



Fort Worth Thunderbirds

Radio Control Association Inc.

The Pilot's Log



Issue, 6303 March 2025

Next club meeting: March 24th - 7:00 pm - Location - CERA, 3300 Bryant Irvin Road

President's Corner: by Ron Anderson

No Report this month.

Vice President's Corner: by Mark Johnson

Happy Spring Thunderbirds! It looks as if spring has arrived. With things turning green and beginning to grow, it means it is time to start mowing. If you enjoy having a well-cared for flying site, you might think about offering some of your time to assist our Field Manager Rex Anderson.

We have also resumed our Flight Training on Thursdays. If you have not flown in a while or are new to the hobby it is a good way to refresh rusty skills or learn new skills.

We are off to a good start with this year's flying season. We have several events coming up in May. We again host the SAE Aero Design East May 1-4, 2025. WE NEED ALL HANDS-ON DECK to make this event happen. We will also host the Cubs 'N' Cousins fun fly on Saturday May 17th. Start time is 0900 with landing fee being \$30.00 that includes lunch for Registered Pilots. The event is open to High wing general aviation aircraft including biplanes. Raffle items and pilot give aways.

Don't forget to look at the March addition of Model Aviation magazine. It features some interesting articles related to model aviation community. Check out District VIII happenings.

That is all for now. Happy Flying

Mark

Secretary's Corner: by Mike Schroeder

Thunderbird Meeting Minutes February 24, 2025 Monday

Meeting at CERA

Meeting is starts at 7:00

Ron Anderson our new President welcomed everyone and asked if there are any new members. We have three new people who are attending their first meeting. Nathan Blake, Mark White and Ronnie Tolbert.

Ron discussed a little about how he would like to run the meeting and asked if anyone wants to have side conversations to please step outside the room.

Schedule of 2025 -2026 events:

Black Eye Pea: January 1(2026) - Board

SAE: May 1-4 - Glen Cashion, Tom Blakeney, James Meadows

Cubs and Cousins: May 17 - CD Mark Johnson

Jet Event: June 27—28 - CD Jeff Opal, and Gary Schindler

Float Fly: August 9 - CD Mel Wells

Warbird: September 27 - CD Mark Johnson

Memberships Celebration: October - The board

Electric Expo: October 25 - CD Tom Blakeney

3D Smack Down: TBD - Reed Smith

Project List

- 1) Weather station—nothing to report at this time, seems too expensive for what we will get.
- 2) Toilet -no new news, still have to use the Porta can
- 3) Update frequency board. Mark Johnson and Sam Corlett will get with Mel Wells to update
- 4) Members walkway- James Meadows will get with Ron and give Ron the information
- 5) Mower tags-air tags- Rex is going to pick two up

Show and Tell

Gary King put together a slide show of various ways to store your plane and how he stored his. There are several ways: scattered around the house, garage, bedroom, workshop, and basement. Then how to store the planes: attach racks to the wall, free standing rack, PVC tube rack, Banana hobby rack, hang like a fishing stringer.

Gary's requirement was to store his planes in his garage and the stand had to be movable. Several good slides of him building his rack on wheels.

Very nice

Reports

Treasurers Report by Chris Berardi: Banking and savings accounts are all in good standing. The Thunderbird website has been moved to a new host site and saves a little bit. Plus allows us to do more things. Should be a lot faster too. Porta can bill is still our highest bill every month at \$327.00 A single can out in the middle of nowhere. 144 members that are paid with 16 Life members

Secretary Report by Mike Schroeder: Motion to not read the minutes was made by Bill Lake and second by Johnny Hunt. Show of hands and the motion passes.

Vice Presidents Report by Mark Johnson: Please put your AMA card on the frequency board. This is required by the CORP. You should also have your TRUST card from the FAA. There is a link on the website. It is everyone's personal responsibility to be in compliance with all the new rules which have been out for a long time.

Field Report by Rex Anderson: Grass is starting to grow so the mow crew will start mowing on Friday mornings. The field is closed until the volunteers are finish mowing. Ken Knotts showed up and inspected the two new mowers. Then took one out for a spin and mowed for a little bit. Ken gave his blessing to the new fleet of mowers and now it is time for mowing season.

New Business

Youth Outreach, Aledo Boy Scout troop 1099: James Meadows will reach out to the troop and see needs. More information to come

Glen Cashon Boy Scout group wants to do a rocket launch on May 18. More information to come

Training Night begins: Thursday training night starts March 13 from 4:00 to sunset. Training night is for training and is not open flying. If there are student pilots in the air they get the air space. Please help the students learn. No 3D stuff.

