



# Fort Worth Thunderbirds

## Radio Control Association Inc.

# The Pilot's Log



## Issue 4398, February 2014

**Next club meeting: February 24<sup>th</sup> 2014, 7:00 pm, West Creek Café, Camp Bowie Blvd**

### Presidents Corner: *by Garry Rife*

Our first meeting of the year was long, as expected, and successful. We discussed and revised our event schedule and identified a few areas for improvement at the field. The event schedule is never really closed but dates have been firmly established. If you would like to add an event to the schedule please select an open date from the schedule posted on our web site (<http://www.fwthunderbirds.org/>), attend a club meeting well in advance of that date to obtain approval. Please do not request an AMA sanction for the event before you obtain club approval. Please come to the February meeting to make your ideas known on the issue of establishing our event schedule in advance of the coming year. If you would like to become a Contest Director (CD) please contact a club officer and we'll ensure you get all of the help and training you need. Contest revenues help keep our bottom line in the black.

We will also be voting on revised bylaws as presented by Will Campbell last November.

Third major topic is the need to replace some of our field maintenance equipment.

Speaking of field maintenance, our field maintenance crew is short handed and almost non-existent. Mowing season is coming very soon and if you can help please contact a club officer. Email addresses are on the club

website or catch us at a club meeting. Please remember this is YOUR club and no different than any other club/membership organization in that 90% of the work generally gets done by 10% (or fewer) of its members. Our "doers" have fallen below 10% and we need members to step forward for "duty". Just a couple of hours a month on a regular basis would be a great help. If you would like to help but don't know what, where, or how, please contact a club officer.

Planning and preparation for the SAE event in late March continues. Ken Knotts is our club contact for this event and is recruiting folks to help ensure this event runs smoothly. Please contact him if you would like to help this fun event be successful.

April is coming quickly and those of us who want to fly SPA need to start getting our airplanes and thumbs ready to meet the challenge.

If you've discovered that your key to the gate at the field no longer works you need to renew your membership to get a new one. Please contact our Treasurer Gary Alphin or fill out the renewal form on our web site. You can also renew at a club meeting via, cash, check, or card.

See you at the meeting on Feb. 24, 2014, same time same place.

*Garry Rife*  
*President, Fort Worth Thunderbirds*

### Vice Presidents Corner: *by Tom Blakeney*

First, let me say that I appreciate the chance to serve as vice president for the Thunderbirds and will do all possible to support the club.

I do have a situation at the moment where my work is being unusually demanding with 6 and 7 day work weeks until about June 1. This will affect my ability to devote as much time as I would like to club activities. Mix in taking over as the event director for SAE Aero Design from Oliver Alvarado, and I have a very full plate until mid-April. Please bear with me for a while and I will soon be able to devote more time to the day to day needs to the club.

I want to go on record as strongly supporting a number of the current proposals in work for the club to adopt:

- Formalize the use of the area north of the parking lot for small, light, ad slow electric models as well as helicopter operations.
- Allowing the larger R/C models (AMA LMA1 and LMA2 class) to be able to fly at certain Thunderbird events
- Strongly supporting the need to add more mowing equipment.
- Strongly supporting the need for adding the spectator bleachers at each corner of the parking lot.  
This will not only be a good thing for SAE and other spectator heavy events, but it will give visitors to our field on normal flying days a place to sit and observe the aircraft flying without them wandering around in the pit area as much as they do at present. This is an excellent chance to improve safety as well as keep room in the pit area for members to be able to spread out.

That's all for this month. Thanks!

*Tom Blakeney*  
*President, Fort Worth Thunderbirds*

**November Meeting Minutes:** *by Tab Bowland*

Minutes to follow as separate attachment.

