Next club meeting: June 24th, 2019, 7:00pm, Buffalo West Restaurant 7101 Camp Bowie Blvd

Presidents Corner: by James Meadows

It's finally here! Better weather or at least that’s the outlook. Hopefully we can begin to dry out. My apology for canceling the May monthly meeting in on such a short notice. Our normal venue was closed and I failed to cross check the calendar. I own it; I apologize if your scheduled was negatively impacted.

The field is open, with access via Bear Creek Park gate. As a reminder, please lock the gate behind you upon entry. The ground crew has done an excellent job in recovering the field from the flood waters. They have been quietly assembling piles of debris that will need to be moved. We are very fortunate to have a group of such dedicated individuals. Thanks again. A cleanup day is being discussed and we hope to have a date shortly.

The 4th of July is fast approaching and it’s going to be a day of food and fun. The Officers will be serving hot dogs, and fixings’ and we are planning some fun fly activities. A Parking lot sale/swap will begin the day at 9am. Pull out those treasures, you have been saving or come out and take home a new addition to your collection. The food, is free, the flying is free, and fun. The experience is priceless.

We will have a meeting (Really) on 24 June 2019 at Buffalo West. Hope to see you there.

Vice Presidents Corner: by Rob Lowe

Hello Thunderbirds! I hope your summer is getting off to a fantastic flying start. Thanks for your understanding as we had to cancel last months’ meeting on short notice due to schedule conflicts with the restaurant and the holiday. Good news is our highly anticipated covering demonstration is still on!

At this month’s meeting, we are still in for a real treat and one that YOU have asked for! We will have a demonstration or “How To” session on covering aircraft with Monokote. Richard Byrd is an RC legend and well known for his expertise in this area and has graciously agreed to show us some of his techniques and strategies. There are a growing number of members who have never used covering or for others it’s been a really long time. Then there are those of us that can use the insight of making it look much better! Richard is the expert who will help all of us! You don’t want to miss this meeting. See you there – Monday June 24, 2019, 7pm at Buffalo West.

Please continue to monitor the AMA Government relations page for updates on the latest with UAS integration into our National Airspace System (NAS). You will recall in my article last month, I talked about some information the FAA had recently issued for non-commercial UAS operations in controlled airspace. The interim guidance has since been augmented by the issuance of an Advisory Circular (AC) which officially cancels the Model Aircraft Rule that had been in place for a number of years. Please go look at the AC and read it ALL for yourself. AMA continues to lobby and advocate for our hobby. There is much confusion out there and there are many varied opinions depending where you are reading or listening...
to. Beyond the elimination of the model aircraft rule, the new AC also seems to establish a hard 400ft cap on all UAS operations – including those at AMA sanctioned fields who operate within the bounds of the AMA safety code. This is known as a “community based organization or CBO”. At this point, the FAA hasn’t recognized any CBOs yet nor defined what they will use to do so. The AC also talks about operators (read you and I as RC pilots) will need to pass an airspace knowledge test but it is not developed or implemented yet. Also not ready for prime time is the LAANC system for non-commercial UAS flights, but the AC talks about using it. (LAANC is the automated system currently used to approve Part 107 Commercial UAS operations – it will be expanded to non-commercial ops soon). So, even though the AC is out, still to be implemented is the airspace knowledge test, LAANC use for non-commercial ops and approved CBO safety rules. All that leaves us with few answers. For now, AMA is advising to continue flying in accordance with the AMA Safety code and stand by for additional info. As your Thunderbird officers, we are urging you to continue to do as you have while flying at Thunderbird Field. Please do your best to adhere to the 400ft limit as well until we get more clarification. We will continue to advocate for you where we can but will continue to defer to AMA who is doing amazing work on our behalf. Please stay informed and in touch with the AMA info.

Get out and enjoy our amazing field! We are truly blessed as Thunderbirds!

Here is my “Virtual Low Pass Salute” to you, Thunderbirds! See ya at the field!

May 2019 Meeting Minutes: by Mike Schroeder

May’s meeting was canceled due to Buffalo West closing for Memorial Day celebration. There are no minutes for this newsletter. Sorry Bill.