Chris made motion to end the meeting. Second by Tab Bowland, show of hands and motion passes.

Meeting adjourns at 8:15

Thunderbird Members in Attendance

Gary King	Bill Lake	Mike Schroeder	Mel Wells
Johnny Hunt	David Williams	Mark Johnson	Fred Neil
Woody Lake	Ron Anderson	Rex Anderson	Allen Trefger
James Meadows	Tab Bowland	Chip Kiehlbauch	Steve Carr
Gary Nelson	Mark Wheeler	Chris Berardi	Mike Coopman
Bud White	Nathon Blake	Tom Blakeney	Phil Dunlap
Ronnie Tolbert	Glen Cashon	Richard Meniffee	

Treasurer's Report: *by Chris Berardi*

New Board Position

The board met again on Tuesday, March 19th in preparation for the third club meeting of the year - as a quick reminder, club meetings are the 4th Monday of each month and are currently held at the CERA campus on Bryant Irvin Road.

We again discussed the idea of adding the role of "Field Manager" to the board. This topic should have been on the new business agenda for the February meeting but time ran out before it could reach the floor. It will be covered in the March meeting, so come prepared to review and vote if possible on adding this role to the board.

UAS and Us

In last month's newsletter, I had some details of how FAA requirements for flying at Thunderbird field were to be addressed by all pilots, regardless of whether they are club members or not.

I received several question on the subject and I responded to them via email and phone. Thank you for your interest in this hot topic.

Certain elements of those requirements are going to be represented in a variety of ways so that every "user" of our Thunderbird airspace is cognizant of them. Ignorance is not a defense as the adage goes; however, as a club it would be prudent if an effort is made to ensure awareness of the rules and how each of us can be voluntarily compliant.

At our recent board meeting, we thought that posting the tenets of the requirements at the field would be helpful. This could be an addition to the Flying Site Rules sign in the pit area, or, an altogether new sign. Another thought was to place an agreement to follow these rules within the membership application with references to the applicable regulations.

What we are trying to achieve is simply awareness of the provisions placed on us as an organization and as individuals. Ultimately, rules protect us and provide a framework for safe and enjoyable hobby activities. This isn't about enforcement at the club level; it is about recognition of our responsibilities. All of us must do our part as individuals.

Because I received several inquiries about it, I am reposting a handy list of the knowledge areas for your review.

In a nutshell, here are the rules/requirements for anyone, member or public, to legally fly at Thunderbird Field. Links are provided on the Links page on our web site, or reach out to any board member with your questions.

1. AMA License
 - Current AMA membership
2. FAA Registration
 - Current - 3 year renewal
 - Each aircraft clearly marked per requirements
3. TRUST Certification
 - Carried on person
 - Displayed upon request
4. Name and Address
 - AMA rules requirement
 - Affixed to the model internally

Line Up and Wait

The board meeting held earlier this week brought up another topic, one we haven't experienced in quite a while. Last Sunday, March 16th, saw a large turnout of pilots at Thunderbird Field. All were excited to take advantage of the near-Spring weather - it truly was a perfect flying day.

Apart from a variable breeze that often confused what direction we should be flying in, a line had developed for those wishing to fly. There are 5 pilot boxes at each end of the runway to suit the prevailing wind direction. Per our Flying Site rules, a maximum of 5 pilots can be flying at a time - and we have often had that in the past. On busy days, such as last Sunday, being able to fly 5 aircraft at a time would go a long way to reducing any wait time.

There are certain considerations to make this happen. Primarily, everyone needs to be able to fly the pattern, in the correct direction. Secondly, aircraft cannot loiter over the runway; specifically, if flying 3D where a model would be hovering in the way of approaching or departing aircraft. Lastly, pilots must announce their intentions in the vicinity of the runway. These are calls for: Taxiing out, Takeoff, Landing, Dead Stick, or high speed pass. In other words, communicate your intentions so that allowances can be made.

A pilot can certainly fly 3D, glider, or helicopter at the same time as any other aircraft type, just not over the runway and with due consideration to the pattern direction.

At times, a pilot or group of pilots may request a bit of time dedicated to fly a couple of jets at the same time. Or perhaps a group of foamy type aircraft want to fly together. These are examples where group coordination and communication can make it easier to fly a series of fast or slow aircraft at one time. Again, communication is the key.