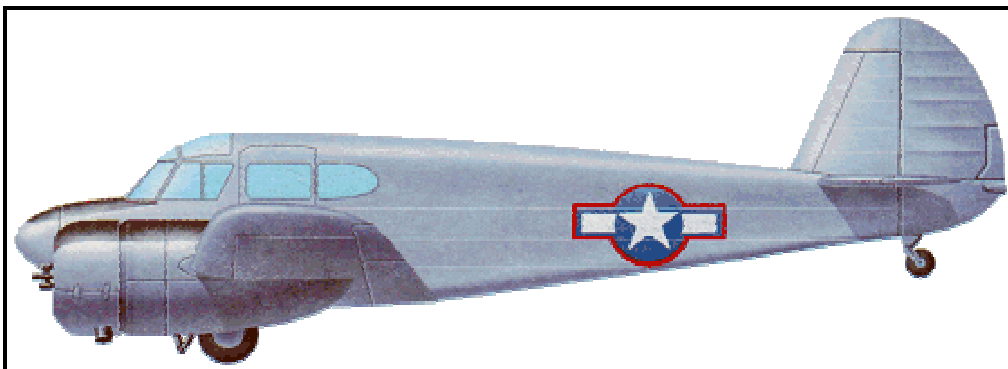
*Tab Bowland*  
*Secretary, Fort Worth Thunderbirds*

**Treasurers' Report:** *by Gary Alphin*

Membership Update: Currently membership is at 149, down about 15% from last year at this time. Thank you all for joining as it is the membership dues that afford us the ability to keep and maintain this beautiful flying site. Just think about flying at a location with minimal facilities or open field and then think about what we as an organization have. Ours is one of the finest flying sites in

the country due in part to club members. I say all this because there are several individuals who were club members in the past and have not renewed their memberships this year, but are flying. If you are one of these individuals please pay your dues that all may continue to enjoy our facility.

*Gary Alphin*  
*Treasurer, Fort Worth Thunderbirds*



## In Memoriam Terry Elson

The Fort Worth Thunderbirds are very saddened by the sudden death of member Terry Elson. I had met and talked with Terry on several occasions at the flying field and enjoyed his company. He was a nice guy, excited about the hobby, and happy to be involved. He will be missed. God speed Terry and may your flying days be embraced by sunny days and gentle breezes.



*Garry Rife*  
*President, Fort Worth Thunderbirds*

## Member's Projects

Angle Rosado's F-16 should be ready by this spring. Awesome paint job.