See you at the June meeting.

Treasurer Report: by Chris Berardi

75 Years On

During World War II (1939-1945), the Battle of Normandy, which lasted from June 1944 to August 1944, resulted in the Allied liberation of Western Europe from Nazi Germany’s control. Codenamed Operation Overlord, the battle began on June 6, 1944, also known as D-Day, when some 156,000 American, British and Canadian forces landed on five beaches along a 50-mile stretch of the heavily fortified coast of France's Normandy region. The invasion was one of the largest amphibious military assaults in history.

The more you learn about this moment in history, the more incredulous and horrifying it becomes. As I watched a series of documentaries on WWII, I learned of the circumstances that led to this, almost desperate, act of resistance. Learning that 2,000 men lost their lives in the first 20 minutes of the landing, that 2,000 men drowned without even reaching the beach, and that most of them were men that had never been in battle for: Deliberately selected because seasoned soldiers would not have gotten off the boats.

There are several detailed accounts of the war and D-Day in particular available on the History Channel and on Netflix. One I can recommend is, “World War II in Color” streamed on Netflix. Another documentary that focuses on the B-17 pilots and ground crew is available on HBO Now, “The Cold Blue.” This movie features restored color film and sound developed as part of Paul Allen’s interest in aviation. He was the co-founder of Microsoft along with Bill Gates and passed away before the movie was released.

As you watch through “The Cold Blue” you will see nose art of several B-17s. Given just a second’s glance in the movie is an icon that every Thunderbird would recognize: Our own Thunderbird logo in its native early format. You can actually find the roots of our logo in several online sources and all of them reference the same B-17. I’m not sure if the image will reproduce within the newsletter - if it doesn’t just look it up.
My own father was a B-29 “Super Fortress” flight engineer. He wasn't involved in D-Day but he did make it to Tinian Island at the time when Tibbets and Enola Gay arrived. Like most who served in WWII, dad never said much about it - I have a silhouette manual featuring Japanese aircraft, his 8th Air Force patches, and numerous black & white photos of aircraft in various states of repair; but he never did sit down and tell me all about it. I think those men lost too much to look behind them later in life - my dad moved on and flew for Venezuelan Airlines for 17 years on Lockheed Constellations flying long international flights into Portugal. The role of a flight engineer being quite familiar on the Super Connie with its 4 huge radial engines. It remained my father's favorite aircraft even after a lifetime in aviation.

If you give a moment’s thought to what our soldiers, sailors and airmen went through that awareness can only fill you with a sense of dread and amazement that the survivors had the mental resilience to move on in their lives. They truly were, The Greatest Generation.

Summer Reading

Last year I mentioned a few books that piqued my interest due to their aviation related themes. I’ve gone through a bit of a dry spell in that department and have been reading most of Stephen Baxter’s science fiction novels. These are truly mind boggling and incorporate the latest thinking on space-time. We’ll have to save a synopsis of those for another time. However, another jewel of an aviation book has recently surfaced and found its way to my bookshelf.

Quick… who was the first pilot to break the sound barrier? Ah, I can almost see the light-bulbs flare. “Chuck Yeager,” you say. Well, what if I tell you that it just isn’t so? That’s right; evidence actually indicates that it was a civilian pilot by the name of George Welch who was the first to do it. The reason and rationale are provided in a new bestseller by Dan Hampton, “Chasing the Demon.”

Dan’s book contains the “…secret history of the quest for the sound barrier, and the band of American aces who conquered it.” I only picked up the book this past weekend and have just leafed through the covers and the included black and white photographs, but I’m sure it will be an amazing read - it's filled with technical information and the history of the achievement beginning prior to the first world war with Ernst Mach’s incredible research (and photos). Incidentally, the book is available in our local Costco and costs $10.

Kit Auction - June Club Meeting

We didn't have a May club meeting so we'll be making up for that. I need to clear out my shed to make some space for my new pattern aircraft; therefore, this could be an extra special month for raffle and auction items. You should come to our June club meeting only if: 1) You are hungry, 2) You feel lucky, 3) You need a new project for the summer.

