



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



Issue, 6203 March 2024

Next club meeting: March - 7 pm - Location – Rocket Roosters 1, 2, 3 - 7709 Camp Bowie West Blvd, Fort Worth TX 76116

Presidents Corner: *by James Meadows*

Greetings and I hope your March has been full of fun and excitement. In the beginning of the year I made a statement that 2024 was going to be a great year, and so far so good.

I am happy and excited to announce that we have secured a new meeting location. The new location will be at Rocket Roosters 1, 2, 3 at 7709 Camp Bowie West Blvd, Fort Worth TX 76116.

The meeting will begin promptly at 7pm. Arrive early and order some chicken entrees.

Airplanes, anyone? Through the kind donation of a member, who is downsizing his hanger, we will have a small auction at this next meeting. These aircraft will make good everyday fliers, with a little TLC. The donor's only requirement is that all funds collected go to the club.

Recognition of members for doing extraordinary things is always a pleasure, With the rush to get into 2024 and the frigid temp as we exited 2023, I failed to recognize the Outstanding Thunderbird of the Year and The President's award winner for 2023. So with a virtual drum-roll it is my pleasure to recognize the following individuals.

Thunderbird of the Year 2023: This individual wears more hats than most realize, always steps up to the plate to get things done, keeps the club well dressed, informed and has been an integral force behind the club for more years, perhaps decades than even I can remember. Drum roll please: The award goes to Mr. Chris Berardi.

Presidents Award: This individual is on the quiet side, and attends most events even though I can't recall the last time I actually witnessed him fly anything! He always has a warm smile and a cheerful greeting for you, His support of club events and the efforts he takes to insure we have the material we need to feed the masses at such events as warbirds, SAE, and other events make him a great recipient of this award. The award is presented to Mr. Wayne Lemkelde. Please give them a well deserved thank you and handshake the next time you see them

Hope to see you Monday evening at the Rocket Roosters 1, 2, 3

James



Vice Presidents Corner: by Rob Lowe

Hello Thunderbids! Happy Spring! I hope you are taking advantage of the wonderful flying weather.

I have asked Chris Berardi and Sam Corlett Sr to join me on a workgroup to revise the “frequency board”. This will mainly update the flying info to current processes, show and describe the FRIA, ensure we have a process for those still flying 72 MHz and a few other items. We will also be reviewing the process of placing AMA membership cards in/on the board as currently required.

We would appreciate any and all input and ideas for this project. What’s missing? What needs to change on the board? Other thoughts?

If you would like to provide input to this workgroup, please drop us an email at: vicepresident@fwthunderbirds.org

If you missed the last meeting, we provided an in-depth briefing on our new FRIA and the constraints associated with it. One reminder, any flight that exits the FRIA airspace (vertically or laterally) is subject to the requirements of Remote ID. Specifically, this is likely to occur if you cross the shoreline or fly over the water to the north of the field or climb above 400ft AGL. Also per AMA news/info, FAA enforcement deferral ended mid-March. Check AMA and FAA websites for details.

That’s it for this month. See ya at Rocket Roosters (the food is really good!)

Here’s my virtual low-pass Salute to you Thunderbirds!

Rob Lowe
VP

FAA Update: From Rob Lowe

Pilots who operate drones that are required to be registered must comply with the Remote ID Rule. In September 2023, the FAA issued a policy for exercising discretion in determining whether to take enforcement action for drone operators who were not able to comply with the Remote ID rule. That policy ended on March 16. Operators who do not comply after that date could face fines and suspension or revocation of their drone pilot certificates. Remote ID lays the foundation of the safety and security groundwork needed for more complex drone operations. It acts like a digital license plate and will help the FAA, law enforcement and other federal agencies locate the control station when a drone appears to be flying in an unsafe manner or where it isn’t allowed to fly.

Secretaries Corner: by Mike Schroeder

February 26, 2024

Thunderbird Meeting Minutes by Mike Schroeder

Meeting starts at 7:00 pm: James welcomed everyone and asked if there are any new members or visitors. New member Ed Heaston first time to our meeting. Ed has been flying for a long time and has several giant scale planes. Hugo Carbajal is visiting and will be a new member soon. Hugo has just bought his first plane.