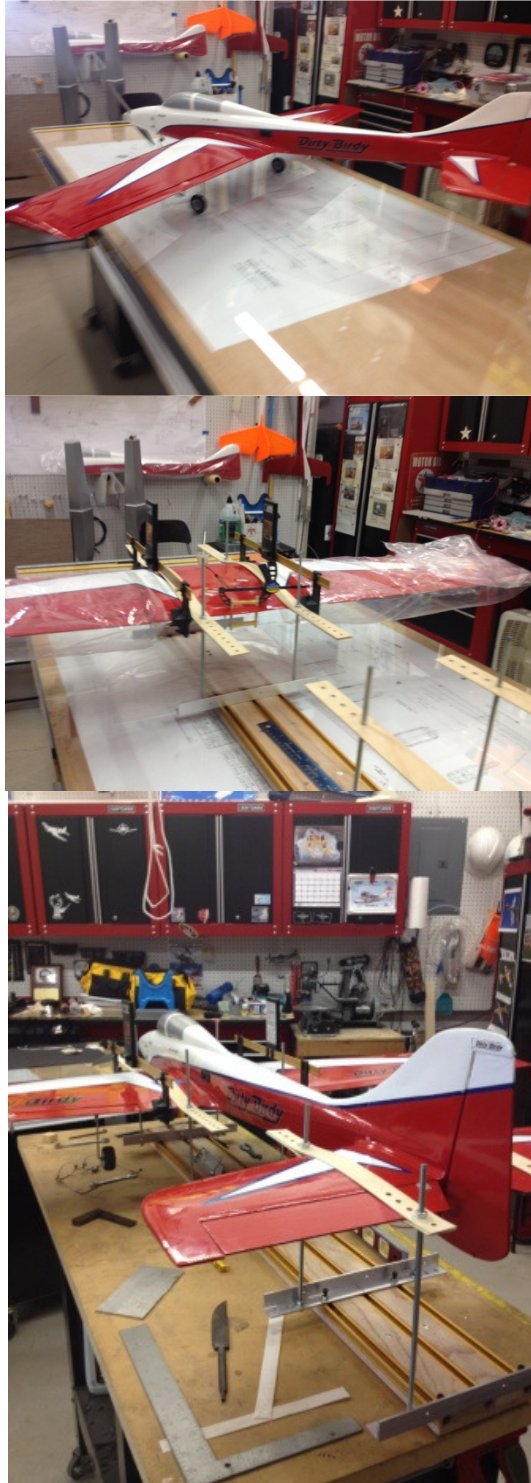


Before and after photos of Keith Snyder's Hobbico Super Star 40. Keith and his friend Les Curtis put their crazy ideas together to do a wild project and came up with this major conversion. Fully symmetrical wing with dihedral converted from top to bottom. Full flying stab T-tail with embedded control cable. Planning to use same color scheme

with minor differences. ARF has taken a new meaning... "Awesome Reconstructed Flyer!"



Gary Alphin sent the following photos of his Dirty Birdy for the upcoming Senior Pattern Season. Not sure about the device clamped on the wing and horizontal stab. It looks like something from the Cardio Rehab Facility I go to - Monica's House of Pain.



Woody's projects; Stearman and F6F Hellcat. The Stearman features flying wires, rib pinking tape, scale pilot, two instrument panels, and a detailed dummy radial. Hellcat has been modified to include an open canopy, scale painted pilot, and scale working flaps.



## Scale

At the 2013 Monster Planes Fly-In in Lakeland FL, several amazing scale warbirds and classics showed up to enjoy a weekend of RC fun. Several standouts were also in attendance including a wonderfully detailed and expertly executed B-17G Flying Fortress.



15 years in the making by Bill Fuori, this B-17 is now owned by the always enthusiastic Ana Estavez and expertly flown by her husband, Eduardo. Eduardo gave the heavy bomber to Ana in celebrating 20 years flying scale models together. Eduardo joined Bill during the last two years to customize the color scheme (selected by Anna), electronics and mechanical features.



The 1/8 scale B-17 is a G-model, has a 154-inch wingspan, and weighs 64 pounds. It features a fiberglass fuselage and many other formed parts. The wing is traditional wood construction. The model is unique in that it uses counter-rotating DLE-35 engines for torque compensation. The 3-blade props were made special by XOAR.

The B-17 also features Robart retractable landing gear with tires, wheels and brakes by Glennis, and a BVM smooth stop valve. Electronics are by JR with a 12X transmitter and a JR 1221 receiver and all JR servos and batteries. The model is finished with Klasskote epoxy paint and the markings are by Pro-Mark.

Eduardo comments that: "The model flies beautifully, the sound and its presence in the air makes our B17 looks real." Eduardo did a great job flying at the Monster Planes/12 O'clock High event, and earned the "BEST MULTI ENGINE" award.



**Oh by the way:**

The original aircraft was a B-17G manufactured by the Boeing Company and the nicknamed “Nine-O-Nine” comes from the last three digits of her serial number: 42-31909. The aircraft was part of the 91st BG at RAF Bassingbourn, England as a replacement aircraft. It was one of the last B-17s received in factory-applied camouflage paint.

Her first bombing raid was on Augsburg, Germany, on February 25, 1944. The bomber made 18 bombing raids on Berlin and in all, flew 1,129 hours and dropped over a half million pounds of bombs. After VE day, the Nine-O-Nine returned to the United States on June 8, 1945, and was consigned after the war to the RFC facility at Kingman, Arizona on December 7, 1945, and was eventually scrapped. Makes you want to cry!