The club meeting will be next Monday at our usual location - come early to eat and socialize and try your luck in the raffle and auction.

Stanzel Model Aircraft Museum

Sticking with the WWII era it was shortly after the war that model aviation really took flight. A series of ignition engines were produced by the likes of Bill Atwood and Mel Anderson who produced the Baby Cyclone. Real revolution in model engines came with the invention of the modern glow plug by Ray Arden. What you might not recall is the impact that Joe and Victor Stanzel had on model aviation. Together, the brothers invented “control-line” flying and demonstrated it around the country flying their model, “The Tiger Shark.”

The brothers were most creative holding 25 patents and developing all manner of innovative applications in our hobby. Best of all, they are from Texas and you can visit a museum dedicated to the history they made.

Stanzel Model Aircraft Museum
311 Baumgarten Street
Schulenburg, TX 78956
Phone: 409-743-6559

General admission is $2 ($1 for senior citizens), children and school groups are free.

Thursday Training

Thursday night is truly a great night to come out and fly - come and break up the week with us. It isn't just a training night for student pilots; many club members are showing up flying turbines, drones and helicopters. It appears that our Thursday evening flying sessions are the busiest flying days of the week now. With near perfect flying weather these past several weeks, the only
minor hindrance has been the entry into to the park. That hasn’t prevented our non-member students from gaining entry as club members have been on call and quick to go and let them in.

After flying until dusk, there is a regular parade of club members that head off to one of the local restaurants. Now, you would think that picking a restaurant would be a fairly simple thing given that there are a lot to choose from, and everyone with a smart phone can ask the phone to help them. However, this is not the case and apparently just asking the question, “Where are we going to eat?” can easily flummox even the most stable gastronome of fast food (or slower depending on the collective mood). If you have an opinion on where to eat on Thursday, why don’t you come to the field on Thursday to help us out? Here’s a photo or two of last Thursday’s session.

4th July Picnic

By the time you read this, July will be almost here and summer has started. That can only mean that our great 4th July picnic is just around the corner. If you have missed the last 3 year’s worth of picnics, then you’ve missed out on a lot of fun and food. We are hoping that regular entry to our flying site will begin again on 1st July - this will be confirmed via an email blast to the membership as soon as the Corps informs us, so it should be easy enough for everyone - family and friends to join us.

The picnic is a traditional Thunderbird event brought to you by the officers. The officers organize the event, the food and the fun and games for the day. We’ve had limbo, time-to-climb, balloon drops and carrier landing exercises. Fly whatever you want - I flew my docile, 88” Cub the first year. I found out that even a docile Cub can snap viscously when pulling “G” 3 feet off the ground. Fortunately I have another as a flying spare.

The menu is simple but popular. We will have plenty of cold drinks, hot dogs, beans and fixin’s. Everybody seems to like our dogs - I’ve watched a couple of younger members choke down a half-dozen of them.

We may put out an email asking for an RSVP just so we can get a handle on the number of attendees. We’ll also put together a schedule of sorts for any of the fun-fly events we hope to run.

The officers invite you and hope that you’ll come out to eat and fly.

Membership Update

A brief update for this month. For those members who joined in the past several months, badges have been created and shipped - only the most recent members are now awaiting badges.
That’s it for my report this month - see you at the field.

Safety: by Ed Kettler

No Report This Month

Scale Masters Qualifier: by Lawrence Harville

Lawrence displays his entry into the newly formed Unlimited Scale Masters Class
WAMS Float Fly

A beautiful day for a float fly. Winds were light from the south and the waters smooth as glass. As with most lakes, due to the rains, the level was high which made for easy launch and recovery. Attrition was minimal; food was great as well as the WAMS members, and flying a pleasure.
Members:

BIG THANKS to our Field Crew

Bill Lake’s USAF Thunderbird F-16
Training:

The following photo is from this past Thursday’s training session. Weather allowed for many training flights and continued well into the early dusk time frame.

The gallery judges rate the Take offs and Landings

Balancing Your Airplane: by RC World, Author Pete Carpenter

How to check your plane's CG.