What we cannot do on busy days, is to have everyone wait while one pilot at a time flies. That is simply inconsiderate. Every pilot must be able to fly comfortably with other aircraft in the sky.

If flying in a group, first communicate with everyone, and be ready to take off in short order. This will maximize everyone's flight time.

Let's hope that we have many more flying days like last Sunday and that all of us can take advantage of our facilities. Welcome everyone to the club and offer your assistance. With your encouragement and guidance, the Thunderbirds will continue our tradition as an open and friendly club.

Field Address

I just noticed that the flying field now shows in Google Maps with an address. For many years, the address we were using mapped to what is the park entrance. The actual flying site did not have any address identified for that specific location.

This address could be useful for such things as transportation, food delivery and emergency services. I'll post it here so that you can update your contact information. This is not a physical or mailing address, but it does locate the flying field on maps:

**3602 Winscott Plover Rd
Fort Worth, TX 76126**

2025 Membership count as of 03/20/2025.

Membership Type	Count
Individual	118
Family	11
Associate	8
Life	16
Service & Gift	0
TOTAL	153

That's about it for this month. See you at the field.

Safety: *by Sam Corlett*

Howdy Folks!

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

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

Here are just a few safety notes to remember:

1. Safety is everyone's responsibility; we teach others by example.
2. All pilots must be familiar with the AMA Safety Code.
3. All models must have proper identification. Either the pilot's name, address, phone number or AMA number. Also the FAA registration must be on the outside of the aircraft.
4. Pilots should be able to communicate with other pilots on the flight line, ensure that everyone is aware of the current activity.
5. Pilots use the pilot boxes at the takeoff end of the active runway. No one flies from or stands in boxes at the opposite end. Active runway changes due to wind can only occur once everyone has landed.
6. In the event of a downed aircraft, or aircraft on the runway, pilots on the flight line should be informed of the situation.
7. Never fly over a downed aircraft or retrieval party. Never fly in no-fly zones.

8. Do not wear loose-fitting clothing around props/rotors. Remember to stow your neck-strap (or ties if on Sunday, LOL. Just seeing if you're still reading).
9. It is recommended to use a "spotter" when flying. A "spotter" can keep the pilot informed of all field conditions including any approaching full-scale aircraft.
10. All pilots should know the flying sites' exact location for reporting emergencies and know the location of the closest hospital.
911 Address: 3602 Winscott Plover Rd
11. Closest ER: Huguley Hospital 817-293-9110
12. GPS L/L : 32.609997, -97.484492 (field)

This is posted at the north end of the shelter in big, red letters, "Emergency Information".

13. The first aid kit is in the field box behind the frequency board. The AED (with instructions) is on the front side of the board.
14. Remember the fire extinguishers located in the locked boxes behind pilot stations five. (Gate key opens the box).
15. Always think safety!

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

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

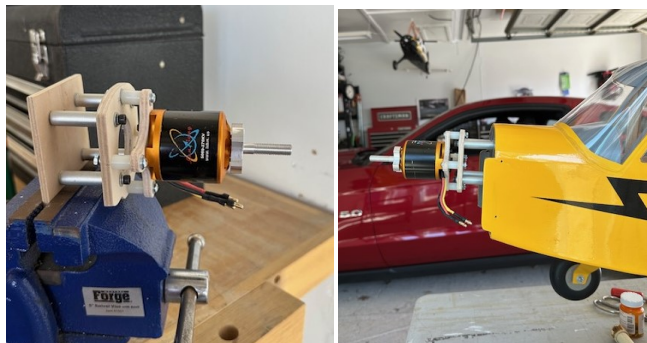
Just Do It!

Nitro - Electric Conversion: *by Mel Wells*

Another modeler has gone to the 'Dark Side' with a successful nitro to electric conversion!

Motor centering and depth from fire wall to back of prop is right on, first try.

With the temporary installation of 6S 5000 mAh battery and 75 amp ESC, the plane is a little nose heavy. This condition should easily be corrected for proper balance once I set up the battery tray and secure the ESC.



The cowl center hole needed to be enlarged slightly to ensure no rubbing from the prop shaft. Other than that the cowl slipped right on.

FRIA

As a result of the Thunderbird Field FRIA discussion during our February meeting the following post is from our February 2024 newsletter by Rob Lowe.

