like these are akin to a belly flop. The sudden splash and slowing up are hard on the plane and not pretty to watch. This flying boat has just touched down, with the water rudder barely touching the water. Smooth and steady is the key to float flying and making good landings.



Reduce power to your cruise setting and set up a slow gradual approach. To avoid picking up extra speed, don't drop the nose excessively.



About the Author: Although he would modestly disagree, Ivan Pettigrew is a legendary electric-model designer who has been involved with model and full-size airplanes his entire life. Now living in Chilliwack, British Columbia, he especially enjoys the serenity of flying electrics on nearby lakes. Of his many designs, Ivan notes, "I don't aim to design scale models that will win static awards. My preference is to see them flying in a slow, scale like manner, so that, in the air, they look like they could be the real thing." You can find his plans at: *ivansplans.com*



2024 CALENDAR

DATE

EVENT

August 10 Float Fly at Campo Joy Park

September 14 Warbird Fly-in

TBD EDF Electric Jet Fly

October 12. Fun Fly and Demo

October 26 Tx Electric Expo

October 31 Halloween Fly in

December first weekend is the CORP youth deer hunt

December Christmas Party

POINT OF CONTACT

Mel Wells

Dave Williams

Tom Blakeney

Club Officers

Tom Blakeney

www.fwtl	nunderbi	irds.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



vs VP: Rob Lowe





Sec: Mike Schroeder Safety: Sam Corlett Treas: Chris Berardi

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Project List

	FW THUNDERBIRDS 2022 PROJECT UST 2027/20247.21 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	Update Boundries and rules
2	Lost Aircraft Security	Provide a means to secure lost aircraft Found and returned	self	\$100.00	MEADOWS	Purhase approved	
3							
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 loc actual Field conditions
6							
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	asked the Corp about co-op agreem
9							
10							

Flying Field Rules

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 afety 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 1 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



Events

FW THUNDERBIRDS AUGUST FLOAT FLY				
DATE: SATURDAY AUGUST10 th - 0900- <u>1500 LOCATION</u> : CAMP JOY PARK (LAKE WORTH)				
Open to all types of R/C seaplanes, fixed or rotary. Come join us at beautiful Camp Joy Park on Watercress Drive Lake Worth, TX for a great float fly.				
Raffle items: Piper Cub including Floats and choice of Nitro or Electric setup				
Radio: FrSky, Tandem 18SE_Transmitter (Black)				
GPS Coordinates: 32.8145, -97.4905				
AMA required. This is an AMA sanctioned event (16608) - Landing fee \$20.00.				
Bring your own lunch, Beverages Provided, Pilot Give-A-Ways: Misc RC items/Equipment				
Contact: Mel Wells: malekat@sbcglobal.net				
Club web site <u>http://www.fwthunderbirds.org</u>				

This year's Float Fly Raffle items include an 80" J-3 Cub complete with floats and a choice of 'power' set-up (either Nitro or Electric). OS-70 engine or equivalent Electric motor w/80 amp ESC A second big ticket Raffle item is an 'FrSky' Tandem 18SE Transmitter

Humor



We really need to consider a budget increase for the field maintenance crew. Guess when the blower fails – 'GI ingenuity' steps in. Well done!



The AMA is offering a new Training course titled 'Creative Packing 101'

Photo shows four airplanes, a Skyraider wing, a set of Cub floats, tool box, LIPO charger, and LIPO battery box...and that doesn't include what's on the passenger seat.

FOR SALE ITEMS

Below information was sent from a member who wants to list some items for sale.

All planes are electric. New means without box, new in box means that.

New	
Ugly stick two of them	\$100ea
Arrows Bigfoot	\$100.
Carbon cub	\$100.
Ascent trainer	\$100.
New in box	
FMS 140mm sky trainer	\$200.
Elite Cherokee 1.3m	\$200.
2 FMS 1100mm Typhoon	\$200.
Dynamo Hawker Hurricane	\$200.
Horizon P47D Razorback 1.2m	\$200.
F4U-4 1100mm	\$200.
Horizon T-28 Trojan 1.1m	\$175.
Supermarine Spitfire M 1085mm	\$225.
Super cub floats	\$20.
P-51	\$200.
P-40 B 980mm	\$200.
P-40 B 1400mm	\$175.
Sport Cub Trainer 414mm	\$150.
Arrows Husky 1800mm	\$250.
Misc batteries and charger	
DX 6 controler and B	\$200.
Radiomaster TX16S	\$175.

Misc servos and receivers controller platform, plus tools exc.

Contact Val Babineaux (817) 538-0571 for additional information