Correctly balancing your RC airplane is important for safe flying. An incorrect Centre of Gravity (CG or CoG) can potentially result in the plane being quite uncontrollable. Every RC airplane (and all other aircraft) have a specific CG position. This is the mean point where all gravitational forces act upon the plane, and the point where the plane balances fore-aft correctly. Technically this is called longitudinal balance. You can liken a plane’s Centre of Gravity to the fulcrum of a see-saw, for example.

The CG point is determined during the design stage of the plane or aircraft and is typically shown on a plan as a disc split into four quadrants, as shown.

If you've built from a kit & plan, the CG should be clearly marked on the plan. If you've bought an ARF or RTF plane then the instruction manual will likely give the CG position, in terms of distance back from either the leading edge of the wing or from the nose. Some RC airplane manufacturers specify a range that the Centre of Gravity can fall into, rather than a single point. This just means the CG can be moved forwards or backwards slightly without having an adverse affect on the plane's flight characteristics.

Balancing a radio control plane correctly about its Centre of Gravity is so important because a very badly balanced plane will, at best, be hard to control. This is especially true for tail-heavy planes. At worst, the plane will crash within seconds of getting airborne.
Methods of balancing RC airplanes

High wing planes are the easiest to balance. The first thing you need to do is identify the correct Centre of Gravity position according to the plan or manual. As a very general rule of thumb the CG will be about one-quarter to one-third of the wing chord (width) back from the leading edge of the wing. The main spar, if there is one, often lies in this general area.

Again, this position is only a generalization and in reality a CG point can be found anywhere from, say, 25% to 50% of the wing chord back from the leading edge.

A quick and easy method of balancing RC planes, if you don't have a special plane balancing tool, is this: Place the tips of your index or middle fingers under each wing, exactly on the line of the CG (i.e. the specified distance back from the leading edge of the wing or nose of the plane) and a couple of inches out from the fuselage sides. Gently lift the plane up so it is clear of any surface and let it rest freely on your fingertips.

Your plane must be 'flight ready' when you balance it: i.e. flight battery pack in place or fuel tank empty. With the latter scenario, an RC plane is best balanced with an empty fuel tank otherwise the plane will become tail heavy as the tank empties during the flight. It's far better to start a flight slightly nose heavy than be landing slightly tail heavy!

A correctly balancing RC airplane, sitting on your fingertips, will either be level or have the nose pointing slightly downwards. If the tail points downwards then the plane is tail heavy and you need to do something about that.

In an electric plane this will be the flight pack that you want to try and move, in an RC plane it will be the receiver battery pack.

Obviously you need to move the component in accordance with how the plane hangs: if it's tail heavy then move the component forward and vice versa.

The battery pack is by far the best thing to move because it is the heaviest item and will have the greatest effect with the smallest amount of movement. Carefully try and reposition it fore or aft, carefully rechecking the balance of the plane after you've moved it.

Once you're happy with the new balance, make sure that the battery pack is completely secure and won't move from its new position. If it moves during a flight, then the CG moves too - and that's really no fun!

If you can't reposition anything, which is sometimes the case in an RTF plane, you might have to add ballast to either the nose or the tail of the plane to correct the CG. You need to remember, though, that ballast adds dead weight to a plane which is never good - the lighter an RC plane is, the better it performs (generally speaking, although there are exceptions). So if you do need to add ballast to correct the CG, add as little as possible.

The way to do this is to add the ballast as far forward or as far back as you possibly can on the model. By doing this, the ballast will have the most effect on the Centre of Gravity. Add only enough to make your plane balance correctly, nothing more.

Suitable ballast to add to a plane is modeling clay or fishing shots, for example. Thin sheet lead, if you can get it, is perfect because you can cut it and bend it to shape and the pieces don't have to be big to have an effect on the balance.

Another ballast option is to buy special RC airplane ballast in the form of tiny metal balls which are fixed in place with epoxy glue. Not every hobby shop sells it, but it's worth asking.

Whatever ballast you do add, make sure it is secure to the plane and won't drop off in flight!