Show and Tell

Dave Williams talked about his scratch build Ziroli C-47. Dave has twenty hours on just the elevator build. Dave has done a few upgrades to strengthen several areas.

Steve Carr talked about the issues he had with a Flywing helicopter he bought that was supposed to be an ARF and was really a full build that did not have any instructions with it. Missing lots of parts and had to make several phone calls to get a video on how to put together. Still not complete

Woody Lake showed an AT6 Texan (Topflite) plane that he converted from gas to electric or as he calls it 'to the dark side.' Purchased from Ken Knotts the plane is over fifteen years old. There was lots of detail work and custom fittings. E-flite power 90 motor, 85 Amp Gecko ESC, 15X8 prop and lots nice details.

James Meadows show a new remote ID. Takes an hour to charge and will last six hours. Bought it on Amazon for \$89. Still testing it and will have more information in the near future.

Scott Hays gave a run down about putting together Ron Bland estate RC sale. At the moment he is getting together a list and more details are to come.

Old Business

Project List

James went over and has cleared off old items and we discussed a few others. One item that the members would like to see is for there to be some way to have the retrieval pole available outside the shed for use. James is going look into it.

Fred Neal made a motion that the club have a lock spot for the pole for all members and Ken Knotts second, show of hands and the motion passed.

If you would like to see an improvement item added to the project list please bring up at the next meeting so we can discuss and vote on to add.

2024 Events Date Correction

Corrections to the following:

Warbirds over Thunderbird Field April 27

Helicopters over Thunderbird Field May 18

Jet Fly-In TBD

Electric Fly-In October 26

The entire list of events is on the website

New Business

CORP Compliance Inspection. We are in need of an electrical inspection if anyone knows of a licensed electrician. Please get with James. The rest of the inspection went great and there is a new group of CORP Lake managers and they seem to be open to maybe a few things the club would like to do. There was talk about the road and pot-hole filling. The CORP will buy the material but we have to install it.

Reports

Safety Report by Sam Corlett: Primary culprit of safety? Complacency! A couple of weeks ago Sam was at an indoor flying event and there was a bunch of helicopters people. There were two gyms and Sam was flying in the gym with Chad when his small helicopter went out of control and hit a person. Sam had flown this helicopter thousands of time and never had an issue. The person was hit on the cheek bone and had a small cut that need medical attention and was butter fly band aid up. Sam had gotten complacent and was not able to warn the people on the side and was not thinking things would go wrong. When you are out flying talk to the people around you to let them know what is going on.

Treasurers Report by Chris Berardi: There are 106 club members who have renewed. Lease payment for the year has been made. Black Eye Pea event has been paid for. Checking and savings are in good standing.

Secretary Report by Mike Schroeder: Ken Knotts made a motion to not read the minutes and was second by Rick Kraft. Show of hands and the motion passed.

VP Report by Rob Lowe: FRIA is approved for our club now. Ceiling height is four hundred feet. The northern boundary is the shore line of the lake and the southern boundary is the road. If you fly out of the FRIA you will need a Remote ID

installed in your RC craft. Rob went to the whole process of when we first applied and was denied to the reapply and the obstacles Tom Blakeney and Rob had. We will begin the process of trying to get our ceiling height raised but that will take some time. Until then four hundred feet is out ceiling.

Motion to adorn by Ken Knotts second by Sam Corlett, show of hands motion passes.
Meeting adjourns at 8:55

Thunderbirds in attendance

Mark Johnson
Ian Waring
Brian Way
Johnny Hunt
Melvin Bowser
Michael Bosler
Rex Anderson
Mark Ehlers
Mike Schroeder

Ed Heaston
Phillipe Ritter
Chris Berardi
Kenneth Killgo
Terry Davis
James Meadows
Tom Blakeney
John Rodriguez
Glen Cashion

Ken Knotts
Dave Williams
Woody Lake
Freed Neal
All Trefger
Sam Corlett
Robin Blakeney
Hugo Carbajal

Pete Lucas
Rick Kraft
Bill Lake
Chip Kiehlbauch
Steven Carr
Ron Anderson
Rob Lowe
Scott Hays

