



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



Issue 4471, May 2020

Next club meeting: May 25th, 2020, 7:00pm at our flying field

Presidents Corner: *by James Meadows*

There will be a meeting at the field on Monday. Members should have a face shield, mask, gloves, etc and bring their own food and refreshment. Meeting will be at 7pm. Come early get a flight or two in prior to the meeting

Vice Presidents Corner: *by Rob Lowe*

Hello Thunderbirds! I hope this finds you safe and healthy! Be sure to check out Ed's article this month for some great clarifying updates. Don't forget we are having our monthly meeting for May at the field. Wrap your Memorial Day with the Thunderbirds! 7pm start but come earlier if you want to fly first. We will NOT be providing food this month due to COVID-19 best practices, so please bring your own if you choose. Please bring a lawn chair and plan to stay "socially distanced" from other folks while you are there. It will be good to see

each of you but we will use the speaker system so everyone can hear.

Speaking of social distancing, please ensure we are all following the social distancing guidelines anytime you are at the field. We want all of you around with us for a long time!

If you have ideas for future meeting topics or speakers, please let me know. Here is my virtual "Low Pass Salute" to you, Thunderbirds! See ya at the field!

March Club Meeting Minutes: *by Mike Schroeder*

No April meeting minutes to report thanks to the Corona Virus 19.

Be safe and please practice the suggested CDC rules. Social distancing, mask, wash your hands and we can help to slow the spread of this virus. Do it for your flying friends.

From the Treasury: *by Chris Berardi*

Are We There Yet?

Anyone that has taken children on a vacation drive has heard that line. I'm sure I've asked that question myself on many a camping trip with my parents to the west coast of Ireland. In those days, my dad would drive a Ford Cortina station wagon towing a trailer with all our gear. The journey would take less than three hours but it seemed an interminable amount of time to my brother and me. No doubt it was also hard on my parents as all too often my brother and I would get into a noisy squabble over some

toy. Dad would shout a threat to the pair of us huddled down on the floor while we fought: "If I have to stop this car...I'm going to leave the pair of you to walk home..."and many others - some of which I've used myself on my own kids.

Even as a 10 year old, my collection of toys included multiple airplanes and science fiction vehicles like those from Joe 90 or the Thunderbirds and my younger brother

felt they were his just as much as they were mine. It does make me wonder how we change over time because I like the same stuff today! Maybe I haven't changed all that much.

Well, that same restlessness and impatience is affecting everyone in my home and from what I've heard the same is being felt amongst many of you and all across the nation. We are all ready for this COVID-19 situation to be over - when will the stores be open, when can I get a haircut, how much longer do we have to wait before sitting down in our favorite restaurant? The time spent enduring life within these same four walls has me fidgeting like a six year old.

Adding to the confusion is a news media that swings from one info graphic to the other while headlining alternating political positions. I really don't know what to truly believe now, but I'm on the cusp of going outside while taking reasonable precautions. Mathematically the most recent statistics say that if you remove nursing facility deaths and the clusters that have shown up in New York, we are looking at a relatively benign virus. A recent study, currently awaiting peer review, indicates that many more people have actually already had the virus but never knew it. If those numbers prove out, then COVID is many times less impactful to the general population.

But here's the rub: If you are in the high risk group what risks are you willing to take? If you are not in a high risk group, how much risk are you willing to put on others? There are certainly moral and ethical questions being asked but the answers differ depending on your personal aversion to risk and your medical and social environments.

I've been at the flying field these past couple of weeks and seen between 3 and 12 club members at any one of those times. Some wear masks, some do not. Others maintain a distinct social distance while others do not. There doesn't

appear to be single approaches though it is true to say that all of us are cognizant of the situation and recognize and respect choices of others that we see at the field. What works for us today may not be appropriate tomorrow - we must adapt and incorporate any state and local mandates into our behavior while moving toward some level of normalcy in our lives.

