



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



Issue 6106 - June 2023

Next club meeting: June 26th – 7 pm - Location - Thunderbird Field

Presidents Corner: *by James Meadows*

Greeting Thunderbirds. This year is flying by with the speed of a jet! Please make plans to attend the clubs 4th of July celebration. We will be servicing brisket, hotdogs and sides. Food will be served at 1230. This months' club meeting will be at the field and I look forward to seeing you all there. The float fly is fast approaching. So get your float plane prepared.

James

Vice Presidents Corner: *by Rob Lowe*

Hello Thunderbirds! I hope this finds you staying cool somehow! Wow has it ever been humid. Please be sure you and others around you are staying hydrated and go home from the field as healthy as when you arrived.

We continue to work with AMA in preparation of our info being submitted to FAA for the possible FRIA at our field. We have finally made it to the point where AMA has reached out and is actively collaborating with us to move our application forward. We are currently defining the flying area to ensure the FRIA contains all possible flying area(s). You'll recall that a FRIA (if approved) will allow operation of our UAS without remote ID. September is coming quickly and that is when we will have to fly inside a FRIA or have remote ID broadcast equipment installed on your model. We will keep you posted on our process as it moves forward!

One thing I would encourage you to keep your eye on is in congress. There is some draft language in committee related to the FAA reauthorization that if signed into law would require small UAS like our RC planes to not only have broadcast capability for remote ID but to also have full or nearly full ADS-B capabilities like a full scale aircraft. This would significantly increase cost and weight for our small aircraft (if equipment could be obtained that would do this and not over-gross our small aircraft- my opinion) - the jury is still out on the impact. You might consider letting your federally elected officials know your opinion of this potential change. I encourage you to investigate and learn more about the specific language our lawmakers are working thru.

That's it for this month! Here's my virtual low-pass salute to you Thunderbirds! See ya at the field!

Rob

Secretaries Corner: *by Mike Schroeder*

No Minutes as the May Meeting was cancelled due to inclimate weather

From the Treasury: By Chris Berardi

Here is our latest membership count as of 02/21/2023.

Membership Type	Count
Individual	117
Family	9
Associate	11
Life	16
Service & Gift	0
TOTAL	153

Safety Officer submission: by Sam Corlett

It's been a bit hot lately, but we've still had some great flying weather. With our shaded areas, it can still be very pleasant to get out. We have some new pilots in training on Thursdays, so be sure to be encouraging and helpful when you see them. If possible, you can help remind them of these basics:

- . Ensure your equipment is in order, including wire routing and ties when appropriate; linkages and controls free; servos, receiver, and battery secure; CG in its proper place.
- . Coordinate with other pilots regarding traffic pattern, pilot locations and flying styles. Enjoy spotting and discussing flying and airplanes with others.
- . Fly conscientiously and responsibly. Remember to put your AMA card on the board. Observe no fly zones.

We have a great place to fly let's make sure we use it well.

Sam

In Memoriam Vincent Berardi

The Fort Worth Thunderbirds' members and families wish to extend heartfelt condolences and prayers to Chris and Elyana Berardi with the passing of their son Vincent.



SPECIAL EDITION FLOAT FLYING

RC Float Plane Basics

Converting your favorite model to an RC float plane can be a lot of fun. It can also lead to a lot of frustration and wasted money if you “dive” in without doing your homework.

Ref Web Site: <http://www.hooked-on-rc-airplanes.com/rc-float-plane.html>

What makes a Good Float Plane?

RC airplane floats don't have the friction of the wheels to keep the airplane from rotating or moving sideways. A short and stubby airplane will basically spin around wherever it wants...

The tail moment of a longer plane's vertical fin will keep the plane turned towards the wind in the same way a weather vane points toward the wind. When flying from the ground you have to look at the wind sock to determine which way to take off. A good RC float plane IS a wind sock!

Besides having a long tail moment, it's smart to start with a plane that can fly stable and low speeds until you get used to taking off and landing on the water.



If you're looking for the quickest and easiest route, E-Flight offers a set of floats that will fit their 25 size high winged park flyers which make perfect RC float planes once you master the basics of flight. These floats are made specifically for these planes and are a breeze to install even if you are completely new to water flight.



Size is important too, the bigger and heavier your plane is the better it will handle wind and ripples on the water. This is definitely something to keep in mind if you plane to fly from a large lake where waves may be an issue...

Your trusty old high wing trainer makes a perfect RC float plane. Adding floats to larger planes is not quite as straightforward as slapping a set of E-Flite floats on an E-flite plane.

But no worries, we're about to get into the details of choosing and installing your own floats.

What Floats to Use?

Have you decided on a plane? Good, the next step is finding the perfect set of floats for it...

Before we talk about the size of the floats, you need to determine what type of float you want to use. You can buy ABS plastic, balsa built, or foam core. This choice is yours. This article on RC airplane floats breaks down the pros and cons of each type.

What Size Floats?