From the Treasury: By Chris Berardi

No Report this month

Safety Officer submission: by Sam Corlett

No Report this month

Convair B-36 Peacemaker Part I

The Convair B-36 Peacemaker is the largest piston-powered combat aircraft ever built. Powered by six radial and four jet engines, it bridged the gap between WWII propeller aircraft and the jets of the Cold War. It had the longest wingspan of any combat aircraft. It was only in service for 11 years. Compared to its predecessor, the B-29, the B-36 has slightly faster cruising speed, had a much higher top speed and service ceiling, and could carry a significantly greater bomb load over a longer distance. It was, to put it mildly, a huge leap in performance.



Check out the flight engineers instrument panel. In flight the engineer could shut the jets down and close special louvers at the front of each engine to reduce drag. This extended maximum range at the expense of cruise speed.



The following photo is an RB-36D reconnaissance variant on the Convair assembly line in Fort Worth, Texas. Note the higher-visibility bubble cockpit.



Being one of the largest aircraft to ever fly, and having such impressive lifting abilities for its day, the B-36 became a sturdy platform for a wide range of testing. This is the original prototype, outfitted later to test tracked landing gear.



Testing a replacement: It wouldn't be long before entirely jet-powered aircraft replaced the B-36. Here it's helping test the delta wing design of a next-generation bomber, what would become the Mach 2-capable B-58 Hustler.



Multiple modifications, including the aforementioned addition of four J47 turbojets, gave the B-36D and later versions the performance intended by the initial design. But by the time they flew, WWII was long over and the

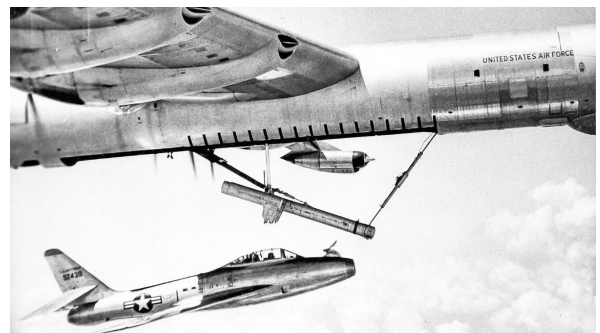
need to fly from the east coast of Canada to Berlin and back was no longer the main goal.



The B-36 covers one of my favorite eras in aviation, the post-WWII/early Jet Age, where engineers experimented with all sorts of wacky ideas. For instance, this is the NB-36H. It carried, I'm not kidding, an active nuclear reactor.



The "flying aircraft carrier" idea has been a dream of engineers long before the S.H.I.E.L.D. Helicarrier. With the GRB-36D (Goblin), a modified B-36 would carry a modified F-84F.



End of an era: The Jet Age was already ramping up when the B-36 entered service. Its four turbojets were a harbinger of things to come. Convair certainly knew this, and built the all-jet powered YB-60, which was essentially a heavily modified B-36.



Convair designed and built an experimental cargo version of the B-36, called the XC-99, which featured a taller fuselage with two decks. But that's another story.

Radio Control B-36

A participant at our 2007 Warbird event was this RB-36. Great photo looks real.



Misc Field Photos



2024 CALENDAR

<u>DATE</u>	<u>EVENT</u>	<u>POINT OF CONTACT</u>
April 13 & 14	Airshow at JRB	
April 27	Warbirds over Thunderbird Field	Dave Williams
May 18	Helicopter	John Rodriguez
June 8	Dawn Patrol WW1 planes	Dave Williams
June 1 or 29	3D event planes verse helicopters	Reed Smith
July 4th	Fun Fly/Club Picnic	Club officers
August 10	Float Fly at Campo Joy Park	Mel Wells
TBD	EDF Electric Jet Fly	Tom Blakeney
October 12.	Fun Fly and Demo	Club Officers
October 26	Tx Electric Expo	Tom Blakeney

