



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



Issue, 6309 September 2025

Next club meeting: September 22nd - 7:00 pm - Location – Thunderbird Field

President's Corner: by Ron Anderson

No Report this month.

Vice President's Corner: by Mark Johnson

Greetings Thunderbirds!

So far September has been great for flying. As the temperatures have dropped and the sun has been shining, the flying has been nearly perfect.

Please mark your calendars as we will be hosting the 2026 SAE Aero Design West April 17- April 19, 2026. We will need volunteers to assist with field preparation on April 15th and 16th. We will also need volunteers during the event to fill various roles.

Other news includes an ongoing need for members to become Event and Contest Directors. This year the number of events decreased due to having fewer individuals volunteering to host and plan events. Mel Wells, Woody Lake and Ian Waring have hosted our float-fly but are stepping down as CD's. If as a club, we want to have events we need to have volunteers to plan and host our fly-ins. If you are unsure of how to become an event coordinator or contest director, ask me. We need volunteers to have events. Saying we need to host more club activities and then just hoping someone else steps up to plan and host is not how events happen. Our flying site is one of the best in the country, because of hand full of volunteers show up week in and week out to mow the grass, and empty the trash. We need volunteers that can plan and host events.

The board has a list of ideas for events that will be presented at the September meeting. This will allow the club to plan and schedule events for 2026.

Mark

Secretary's Corner: by Mike Schroeder

Thunderbird Meeting: August 25, 2025 - Meeting Location the Flying Field

Meeting starts at 7:02

Ron asked if there's anything the Thunderbird members want to discuss.
Nothing at this time.

Officers Reports

Presidents Report by Ron Anderson: Ron wanted to discuss the cost of the Porta can. Our cost will go up from \$365 for cleaning once a week to \$511 for twice a week cleaning. Seems there are people driving through and using our Porta can

instead of the parks. Part of the issue is the gate has to be left open when a member is using the field per CORP instruction. We have to make available to general public (Public Land-Park) when a Thunderbird member is at the field. At \$365 a month our annual cost is \$4380 and over the fifteen years on the lease we will pay \$65,700. That does not account for any price increase. We also need to look into and see if there is an ADA Porta can with a built in urinal. Nobody wants to touch the seat and that is why it is tied in the up position. Fred explained to the members about venting gas and how it works.

Vice Presidents Report by Mark Anderson: Nothing to report at this time

Treasury's Report by Chris Berardi: Shirts and hats are in. See Chris if you want to buy one. There are 186 members as of today. Bank and checking are in good standing. No big outstanding bills anytime soon.

Secretary Report by Mike Schroeder: Nothing to report at this time. I will correct the misspelling of Fred's last name and glad to see some of the members are reading it. Thanks Fred.

Safety Report by Sam Corlett: There was an incident where a battery was disposed of in the battery disposal bucket and it caught fire in the bucket. Seems the connector was cut off and the battery shorted out and started a small fire. Be careful when putting up or discarding batteries. Storage at home should be in a metal sealed container, possibly a military ammo storage box from Harbor Freight or Army surplus store.

District VIII VP Lawrence talked briefly about an out of state accident where a guest did not follow directions and got badly injured. As thunderbird members we need to be on the watch for visitors and have them following the club rules. Please, everyone is a safety officer of the club.

Old business

Sam is now back in town and will get to work on the Safety board updated and come up with details about electric plane and ducted electric jets battery and power plants.

Fans: Rick and Scott talked about temperature between shade and the sun being about twelve degrees difference. How fans moving air help with evaporation of sweat and that is what the fans are to do. There were two fans temporary installed for the demo. At low speed they are so loud that it makes it hard to hear. Once the fans were turned off we found out some of the noise was the squeaking that was coming from someone's rocker. A suggestion was made for WD-40. A little more discussion and it was decided to keep the two fans and not install the other fans. We will use the fans on the cooking station as needed. Motion was made by Fred Neal to not install anymore fans and keep the two we had for the cooking area. Second by Glen Cashion. Show of hands and the motion passes.