Vice Presidents Corner: *by Rob Lowe*

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

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

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



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

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

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

However, AMA continues to advocate for RC flying across a wide range of subjects. One of those is to have improvements added into the FAA Re-Authorization making its way through congress now. One item to note is the Senate version currently contains a provision for higher altitudes for "...UAS operations permitted up to controlled airspace without FAA

authorization (not just at fixed flying sites)..." Our field is in uncontrolled (Class G) airspace. Controlled airspace above our field is "Class E Transition" and begins at approx. 700ft AGL. If this provision remains in the final version that gets signed into law, it would be very beneficial for us.

P-40E Restoration: *by Jim Goodall Associate Curator Pacific Aviation Museum*

It only took three days to put her all back together and everything works!



We pulled P-40E AVG #67 out of Hangar 79 at about 4:00 PM local time to a growing crowd of starry eyed on lookers. It looks beautiful out on the grass next to "The Ford Island Tower".



All this would never have happened if it were not for the generosity of Mr. Fred Smith of FedEx. The crew of John and Cory from Fighter Rebuilder LLC; Tom Camp a former owner of this P-40E; John W. Hazlet, the last guy to fly it, and David Sutton from FedEx. What a delightful group of guys, but then again, if you love airplanes it is sort of in your blood.



As for things this P-40 is famous for....it was the P-40 John Belushi used on the movie "1941" and in the movie, "Tora - Tora - Tora". Everything works, the engine only has 50+ hours since new in 1944, the landing gear works as do all of the electronics. It will remain in flyable condition from now until I'm long gone.



To say that I am having the time of my life would not be an exaggeration. The staff that work with are some of the greatest people I have ever had the pleasure of knowing, and every one of them are characters in their own right. I fit right in!

Mahalo! Jim Goodall



P-40E Build: by Woody

Had this Banana Hobbies P-40 in my work area for about 18 months. The box was so big, how big was it you ask; well I used it as a work surface building/repairing other projects.



This is an upgrade from the stock 290Kv motor and 80amp ESC. Using a 6S 5000 LIPO for power it fit perfectly in the motor box. (Hope it doesn't get puffy). The first one I had flew like an underpowered low wing cub, slow with marginal UMPH. Hopefully the power upgrades will improve the performance. Film at eleven!



Made some changes during the build: installed an Avian 5065-450Kv motor and an Avian 100amp brushless ESC.



2025 CALENDAR

DATE

EVENT

POINT OF CONTACT

May 2-4

SAE

Glen Cashion, Tom Blakeney,
James Meadows

May 17

Cub 'N' Cousins Fly-in

Mark Johnson

June 28

Jet Jambore

Jeff Opal, Dave Williams and Gary Schndler

July 4

July 4th Picnic

Club Officers

August 9

Float Fly Camp Joy Park

Mel Wells

September 27

Warbird/Dawn Patrol Fly-in

Mark Johnson

October

FW Thunderbirds Airshow

Club Officers

October 25

Electric Expo

Tom Blakeney

TBD

3D Smack Down

Reed Smith

www.fwthunderbirds.org

POSITION	BOARD MEMBER	EMAIL
President	Ron Anderson	president@fwthunderbirds.org
Vice President	Mark Johnson	vicepresident@fwthunderbirds.org
Secretary	Mike Schroeder	secretary@fwthunderbirds.org
Treasurer	Chris Berardi	treasurer@fwthunderbirds.org
Safety Officer	Sam Corlett	safetyofficer@fwthunderbirds.org



Pres: Ron Anderson



VP: Mark Johnson



Sec: Mike Schroeder



Safety: Sam Corlett



Treas: Chris Berardi

SAE Photos



3RD PLACE - UNIVERSIDADE FEDERAL DE SANTA CATARINA



3RD PLACE - UNIVERSITY OF PUERTO RICO



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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



I think the AOA Indicator is out of calibration

SAE

More photos from previous SAE competitions



Team 'Huntsville' entry

Area Events

Greater Southwest Aero Modelers "Spitfires and Targets Fly-in" - March 22nd



Fort Worth Thunderbirds CUBS 'N' COUSINS Fly-in 17 May 2025



CUBS 'N' COUSINS FLY-IN





DATE: 17 MAY 2025

TIME: 0900 - 1500

LOCATION: THUNDERBIRD FIELD

LANDING FEE: \$30.00

**FREE LUNCH TO REGISTERED PILOTS - RAFFLE ITEMS - SOME PILOT GIVE - A WAYS
RESTRICTED TO HIGH WING GENERAL AVIATION ACFT INCLUDING BIPES**

CONTACT: MARK JOHNSON @ vicepresident@fwthunderbirds.org