October 31

Halloween Fly in

December first weekend is the CORP youth deer hunt

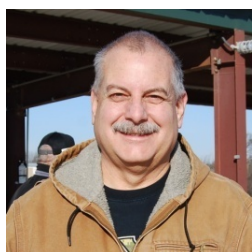
December Christmas Party

www.fwthunderbirds.org

POSITION	BOARD MEMBE	EMAIL
President	James Meadows	president@fwthunderbirds.org
Vice President	Rob Lowe	vicepresident@fwthunderbirds.org
Secretary	Mike Schroeder	secretary@fwthunderbirds.org
Treasurer	Chris Berardi	treasurer@fwthunderbirds.org
Safety Officer	Sam Corlett	safetyofficer@fwthunderbirds.org



Pres: James Meadows



VP: Rob Lowe



Sec: Mike Schroeder



***Safety:* Sam Corlett**



***Treas:* Chris Berardi**

FW THUNDERBIRDS 2022 PROJECT LIST 2/27/2024 7:21 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 look at 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 agreement
9							
10							

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8808 Camp Bowie Blvd. Fort Worth TX 76116
jtshobby@yahoo.com
Flying Field Rules



www.ventrexcollectibles.com

817-615-4080
304 THOMAS PLACE
EVERMAN, TX 76140





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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 safety code and related AMA guidelines, any additional rules specific to the flying site, as well as all applicable laws and regulations.

As an AMA member I agree:

- I will not fly a model aircraft in a careless or reckless manner.
- I will not interfere with and will yield the right of way to all human-carrying aircraft using AMA's *See and Avoid Guidance* and a spotter when appropriate.
- I will not operate any model aircraft while I am under the influence of alcohol or any drug that could adversely affect my ability to safely control the model.
- I will avoid flying directly over unprotected people, moving vehicles, and occupied structures.
- I will fly Free Flight (FF) and Control Line (CL) models in compliance with AMA's safety programming.
- I will maintain visual contact of an RC model aircraft without enhancement other than corrective lenses prescribed to me. When using an advanced flight system, such as an autopilot, or flying First-Person View (FPV), I will comply with AMA's Advanced Flight System programming.
- I will only fly models weighing more than 55 pounds, including fuel, if certified through AMA's Large Model Airplane Program.
- I will only fly a turbine-powered model aircraft in compliance with AMA's Gas Turbine Program.
- I will not fly a powered model outdoors closer than 25 feet to any individual, except for myself or my helper(s) located at the flightline, unless I am taking off and landing, or as otherwise provided in AMA's *Competition Regulation*.
- I will use an established safety line to separate all model aircraft operations from spectators and bystanders.

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



CURRENT AMA CARDS ONLY. NO OTHER CARD IS ACCEPTABLE.

THIS FIELD IS LEASED BY, MAINTAINED BY, AND ITS CONSTRUCTION FUNDING WAS SECURED BY
THE FORT WORTH THUNDERBIRDS RADIO CONTROL ASSOCIATION
ALL AMA, CORPS OF ENGINEERS AND THE FOLLOWING RULES APPLY TO EVERYONE FLYING HERE.

1. Neither the Thunderbirds nor the Corps of Engineers is responsible for accident or injury.
2. Place your AMA card in the proper slot above before turning transmitter on.
3. All engines must have effective mufflers.
5. Fly from the station nearest the downwind end of the runway. In case of a crosswind the first pilot to fly will select the station.
6. Aircraft must follow the takeoff and landing pattern in effect.
7. Landing aircraft have the right-of-way over aircraft taking off.
8. Running aircraft shall not be left unattended.
9. No more than 5 pilots shall fly in each designated zone at one time.
10. LMA rules are posted in the bulletin board



Past Warbird Photos





THUNDERBIRD MEMORIAL WARBIRD FLYIN
Date: 13 May 2006 Safety Briefing 0900
Location: Thunderbird Field Fort Worth TX



Open Flying to all Military Aircraft WWI to Present Jets Welcome
450' Concrete Runway or Adjacent Grass Runways, Covered Paved
Pit Area, Radio Impound
Landing Fee \$10.00; Free Lunch, Give-a-ways, and Promotions to
Pilots
Contact: Woody (817) 294-8746 atpilot@charter.net



Fort Worth Thunderbirds



Warbird 2008



HUMOR



“Wings? We don’t need no stinkin wings!”