New Business

Melvin Bowser discussed having some benches out at the flight line so people can sit down. This would take the place of people trying to sit on the starting stands. Melvin is going to look into it and come back to the meeting with a few suggestions.

Scott Hays would like to see what the cost of making the new starting stands out of TREX Composite Materials since we need to rebuild the starting stands. That way there's no staining or rotting wood. Scott will get us some prices for the next meeting. Motion was made by Scott and second by Bill Lake to look into the cost difference. Show of hands and the motion passes.

Giant scale plane starting post: Lots of discussion of supplying pilots post in the ground for pilots to use when starting their plane. Lots of discussion but nothing will happen at this time. Tabled to talk about at a later date.

Float Fly by Mel Wells: We had eleven pilots and eighteen planes. Thanks to Robin for working the registration and raffle ticket sales. Mel did an outstanding job and this is a really fun event to attend. Mel gave Chris the profit from the pilot fees and raffle ticket sales. Nice little fund raiser . Mel paid for and donated the fee to rent Camp Joy. Thanks Mel. This will be Mels' last year to CD this event and the board is looking for a new CD to step up and take over.

Meeting ends at 8:10

Thunderbirds in Attendance

Lawrence Harville
Scott Hays
Gary King
Mike Schroeder
Terry Davis
Ron Anderson
Glenn Cashion

Mark Johnson
Woody Lake
Johnny Hunt
Chuck Underwood
Roy Thottam
Rob Solis
Alan McGough

Melvin Bowser
Mel Wells
Steve Carr
Bill Lake
Grant Schroeder
Jesse McGough

Rick Kraft
Sam Corlett
Fred Neal
Chris Berardi
Rex Anderson
Ken Killgo

Treasurer's Report: *by Chris Berardi*

No Report at this time.

Membership Type	Count
Individual	149
Family	11
Associate	9
Life	16
Service & Gift	0
TOTAL	185

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

Safety: *by Sam Corlett*

No Report at this time.

Field Manager: *Rex Anderson*

No Report at this time.

August Meeting

Just a photo recap



HeliStorm – RC helicopters reach new heights at the Museum of the U.S. Air Force: by Model Airplane News (MAN)

Dayton, Ohio is the home of the sprawling Museum of the United States Air Force—a mecca for aviation enthusiasts. The museum opens its doors to nearly a million visitors per year. This venue has been used for numerous RC events in the past, and Michael Kranitz thought the time was ripe for a premier scale helicopter event on the premises. His vision was to draw together members of the hobby, the full-scale helicopter industry, and the museum visiting public on a grand scale. Enter HeliStorm!

ON THE FLIGHTLINE

The first ever iteration of HeliStorm drew over 100 pilot registrations with more than 150 scale helicopters, many of which were of the large and impressive variety. The quality and workmanship of these machines would not be out of place on a judging table at Top Gun.

The event had a lot going on throughout the weekend. Aside from the popular open flying, there were organized competition events, a static display area, vendor row, and a dedicated pilot lounge that hosted seminars from industry rock stars. The seminars were open to registered pilots and their helpers and covered a variety of topics, from helicopter setup to turbines, flight controllers, and even a hands-on workshop on how to apply scale rivets. The rainy, overcast weather on Friday made the seminars a welcome highlight.

COMPETITIONS

There were a couple of competitions that took place in front of the spectator viewing areas, including Best Military Flying, Best EMS Flying, Best Team, and Precision Hovering. With 20mph and up winds on Saturday, the competition flights were no joke. Military and EMS flights were judged by full-scale helicopter pilots who had hundreds or even thousands of flight hours. A running commentary on the public address system kept the crowd informed during the flights. Event organizer Michael Kranitz even developed a smart phone application where the pilots entered their personal information as well as their helicopter specs, and the judges used the same phone app to score the flights in real time! Also, anyone registered got text message updates when the weather caused variances in the published schedule or other vital event information.