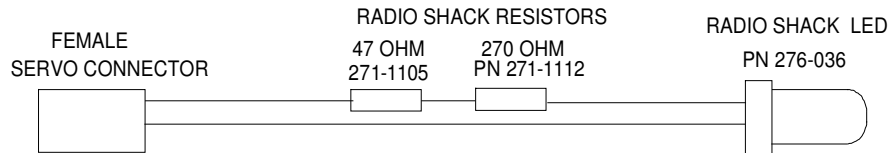
**The “909” in Marana AZ, April 15, 2011**

The above article information provided by: M.A.N. Senior Technical Editor Gerry Yarrish

## Blinker

Ever leave your receiver switch on and run the battery down? Or ruin a lipo? Radio shack sells a blinking LED that won't turn your switch off, but it will remind you that you left it on. The part number is 276-036 and you can wire it in directly if you are using a 4.8 volt battery. Anything over 5 volts will blow it out. For 6 volts make the gadget shown. You can plug the servo lead into an unused receiver channel, or a wye connector, or hard wire it. The resistors cost \$1.49 for a 5 pack and the diode is \$1.99. Solder everything together and cover the open wiring with heat shrink tubing. The LED is polarized and is marked. But it won't blow out if you connect it wrong. It just won't light up. If it doesn't work, reverse the leads. If you want to wire into a 2 cell lipo, I think 370 ohms would be required. A 270, a 68, and a 47 ohm in series should do it, but I haven't tried it.

Joe Jopling



## Sunday Afternoon in January



Ed Furche's ME-262



Woody's Jeep, Creative packing 101



Tom and his Carbon Z Cub



Pit area with a gaggle of jets

## SAFETY CORNER

### Flight line Communication and Situational Awareness

In many competition events, spotters or callers are required. Obviously they are there to aid the pilot in his or her own performance but are also there for safety. Surely, the pilot can also make these intentions known, but their full concentration should be on flying the airplane. It is the spotter's responsibility to make sure the other pilots understand the pilot's intentions and that their pilot is aware of the intentions of other pilots.

I think requiring a spotter could or should be part of all our organized events whenever there will be multiple pilots on the line at the same time.

The majority of model flying that takes place today is recreational rather than at a formal event. However, I think that when many are flying, it would be a good idea to have a spotter with you for all the same reasons. This especially holds true when there are several types of aircraft being flown at the same time.

Obviously, it is a safer way to fly. The best way to see and avoid other aircraft is to have more eyes on the situation. In-flight emergencies, takeoffs, landings are but a few situations that should be announced in a loud voice so other pilots are aware of the immediate condition. The spotter should also retrieve the aircraft from the runway if necessary, but not before loudly announcing their intention to enter an active runway/flying area. These are basic responsibilities of the pilots.

Back in the day, it was common for pilots to distance themselves from one another to avoid radio interference. With the new radios and improved technology, this is no longer a great concern. It is more important for the pilots to be able to communicate with one another.

There is a value in having pilots and spotters talk to one another. They should make their intentions known to the other pilots. If a 3-D pilot wants to use the centerline to do some hovering, his spotter should announce it. If the Scale flier wants to make a low pass and a victory roll with his Mustang, his spotter should announce it. This not only allows the others to clear the space for those actions, it is simple common courtesy. It also asserts your rights to some of the airspace. If your small electric is in the air with a 50% aerobatic, your words and intentions are the signal that you are going to use the airspace and that should be respected by the others on the flight line.

Yet another benefit is that the pilots get to know one another a little better.  
See ya at the Meeting!