In the coming months there will be a vaccine and sufficient testing for everyone to understand their health condition and susceptibility to the virus. The doubt cast by the media and the agitation of stay at home orders will be replaced by the excitement of a regular social life: Like children arriving at their destination, our confinement will become a distant memory. In the mean time, understand your personal situation and the risks and behaviors that are right for you. Share this with others and respect your fellow club member's wishes. We are in this together.

Membership Update

Badges were sent out several weeks ago and shirts are now on order. If you missed out in ordering a shirt, then I'll be taking new orders in a month or so after this batch of shirts has been distributed. I have club membership 2020 decals available. These have been sent to newly signed up members and to those that have been at the field. I'll bring the decals to this month's club meeting for everyone else.

Incidentally, the club meeting this month will be held at our beautiful flying field. Usually we arrive early at club meetings to eat and enjoy some friendly palaver. Since we won't be offering food for this meeting - bring your own personal pizza but come early to fly!

As you read this, the club roster should be available to you as a link within the newsletter email. The roster is a simple affair containing just first and last name. There is no other information in the roster - a change we made a few years ago when spam email and spoofed phone calls became a true pandemic.

Here is our latest membership count

| Membership Type | Count |
|-----------------|------------|
| Individual | 142 |
| Family | 13 |
| Associate | 8 |
| Life | 12 |
| Service & Gift | 3 |
| TOTAL | 171 |

That's it for my report this month - see you at the field.

Safety: by Ed Kettler

Hello Thunderbirds,

On May 5th, the FAA announced the selection of eight companies to specify and design the underlying infrastructure to support Remote Identification (RID) for small unmanned aerial systems (SUAS) in the National Airspace System (NAS). This is part of the Notice of Proposed Rule Making (NPRM) that we as an aviation community emphatically responded to earlier this year. As club leaders, we want you to understand what this announcement means, but also what it doesn't represent.

In Section IV.B Unmanned Aircraft Systems Traffic Management (UTM) of the NPRM, it calls out for the need to locate, track and identify SUAS operating in the NAS. In Section XIV Remote Identification UAS Service Suppliers, it defines the service suppliers, the services and data privacy requirements. The FAA announcement on May 5th relates primarily to these two sections of the NPRM, and basically starts the infrastructure design and construction phase of the NPRM. This is required to support commercial drone operations, and RC pilots *could* be users of the infrastructure, depending on their operations. It will take many years to design, build, test and deploy.

That basically describes the announcement contents. We want to also communicate what it isn't.

- It is not the beginning of the end of RC flying. It is a required component to enable safe commercial SUAS operation beyond visual line of sight (BVLOS).

Members' Projects: by Woody

Hanger Nine Spitfire Changes

This is a project I completed in 2010 and decided to re-publish it. The aircraft is a Hanger Nine Spitfire that I modified and weathered to give it that "special" look. Been flying it off and on for 10 years and must say it's a great flyer like all Hanger Nine aircraft. I like this airplane as it makes me look good.

OK here goes:

- This announcement has nothing impacting our operations.
- It also offers no clues as to what the FAA is doing/thinking about the massive amount (53,000) of responses they received from the aviation community. It will take months, maybe years, before we see another version.

AMA was not selected as one of the partners because we are a community based organization (CBO), not a technology supplier. AMA is developing partnerships and relationships with the selected companies, Congress, and the FAA in order to advocate for our hobby. On Friday, May 8th, the FAA published the following clarification:

"To clarify, the Cohort is not part of the decision-making process for the [proposed Remote ID rule](#) final rule. The Cohort will help the FAA develop technology requirements for other companies to develop applications needed for Remote ID.

We need to continue to sell the value of the RC hobby to our elected representatives, educators, and others in our communities, directly, and through AMA. Continued, positive messages are required to reinforce the submitted comments. Please reach out to one of the club officers if you have questions.

On another note, please abide by Tarrant County and Texas social distancing guidance while you are out at the field. Most of us aren't spring chickens and have some underlying health issues, so please be careful, and have fun out there!