MUSEUM BANQUET

After flying wrapped up on Saturday afternoon, a banquet was held for all the participants. Seated in a hangar in the shadow of a B-52 and surrounded by other historic aircraft, a fine dinner and awards ceremony took place. An added bonus was having the whole museum to ourselves for a couple hours after the banquet concluded. The opportunity to stroll through the nearly empty facility was a surreal experience.

HeliStorm was very organized and well-run. Helistorm 2026 is tentatively scheduled for early September 2026, right back at show center at the! Museum. Trust me, it is worth the trip!



Best of Show winner! Romano Pesce with his 1/6-scale H-60 Seahawk that uses a 12S electric power system.



Matthias Strupf, owner of HeliClassics, with his unique Kamov Ka-32. The counter-rotating coaxial head is an engineering marvel.



Mike Spinner from Florence, Oregon flying a Bambi-bucket demo with his turbine-powered Starwood Lama.



Danny Melnik with his HH-46 Sea Knight.

****Additional Text and Photos available in the October Issue of Model Airplane News****

Blasts From The Past

2025 Control Line Navy Carrier Nats – Introduction: By Melvin Schuette



This Wildcat carrier plane landed short of the deck.

The Navy Carrier event came about during the time that the US Navy sponsored the Nationals and they wanted an event with a Navy theme. These events consist of three separate sections, High Speed, Low-Speed, and Landing. Contestants are given three attempts to make two official flights. A flight becomes an official flight when the contestant signals the judges before the start of their low-speed flight.

The first is High Speed. The Navy Carrier events use a simulated carrier ship to take off from and land on. The plane is timed from the moment of release until the completion of seven laps (1/2 mile) as fast as you can. Then, the throttle is reduced using either a mechanical method (a three-line bellcrank and handle) or the use of a 2.4GHz radio and receiver.

After the contestant has slowed the model down, they must signal the judges. Their low-speed portion of the flight will start the next time the model crosses the stern of the deck. The contestant then flies seven laps as slowly as they can. A model cannot exceed a sixty-degree nose high attitude during low speed. If the model exceeds the sixty-degree angle, other than momentarily, the modeler is given a warning. The contestant can receive up to three warnings, the fourth warning results in a zero score for the low-speed portion of the flight and landing.



Pete Mazur judges Dick Perry's low speed flight.

After completion of Low Speed, the contestant must signal the judges as the model crosses the stern of the

deck. They do this one lap before attempting to make an arrested landing on the back half of the same deck they took off from.

The contestant will receive one point for every mile per hour of low speed. They are scored ten times the ratio between the high speed and the low-speed portions of the flight. The landing scores 100 points if the plane makes an arrested landing on its first attempt. Five points is deducted for each additional lap if the plane misses making an arrested landing on the first attempt. Points can also be deducted if the plane makes an arrested landing and ends up in anything other than a normal 3-point position.

If any part of the model touches the ground during any portion of the flight, they will receive a zero score for that portion of the flight and any portion of the flight after that. The carrier deck has a ramp attached to the stern of the deck. Touching the ramp during any part of the flight is the same as touching the ground.



Benard Suhamski's Bearcat is on final landing approach.

The contestant will also receive scale bonus points if their model qualifies. To receive scale bonus points, the model must be a replica of an airplane that actually made an arrested landing on a carrier ship, or was designated for carrier use by an acceptable source.

There are a total of six official Navy Carrier events, which are divided into two categories: Electric motor-powered aircraft and internal combustion engine powered aircraft. Each category is divided into three classes. Profile, Class I, and Class II. Profile models are eligible for 10 scale bonus points. Class I & II models will receive 100 points if the model is within 5% of the scale outline.

The processing of all of the Carrier events will be held on Monday, July 7th, with competition starting on Tuesday July 8th. The official Profile Electric and Internal Combustion-powered events will be held on Tuesday the 8th. All of the official Class I & II events will be held on Wednesday July 9th.

Thursday, July 10th is the date scheduled for the unofficial Navy Carrier events. The events that will be held are 15 Profile Carrier, Sig Skyray 35 Carrier, Profile Nostalgia Carrier, and Class I and II Nostalgia Carrier.