*Steve Ehlers*  
*Safetycoordinator@fwthunderbirds.org*

## THUNDERBIRD 2014 CALENDAR

<u>DATE</u>	<u>EVENT</u>	<u>POINT OF CONTACT</u>
March 14-15	Weatherford Swap Meet	
March 28-29-30	SAE	Tom Blakeney
April 26	Senior Pattern (Saturday)	Ken Knotts/Gary Alphin
May 17	Warbird Fly-In (Saturday)	Terry Thorpe/Woody Lake



<b>June 7-8</b>	<b>Texas Scale Masters Qualifier</b>	<b>Lawrence Harville</b>
<b>June 8</b>	<b>Weatherford Float Fly</b>	<b>Mark Cavitt brotherodie@hotmail.com</b>
<b>June 13-15</b>	<b>Warbirds Over Texas</b>	<b>North Dallas RC Club</b>
<b>June 18</b>	<b>Old Farts Four Stroke Fly-In</b>	<b>Chuck McLeroy</b>
<b>July 4</b>	<b>Club Picnic</b>	<b>Officers</b>
<b>August 2</b>	<b>Summer Fly</b>	<b>Tab Bowland</b>
<b>September 27-28</b>	<b>Senior Pattern</b>	<b>Ken Knotts/Gary Alphin</b>
<b>October 15</b>	<b>Q500 Race</b>	
<b>October 25-26</b>	<b>IMAC</b>	
<b>November 1</b>	<b>Tex Electric eXpo</b>	<b>Tom Blakeney</b>
<b>November 8</b>	<b>Winter Float Fly</b>	<b>Terry Thorpe/Woody Lake</b>
<b>November 22</b>	<b>Toys for Tots</b>	<b>Steve Ehlers</b>
<b>December</b>	<b>Christmas Party</b>	


**WWW.FWTHUNDERBIRDS.ORG**

President: Garry Rife E-Mail: rowdyjoes@att.net	Vice President: Tom Blakeney E-Mail: tomblakeney28682@yahoo.com	Secretary: Tab Bowland E-Mail: glasstron175@hotmail.com
Treasurer: Gary Alphin E-Mail: gary.alphin@gbrx.com	Safety Officer: Steve Ehlers E-Mail: stevenehlers@charter.net	Pilot's Log: Woody Lake E-Mail: at6pilot@att.net



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## UPCOMING EVENTS

### 2014 Senior Pattern Contest April 26, 2014

#### Located at beautiful Thunderbird Field on Benbrook Lake

Go to [www.fwthunderbirds.org](http://www.fwthunderbirds.org) for field directions and more information.



Pilots of any age can participate. Senior is the age of the airplane design. Plane designs built and flown before 1976 are eligible. Engines can be up to a .65 two stroke and .95 four stroke. Additional information and pre-registration at [www.seniorpattern.org](http://www.seniorpattern.org).

**Classes:**

- B-Novice - Beginners in pattern, simple maneuvers, especially Juniors.
- Novice - A step up from B-Novice.
- Sportsman - More complex maneuvers.
- Advanced - Even more complex maneuvers.
- Expert - The most complex maneuvers for accomplished pilots.

AMA membership required. Certificates awarded for 1st, 2nd and 3rd in each class. Lunch will be provided for pilots and helpers. Entry fee - \$20.00.

This will be a one-day event so flying starts at 9:00 AM. Be registered by 8:30.

**Questions:**

Ken Knotts 469-441-6761	Gary Alphin 817-239-7023	Dave Dingman 817-319-9342
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### WARBIRDS OVER LAKE BENBROOK


DATE: 17 MAY 2014      SAFETY BRIEFING 0900


LOCATION: THUNDERBIRD FIELD ( SOUTH END LAKE BENBROOK)

OPEN FLYING ALL MILITARY AIRCRAFT WWI THRU PRESENT FIXED OR ROTARY WING

480 FT CONCRETE RUNWAY WITH ADJACENT GRASS RUNWAY

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CONTACT TERRY (817) 444-8237 [tthorpe22@verizon.net](mailto:tthorpe22@verizon.net) OR

WOODY (817) 294-8746 [at6pilot@att.net](mailto:at6pilot@att.net)    FIELD DIRECTIONS GO TO: [www.fwthunderbirds.org](http://www.fwthunderbirds.org)