After a two year delay I finally opened the box my Hanger Nine Spitfire arrived in. Right out of the box this airplane is ready for assembly and equipment installation for flight. However, deciding not to have a Spitfire looking like other Hanger Nine Spits I proceeded to enhance the looks and make it unique unto it's self.



Stock Photo of the Spitfire

First off I wet sanded all surfaces with #600 wet/dry paper. The intent was twofold in that it gave a slightly dull appearance and secondly any painting would have a surface to bond to.

Using a cut to camo pattern of blue cleaning cloth I masked off the olive drab areas and painted the brown areas with Model Master 'rattle can' paint. The key here was to lightly spray over the cloth area towards the brown. This resulted in a feathered look and no bleeding under the cloth.



I must also mention that since the decals are pre-applied I brushed 'Liquid Mask' onto the decals protecting them during painting. This product works great and is removed easily with soap and water.



Once all parts were painted to my satisfaction I applied panel lines and rivet/fasteners. I used a panel line pen and template to achieve the correct spacing (kind of) between fasteners. Squadron Signal Publication "Spitfire in Action" is an excellent reference for the various Mark Versions. Once this effort was completed the Spit still looked to pristine for a combat airplane. (Not reflected in the following photo)



Not wanting to break out the air gun I used artist charcoal to achieve the weathering effect I was looking for. Take a charcoal stick and lightly shave it to obtain a dust like texture in a small mixing cup or other suitable container. A little bit of charcoal on a finger tip goes a long way. To accent a panel I placed some blue painters tape along the panel line and smudged the charcoal rearward and used my imagination to get the effect I was looking for.



Remember; keep the weathering light as the clear over spray will darken the weathering.



As if I wasn't satisfied thus far I mixed some RC-56 canopy glue with acrylic paint and applied it, using a toothpick, to rivets/fasteners thus achieving a raised look. I also used aluminum tape for panels that had a raised look. These panels were painted the correct color for their location and then lightly scrapped with a #11 exacto blade for weathering.



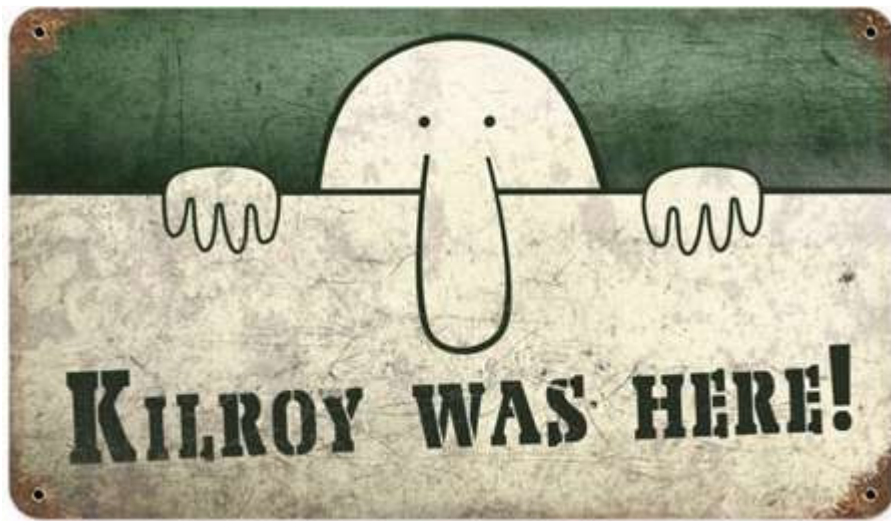
I then over sprayed the entire airplane with Luster Coat semi gloss (satin) clear to fuel proof the finish.

Final touch was to install the Iron Bay Pilot figure I painted using their web site's instructions.



As I commented during last month's meeting "if you're a scale builder it helps to be a little anal", and if you're really lucky you have a wife that recognizes that fact and loves you never-the-less.

As a friend once told me at Lockheed, "there comes a time in every project when you have to shoot the engineer and move on to production". Was that a gunshot???