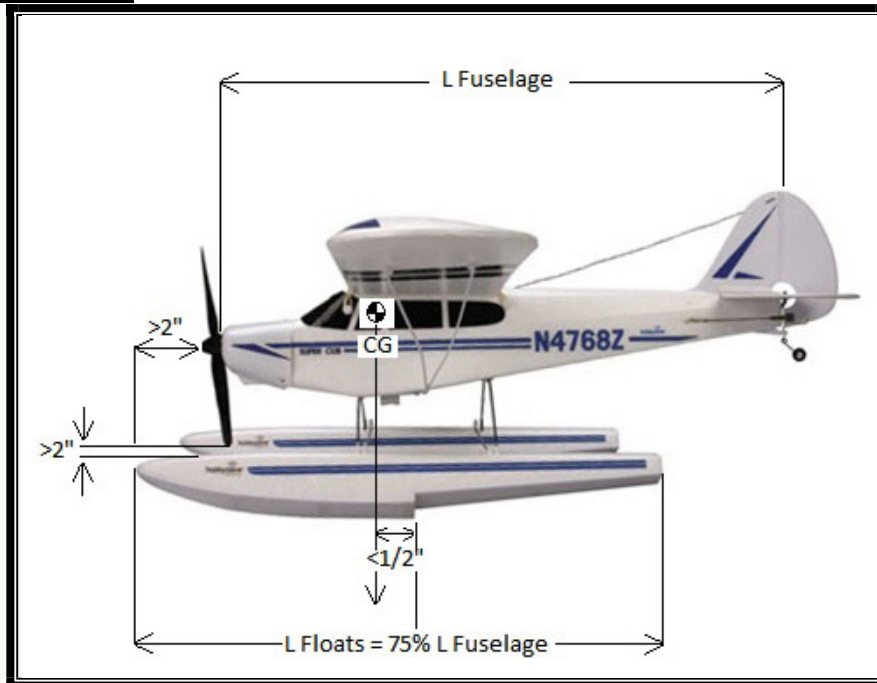
Some floats specify that they're good for certain amount of weight. Others like these [Hangar 9 40-Size Wood Floats](#) are made for planes with a specific engine size.



More than likely you'll be able to find a set of commercial floats that will come pretty close to this critical dimension. It doesn't have to be exact, but it does need to be pretty close.

If you can't find a set with the length you need, no worries. Just make your own set of foam core floats.

Critical Aspects of Installation



Installing the floats... Ah, this is where most of the problems occur if you don't know what you're doing...

There are several things at play that must be "fine tuned" for your RC float plane to have the correct angle of attack for creating lift once the plane is up on the step skimming across the water...

Center of Gravity

The first thing you need to do is locate the center of gravity of your airplane. It's best to make sure the CG is set the original specifications set forth in the manual.

Tip

Make sure the plane is balanced before you install the floats. After the floats are installed, balance the plane again by adding weight to the floats, not the airplane. This way the plane will still be balanced should you decide to remove the floats.

Position of the Step

The "step" of the float needs to be located at or just behind the center of gravity of the airplane. As a general rule 1/2" to 1" should be about right for most average sized RC float planes.

The front of the floats should stick out a couple inches past the propeller in order to keep the plane from nosing down into the water.



The last thing you want is for the propeller to cut the front of your floats off! So be generous and give yourself a comfortable couple inches of clearance between the propeller and float. It may be a good idea or even necessary to install a 3 bladed propeller to give you the added clearance and torque.

Float Spacing

You will want to space the floats apart by at least 25% of the wing span, which is a bit further apart than most wheels on traditional landing gear. Mounting the floats any closer together may result in a spectacular splash and your plane rolls over in the water!

Mounting Angle

No matter how much power you have, your RC float plane will stubbornly refuse to lift off the water if the attitude of the plane is too low once the plane is riding up on the step of the floats. In this situation, your RC float plane is nothing more than a speed boat with wings!

If the nose is angled upward too much the plane will want to lift off too early and may stall.

Mounting your floats to the airplane at the correct angle is absolutely critical. Doing so incorrectly is the source of most RC float plane problems....

You want to get the floats parallel to the attitude of the airplane. First mount the front of the floats to obtain the proper propeller clearance. Then adjust the back of the floats until you get the top of the floats parallel with the horizontal stabilizer of the airplane.

This should put you pretty darn close to where you need to be. The wing incident relative to the top of the floats should be a couple of degrees positive. If not, you need to slightly increase the height of the front mount until you achieve a 2-3 degree positive wing incident.

Power Requirements

You're going to need a bit more power to fly your airplane with a set of floats. Why?

For starters floats weigh a bit more and create a bit more drag while flying than conventional landing gear. But that's almost negligible compared to the significant amount of friction created by the floats dragging through the water on takeoff.

So how do you know if your plane has enough power to lift off from the water? An old rule of thumb is if your plane can take off in grass a couple of inches tall at three quarters throttle, she can handle a set of floats.

Is Flying a Float Plane Hard?

If you can take off and land a tail-dragger confidently, you can fly from the water. But there are a few things to consider before picking up your first RC float plane.