If the balance does need to be adjusted to get the correct Centre of Gravity, the first thing to do is try moving the battery pack further forward or backward inside the plane. By doing this you are adjusting the balance without adding extra 'dead' weight in the form of ballast.

The finger-method described above is a tried and trusted way of balancing an RC plane, especially if you don't have access to a special balancer.
You can also make a balancing tool - something as simple as a heavy block of wood with two upright wooden dowels, approximately 10" long, will do the job for smaller planes. Simply drill holes in the block and push the dowels into them, ensuring a tight fit.

So long as the plane can balance on two points, one under each wing, then you have a balancing tool.

Roll balancing RC airplanes

Roll, or lateral balance to give it its proper name, is an often overlooked task and isn't as critical as longitudinal balance, but an RC plane that has one side heavier than the other will have a tendency to naturally roll and turn to the heavier side, making your life on the sticks a bit harder.

Also, a heavier side will almost always result in that wing dropping when the plane stalls, potentially putting the plane into a spin.

The usual cause of a plane being out of balance laterally is unequal weights of the wings.

To roll balance your plane simply hang two lots of strong string from something stable (i.e. a ceiling), each piece being in a large loop. Put one around the propeller shaft, between the spinner and the fuselage, and the other around the rear of the fuselage, as close to the tail as you can get. If possible insert a small-gauge pin or screw into the very rear of the fuselage to hook the string around, as shown right. This gives a more accurate result since the plane can hang more freely.

If you can't hang the plane from something solid, like the ceiling, use a rigid pole to hang the strings from. The photo below shows this being done:

For smaller RC planes, say about the 40" wingspan mark or less, it's quite possible to hold each piece of string in each hand:

Let the plane hang freely on the string - see if it wants to roll to one side or another. If it does then you need to add some small ballast to the wingtip of the lighter (higher) side. Add only enough to make the plane hang so that both wings are level.

Taping the ballast to the wingtip is an easy method, although you might want to take the trouble to set them into the wingtip and cover over them to hide them. Bear in mind that adding larger bits of tape will actually add weight in addition to the ballast.

For RC airplanes with foam wings, pushing a small gauge nail or panel pin into the foam is a great way of adding any necessary weight, and it can be easily hidden with suitable paint or marker pen.

So there you have it... two easy methods of balancing RC airplanes. As already mentioned, the longitudinal balance is very critical if you want to keep your plane in one piece. Lateral balance isn't so critical but is worth doing anyway.

Take the time to balance your plane both ways. A correctly balanced RC airplane will always be safer and easier to fly, and won't need as much trimming at the transmitter.
Thunderbirds’ August Float Fly

Our summer float fly is scheduled for August 4th at Camp Joy Park. All preparations are in the works and this year a Spectrum DX6E Transmitter with an AR620 Receiver will be our Raffle item. Free pilot give-a-ways and lunch to registered pilots. Dust off your float plane, check for leaks, and support our club for another great fun event.

THUNDERBIRD 2019 CALENDAR

<table>
<thead>
<tr>
<th>DATE</th>
<th>EVENT</th>
<th>POINT OF CONTACT</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 4</td>
<td>Club Picnic</td>
<td>Club Officers</td>
</tr>
<tr>
<td>August 4</td>
<td>Summer Float Fly</td>
<td>Woody Lake</td>
</tr>
<tr>
<td>September 7</td>
<td>Senior Pattern</td>
<td>Wichita Falls TX</td>
</tr>
<tr>
<td>September 15</td>
<td>Pylon Race</td>
<td>Golden Triangle</td>
</tr>
<tr>
<td>September 21</td>
<td>Senior Pattern</td>
<td>Valley Mills TX</td>
</tr>
<tr>
<td>September 18-21</td>
<td>B-17 Fly-In</td>
<td>Monaville TX</td>
</tr>
<tr>
<td>October 12-13-14</td>
<td>Alliance Airshow</td>
<td></td>
</tr>
<tr>
<td>October 5</td>
<td>Senior Pattern</td>
<td>Gary Alphin</td>
</tr>
<tr>
<td>November 9</td>
<td>Texas Electric Expo</td>
<td>Tom Blakeney</td>
</tr>
<tr>
<td>October 26-27</td>
<td>Senior Pattern</td>
<td>Ken Knotts</td>
</tr>
<tr>
<td>November</td>
<td>Toys for Tots</td>
<td></td>
</tr>
<tr>
<td>December</td>
<td>Club Christmas Party</td>
<td>Officers</td>
</tr>
</tbody>
</table>
### Texas 2019 RACING SCHEDULE (as of 3/28/19)