He is engraved in stone in the National War Memorial Washington, DC- back in a small alcove where very few people have seen it. For the WWII generation, this will bring back memories. For you younger folks, it's a bit of trivia that is a part of our American history. Anyone born in 1913 to about 1950, is familiar with Kilroy. No one knew why he was so well known - but everybody seemed to get into it.

In 1946 the American Transit Association, through its radio program, "Speak to America," sponsored a nationwide contest to find the real Kilroy, offering a prize of a real trolley car to the person who could prove himself to be the genuine article. Almost 40 men stepped forward to make that claim, but only James Kilroy from Halifax, Massachusetts, had evidence of his identity.

So who was Kilroy?



To help prove his authenticity in 1946, James Kilroy brought along officials from the shipyard and some of the riveters. He won the trolley car, which he gave to his nine

children as a Christmas gift and set it up as a playhouse in the Kilroy yard in Halifax, Massachusetts.

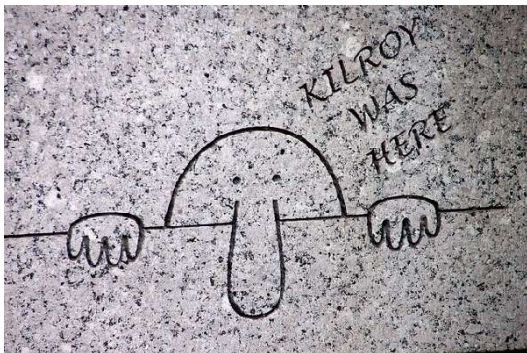
'Kilroy' was a 46-year old shipyard worker during the war who worked as a checker at the Fore River Shipyard in Quincy.

His job was to go around and check on the number of rivets completed. Riveters were on piecework and got paid by the rivet. He would count a block of rivets and put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice.

When Kilroy went off duty, the riveters would erase the mark. Later on, an off-shift inspector would come through and count the rivets a second time, resulting in double pay for the riveters.

One day Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters, and asked him to investigate. It was then he realized what had been going on. The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can and brush, so Kilroy decided to stick with the waxy chalk.

He continued to put his checkmark on each job he inspected, but added 'KILROY WAS HERE' in king-sized letters next to the check, and eventually added the sketch of the chap with the long nose peering over the fence and that became part of the Kilroy message.



Once he did that, the riveters stopped trying to wipe away his marks. Ordinarily, the rivets and chalk marks would have been covered up with paint. With the war on, however, ships were leaving the Quincy Yard so fast that there wasn't time to paint them. As a result, Kilroy's inspection "trademark" was seen by thousands of servicemen who boarded the troopships the yard produced.



His message apparently rang a bell with the servicemen, because they picked it up and spread it all over Europe and the South Pacific.



Before war's end, "Kilroy" had been here, there, and everywhere on the long hauls to Berlin and Tokyo. To the troops outbound in those ships, however, he was a complete mystery; all they knew for sure was that someone named Kilroy had "been there first."

As a joke, U.S. servicemen began placing the graffiti wherever they landed, claiming it was already there when they arrived.



Kilroy became the U.S. super-GI who had always "already been" wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable (it is said to be atop Mt. Everest, the Statue of Liberty, the underside of the Arc de Triomphe, and even scrawled in the dust on the moon).



As the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held islands in the Pacific to map the terrain for coming invasions by U.S. troops (and thus, presumably, were the first GI's there). On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo!



And The Tradition Continues... EVEN Outside Osama Bin Laden's House!!!



In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin, and Churchill at the Potsdam conference. Its' first occupant was Stalin, who emerged and asked his aide (in Russian), "Who is Kilroy?"



Finally as Paul Harvey would say, "...and now you know the rest of the story." Who is Paul Harvey you ask, well that's another story.



Training

New stylish training attire.