The Navy Carrier Society, (the official Special Interest Group representing the Navy Carrier events) awards the Eugene Ely Award each year. This awarded is given to the contestant that has the highest combined score in one of the official Profile classes, one of the official Class I classes, and one of the official Class II classes. Before the competition starts, each contestant must declare what class scores they want to use towards the Eugene Ely award.



Dick Perry is launching Pete Mazur's Skyray 35 Carrier.

The Navy Carrier Society also awards the Carol Johnson Spirit of Volunteerism Award. The award is named in honor of Carol Johnson, who spent many a national's timing and helping out wherever she was needed until her untimely passing. The award is given to the person the Navy Carrier Society feels best represents the spirit of the award.

Currently there are no commercially made Control Line handles that have an integrated radio. Those who use an R/C car radio to control the throttle and other functions on a Carrier model do it one of two ways. One way is to hold the handle in one hand and the radio in the other hand. Most of the contestants using radios have modified the R/C car radios so they

are mounted to the top of a handle, so that only one hand is required to control the model.

At the Nationals in 2024, a prototype of the Linemaster 2.4GHz handle was shown. It is a purpose-built control line handle with an integrated R/C system. There will be two versions of the unit available. Both versions will be available for use either left or right-handed. The first is a one-channel unit that is used for throttle only. The second is a ten-channel unit that has toggle switches and rotary switches to control the functions.

All radios will have multiple model capabilities. You will be able to change the bar on the front of the handle, so you won't have to readjust neutral every Profile Control Line

Speaking of Control Line

Brings back fond memories as a kid at the playground (our designated flying field) in Philadelphia. Probably worth their weight in Gold today. How many of you remember these kits?

time you change planes. At the time of this writing, an exact release date and the final cost has not been yet been determined.



The judges are timing a Navy Carrier flight.