<table>
<thead>
<tr>
<th>DATE</th>
<th>LOCATION</th>
<th>HOST CLUB</th>
<th>EVENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 6</td>
<td>Georgetown</td>
<td>GAMA</td>
<td>C40/EF-1</td>
</tr>
<tr>
<td>April 20</td>
<td>Waco</td>
<td>HOTMAC</td>
<td>C40/EF-1</td>
</tr>
<tr>
<td>April 27-28</td>
<td>Kansas City</td>
<td>KGRC</td>
<td>42/ - 426</td>
</tr>
<tr>
<td>May 19</td>
<td>Austin</td>
<td>HCAM</td>
<td>EF-1</td>
</tr>
<tr>
<td>June 1</td>
<td>Fred French Field</td>
<td>Fred</td>
<td>C40/EF-1</td>
</tr>
<tr>
<td>Sept 21-22</td>
<td>Wichita</td>
<td>HSF</td>
<td>Q-40</td>
</tr>
<tr>
<td>Oct 6</td>
<td>Austin</td>
<td>HCAM</td>
<td>EF-1</td>
</tr>
<tr>
<td>Oct 19</td>
<td>Waco</td>
<td>HOTMAC</td>
<td>C40/EF-1</td>
</tr>
<tr>
<td>Nov 2</td>
<td>Georgetown</td>
<td>GAMA</td>
<td>C40/EF-1</td>
</tr>
</tbody>
</table>

### Club Officers 2019

<table>
<thead>
<tr>
<th>POSITION</th>
<th>BOARD MEMBER</th>
<th>CONTACT EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>President</td>
<td>James Meadows</td>
<td><a href="mailto:president@fwthunderbirds.org">president@fwthunderbirds.org</a></td>
</tr>
<tr>
<td>Vice President</td>
<td>Rob Lowe</td>
<td><a href="mailto:vicepresident@fwthunderbirds.org">vicepresident@fwthunderbirds.org</a></td>
</tr>
<tr>
<td>Secretary</td>
<td>Mike Schroeder</td>
<td><a href="mailto:secretary@fwthunderbirds.org">secretary@fwthunderbirds.org</a></td>
</tr>
<tr>
<td>Treasurer</td>
<td>Chris Berardi</td>
<td><a href="mailto:treasurer@fwthunderbirds.org">treasurer@fwthunderbirds.org</a></td>
</tr>
<tr>
<td>Safety Officer</td>
<td>Ed Kettler</td>
<td><a href="mailto:safetycoordinator@fwthunderbirds.org">safetycoordinator@fwthunderbirds.org</a></td>
</tr>
</tbody>
</table>

### The many perceptions of an RC Pilot

**RC Pilots**

- What my friends think I do
- What my mom thinks I do
- What society thinks I do
- What the government thinks I do
- What I think I do
- What I actually do
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

Flying Field Rules

![Flying Field Rules Image]

Current AMA Cards Only. No Other Card is Acceptable. This field is leased by, maintained by, and its construction funds were 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 starting transmitter or engine.
3. All engines must have effective mufflers.
4. Fly from the station nearest the downwind end of the runway in case of a crosswind.
5. Two-way communication is required.
6. Aircraft must follow the Starboard and landing pattern in effect.
7. Landing aircraft must be right of way, non-aircraft taking off.
8. Running aircraft shall not be left unattended.
9. No more than 2 planes shall fly in each designated zone at one time.
10. UMA 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 with all 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 35 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 Regulations.
- 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:  