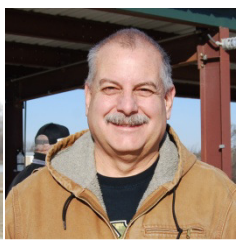
THUNDERBIRD TENTATIVE 2020 CALENDAR

| | | |
|----------------------------------|------------------------------------|-----------------------------|
| July | Club Picnic | Club Officers |
| August 2nd | Summer Float Fly | Woody Lake/Mel Wells |
| September 12 | Warbirds Over Lake Benbrook | Ed Kettler |
| September 25-26 | WarBirds Over Texas | North Dallas RC Club |
| September 26-27 | Wes Blair Scale Competition | GSW RC Club |
| October 3 | Bi-Plane Fly-In | GSW RC Club |
| October 17-18 | Alliance Airshow | |
| October 24-25 (tentative) | SPA West | Ken Knotts |
| October | Benbrook Thunder EDF Fly-In | Gary Rife |
| October 31st | Texas Electric Expo | Tom Blakeney |
| November | Toys for Tots | |
| December 12th | Club Christmas Party | Officers |

WWW.FWTHUNDERBIRDS.ORG

| POSITION | BOARD MEMBER | CONTACT 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 | Ed Kettler | safetycoordinator@fwthunderbirds.org |

Club Officers 2020



Pres: James Meadows VP: Rob Lowe Sec: Mike Schroeder Safety: Ed Kettler Treas: Chris Berardi

Blasts from the past photos



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

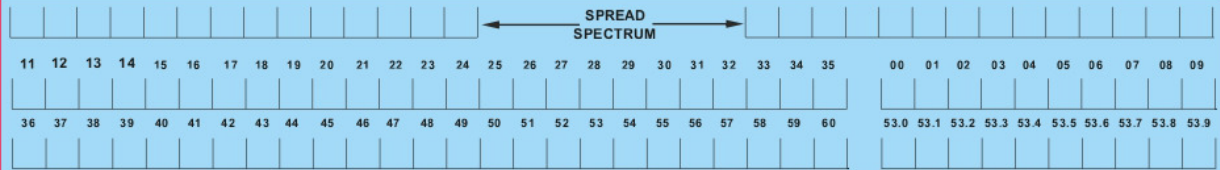
BobbyJacks Hobbies
Anything R/C

Bobby Sellers
Owner

6033 E. Hwy 67
Alvarado Texas 76009

Shop 817-790-8824
Cell 817-517-4198
bobbyjacks@att.net

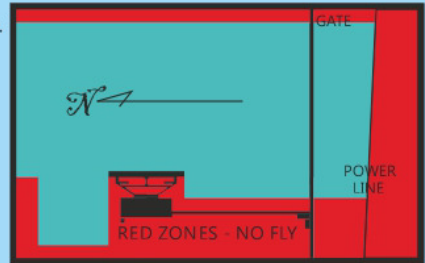
| Project # | Proposed Project | Summary of Project | TYPE | EXPENSE | POC | Status | Notes |
|-----------|--|--|----------------|---------------|----------------|------------------|---|
| 1 | HELIPAD | 10x10 Concrete rush with ground, Could be Self help or contracted | Self /Contract | \$1,000.00 | Officers | APPROVED 2016-17 | Will require new Lease /or wait for expiration of 2018 Lease to negotiate Less \$\$ |
| 2 | Line control Area | Develop area for line control modelers | Self /Contract | \$1,000.00 | Officers | APPROVED 2017 | wait for expiration of lease |
| 3 | Shed Update | Cross Ventilation fan | Contract | | | | Suggest to member ship for Purchase |
| 4 | Larger shed/addon | Larger shed to store more stuff | self/contract | | | | Will require new Lease /or wait for expiration of 2018 Lease to negotiate Less \$\$ |
| 5 | Enclose some of the covered shelter area | utilizing rollup doors that can be pulled down when needed | Self /Contract | \$Unknown | | | |
| 6 | Extend current runway | More stopping distance for models | contract | \$ Unknown | | | Lease Renewel/cost |
| 7 | Tree Removal | Remove trees at approach end of runways. Requires root removal and new plantings | Contract | \$15-\$20,000 | | IN WORK | requires Corp Approval will request Corp permission and requirements |
| 8 | Solar power lights in PIT Area | Allow for some visibility | Self /Contract | \$400.00 | james Meadows | testing in Aug | |
| 9 | Weather Station , with wind velocity | post on web site for real field condition s | Self | \$\$ | Chris Berardi | | |
| 10 | Taller Flag Pole | the old one needs replaced | Self /Contract | \$500.00 | Mike Schroeder | Getting Pricing | |
| 11 | Quad GATES | Members Request | SELF | \$\$ | UNK | | used in Heli,quadand CL area |