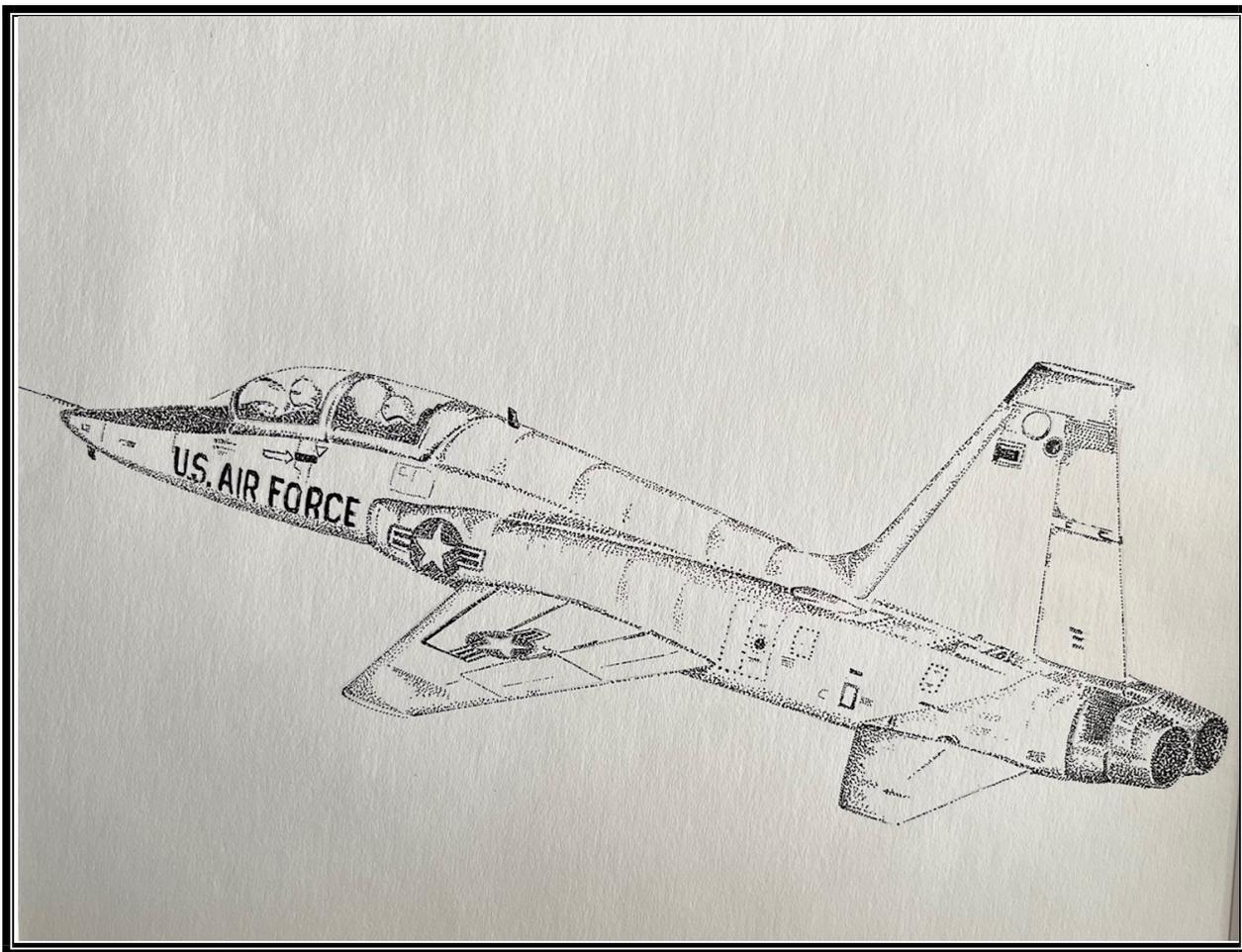


Kraft Radio System

My first radio system (1973) was a Heath Kit, Single Stick, 5 Channel Radio. It was based on the Kraft System only it wasn't a PNP. You had to build it piece by piece, transmitter, receiver, servos, battery pack, and charger. Can you say ARF.



Aviation Art – Artist T-Bird Member



2025 CALENDAR

<u>DATE</u>	<u>EVENT</u>	<u>POINT OF CONTACT</u>
September 27	Warbird/Dawn Patrol Fly-in	(Cancelled)
October	FW Thunderbirds Airshow	Club Officers
October 25	Electric Expo	Tom Blakeney
November	Cooks Children's Hospital	Mike Schroeder
TBD	3D Smack Down	Reed Smith

Thunderbird Members

Christmas 2025 Toy Drive for Cook Children's Hospital



Time to start collecting toys for Cook Children's Toy Drive.

There will be several times in the coming months to drop off new toys:

October club meeting

November club meeting

New toys only. This is the only way to insure sanitation of the toys. Toy sizes should range from infants up to eighteen years old.

Etch a sketch, dolls, board games, things that cannot be swallowed is what the Cook volunteers need. The Cook Children's volunteers pass out several toys for every kid who is in the hospital over the Christmas holidays. So start stocking up with toys so a child can have a little fun during their time at the hospital.

More information to come as we get closer.

If you have any questions please contact a board member.



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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



Field Manager: Rex Anderson





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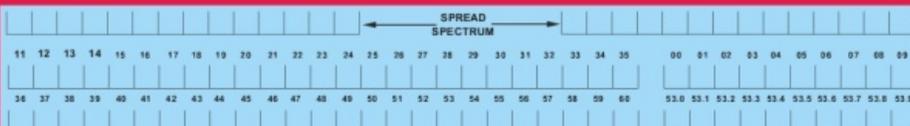
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Flying Field Rules



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

The Pilot's Creed

The hardest part of flying
...is not landing in turbulent crosswinds,
...is not tumbling through the air practicing
unusual attitude recovery,
...is not taking the dreaded check ride with
that scary FAA flight examiner,
...is not straining to stay conscious in high G
maneuvers,
...is not days, weeks, and months of studying
and tests,
...is not forcing yourself to trust your
instruments at night when your eyes deceive
you,
...The hardest part of flying is walking away
when you can't do it anymore. 😞



AMEN!