Page 13 |
### Proposed Projects

<table>
<thead>
<tr>
<th>Project #</th>
<th>Proposed Project</th>
<th>Summary of Project</th>
<th>TYPE</th>
<th>EXPENSE</th>
<th>POC</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>HELIPAD</td>
<td>Take any concrete pads with ground, could be self help or contracted</td>
<td>Self / Contract</td>
<td>$1,000.00</td>
<td>Officers</td>
<td>APPROVED 2017</td>
<td>Will require new lease /r or wait for expiration of 2018 lease to negotiate Less $5</td>
</tr>
<tr>
<td>2</td>
<td>Line Control Area</td>
<td>Develop area for line control modelers</td>
<td>Self / Contract</td>
<td>$1,000.00</td>
<td>Officers</td>
<td>APPROVED 2017</td>
<td>wait for expiration of lease</td>
</tr>
<tr>
<td>3</td>
<td>Shed Update</td>
<td>Cross Ventilation fan</td>
<td>Contract</td>
<td></td>
<td></td>
<td>DISCUSSION</td>
<td>Suggest to ship with purchase / purchase</td>
</tr>
<tr>
<td>4</td>
<td>Larger shed / add on</td>
<td>Larger shed to store more stuff</td>
<td>self / contract</td>
<td></td>
<td></td>
<td></td>
<td>Will require new lease / r or wait for expiration of 2018 lease to negotiate</td>
</tr>
<tr>
<td>5</td>
<td>Extend current runway</td>
<td>More stopping distance for models</td>
<td>Self / Contract</td>
<td>$Unknown</td>
<td></td>
<td></td>
<td>Span is to large for standard doors</td>
</tr>
<tr>
<td>6</td>
<td>Tree Removal</td>
<td>Remove trees at approach and end of runways. Requires root removal and new plantings</td>
<td>Contract</td>
<td>$15-20,000</td>
<td></td>
<td>Denied by Corp</td>
<td>requires Corp Approval / will request Corp permission and requirements</td>
</tr>
<tr>
<td>8</td>
<td>Area and spot on outside of shed</td>
<td>Allow for some visibility</td>
<td>Self / Contract</td>
<td></td>
<td>James Meadows</td>
<td>Approved</td>
<td>COMPLETED</td>
</tr>
<tr>
<td>10</td>
<td>Taller Flag Pole</td>
<td>the old one needs replaced</td>
<td>Self / Contract</td>
<td></td>
<td>Mike Schroeder</td>
<td>Approved</td>
<td>COMPLETED</td>
</tr>
<tr>
<td>11</td>
<td>Quad GATE</td>
<td>Members Request</td>
<td>SELF</td>
<td>$5</td>
<td>UNK</td>
<td>Needs Discussion</td>
<td>Withdrawn</td>
</tr>
</tbody>
</table>

### EVENTS

**4th of July Event**

Join the Fort Worth Thunderbirds

4 July 2019

Thunderbird Fld.

Activities Start at 9:00am

OPEN TO ALL MEMBERS and their guests

Item Give away to a lucky member

No Landing Fee / Cost of Event = $0.00000

SWAP and SELL in the parking lot @ 9:00 am

(No set up fee)

Fun Fly Events Thru out the day

Open Flying allowed as scheduled

Grilled HOTDOGS @ 1200 noon Served by your Board Members!

Water and other beverages throughout event
DATE: AUGUST 4th, **SUNDAY** 0900-1500   LOCATION: CAMP JOY PARK (LAKE WORTH)

Open to all types of R/C seaplanes, fixed or rotary. Come join us at beautiful Camp Joy Park on Watercress Drive Lake Worth, TX for a great float fly.

GPS Coordinates: 32.8145, -97.4905

Raffle item: Spectrum DX6E Transmitter w/AR620 Receiver

Free Pilot lunch, Pilot Give-A-Ways: Misc RC items/Equipment, & Gift certificates to registered pilots

AMA required. This is an AMA sanctioned event (19-7524). Landing fee $20.00.

Contact: Woody: at6pilot@att.net  817 675-7613
Mel Wells : malekat@sbcglobal.net

Club web site [http://www.fwthunderbirds.org](http://www.fwthunderbirds.org)