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:

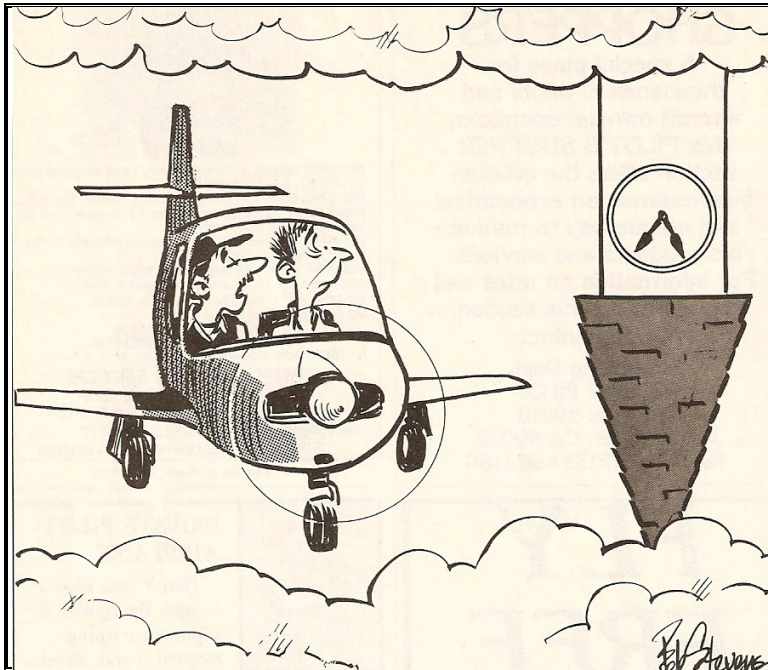
- I will not fly a model aircraft in a careless or reckless manner.
- I will not interfere with and will yield the right of way to all human-carrying aircraft using AMA's *See and Avoid Guidance* and a spotter when appropriate.
- I will not operate any model aircraft while I am under the influence of 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

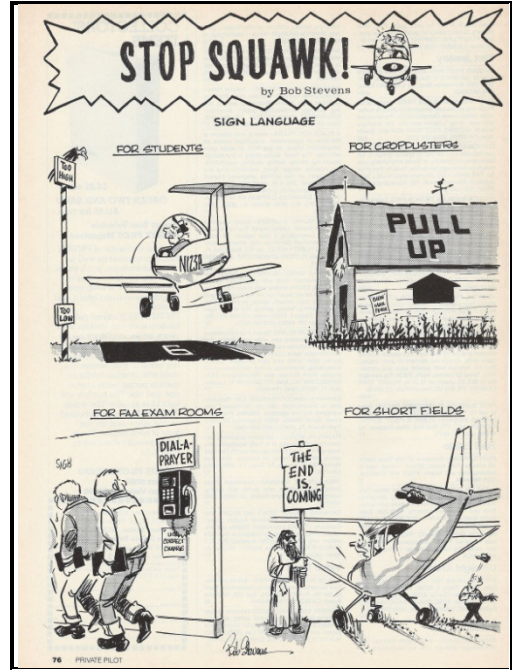
Humor



Judy said she wanted lobster for Mother's Day. The doctor said the bruising and swelling should be gone in a few weeks.



I think you better re-check your attitude indicator.



Thanks to Bob Stevens for these aviation 'Tid Bits' from his book "...there I was