Taxiing

Water taxiing is probably the hardest thing to get used to. On a calm day, there's nothing to it! Add a little wind and you just might be pulling your hair out watching your plane chase its tail around the water going everywhere except for where you intend for it to go.



A good water rudder set up is worth its weight in gold on a breezy day. But even with a water rudder, you'll find taxiing in the wind is a challenge to say the least. It takes some practice learning to work with the wind, not against it... When turning down wind it's important to use the ailerons to keep the wing from rising up and getting caught by the wind, otherwise your plane has a good chance of flipping over. Especially if it's a high wing trainer.

At this point it's time to relax the elevator as you apply full throttle.

Just like taking off from land, gently add elevator until she lifts up off the water for the climb out.

Once airborne the different vertical weight distribution along with the aerodynamic effects from the floats may cause her to be just a bit less agile, every plane is different. For the most part you'll find that your airplane behaves just about the same with floats as it does with wheels.

Landing a float plane is the same as landing any other airplane. You might want to come in a little hot the first couple of times as the floats may cause her to slow down a bit quicker than you're used. Just sit her down nice and easy on the floats just like the mains of a tail dragger.

Flying Boat

Definition: A flying boat is a type of fixed-winged seaplane with a hull, allowing it to land on water. It differs from a floatplane in having a fuselage that is purpose-designed for floatation, while floatplanes rely on fuselage-mounted floats for buoyancy. It differs from an amphibious aircraft by lacking wheels, skis, or skids to land on a solid surface rather than water.

Though a flying boat's fuselage provides buoyancy, it may also utilize under-wing floats or wing-like hull projections (called sponsons) for additional stability.

Over the years our annual Summer Float Fly has had many flying boats in attendance. The following are a few of the many:



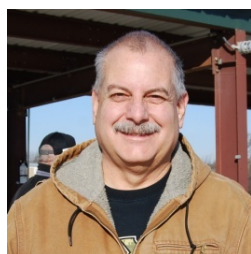


2023 CALENDAR

<u>DATE</u>	<u>EVENT</u>	<u>POINT OF CONTACT</u>
July 4 th	Club Picnic	Club Officers
August 5	Float Fly	Mel Wells/Woody Lake
September	Jet Fly-In	
November 4	Electric Fly-In	Tom Blakeney
December	Christmas Toy Drive	
December	Christmas Party	

www.fwthunderbirds.org

POSITION	BOARD MEMBER	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	Sam Corlett	safetyofficer@fwthunderbirds.org



Pres: James Meadows

VP: Rob Lowe

Sec: Mike Schroeder

Safety: Sam Corlett

Treas: Chris Berardi

SUPPORT OUR ADVERTIZERS



JT's Hobby Shop 817 244-6171
8808 Camp Bowie Blvd. Fort Worth TX 76116
jtshobby@yahoo.com
[Flying Field Rules](#)

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11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	00	01	02	03	04	05	06	07	08	09															
36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	53.0	53.1	53.2	53.3	53.4	53.5	53.6	53.7	53.8	53.9															

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

FW THUNDERBIRDS
2022 PROJECT LIST
3/19/2023 12:42 PM

Project #	Proposed Project	Summary of Project	TYPE	EXPENSE	POC	Status	Notes
1	Update Freq Board	Update signage a use or Freq. board	self	\$100.00	BOARD	AWAITING ACTION	Setting up Membership Action Committee
2	Lost Aircraft Security	Provide a means to secure lost aircraft Found and returned	self	\$100.00	MEADOWS	researching need and solution	OC
3	Starting Stakes for big birds	Post for retaining Large A/C at starting area	self		Grant Schroader		Awaiting information
4	Additional Storage AREA	Utilize Cargo container	self/contract	\$20,000.00	Chris	Hold	Would it require Lease mod?
5	Weather Station	complete with camera and Data port	Self	\$?	Chris/Mike	Discussion	Allow member or guest to see and look at actual Field conditions
6	Additional Bleachers	Provide addition guest seating for events and compitions.	Self	\$?	Not assigned	Discussion	need to assign to POC
7	Members Walkway	Personal engraved brick pathway from Pit area to Flagpole	Everyone		meadows	Discussion	Membership due details
8	Toilet	Real Toilet	combo	?	Meadows	Discussion	
9	RUNWAY	Paint lines of runway/taiways	contract	2000	Mike	completed	Completed
10	Helicopter Pit Area	Pit area for Heli Area	self		Mike/SAM	completed	90% awaiting Electrical completion

HUMOR



Bandits 9 o'clock low

Float Fly Follies





“Can you see the plane?”

“That’s All Folks”



FW THUNDERBIRDS AUGUST FLOAT FLY



DATE: AUGUST 5th, 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.

Raffle items:

GPS Coordinates: 32.8145, -97.4905

AMA required. This is an AMA sanctioned event (15036). Landing fee \$20.00.

Bring your own lunch, Beverages Provided, Pilot Give-A-Ways: Misc RC items/Equipment

Contact: Mel Wells: malekat@sbcglobal.net

Woody: wylake@yahoo.com

Club web site <http://www.fwthunderbirds.org>

