



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



Issue 6104 - April 2023

Next club meeting: April 22nd, 7 PM, Location - Thunderbird Field

Presidents Corner: *by James Meadows*

No report this month.

Vice Presidents Corner: *by Rob Lowe*

No report this month.

Secretaries Corner: *by Mike Schroeder*

March 27, 2023 Meeting at CERA

Meeting started at 7:00 and James welcomed everyone and new member Gary Nelson to his first meeting of the year.

Events Calendar

SAE: April 14, 15, 16. Flying field will be closed these days. The field will be open leading up to the 14th and there will be teams practice flying. Please give a big welcome and help to our visitors. You should not tell them how to fix their plane but make them aware of safety and our flying field rules.

Warbirds over Benbrook: May 13th. CD will be Dave Williams who stepped up and volunteered to run this event.

SPA: May 20. CD will be Ken Knotts and Chris Berardi. Come and show us your control of a plane and learn how to use your rudder.

Officers Report

Vice Presidents Report by Rob Lowe: Nothing to report at this time.

Safety Report by Sam Corlett: Sam spoke that if we see something that is not safe that we need to mention it. There was a group flying and the wind shifted to the other direction and so everyone moved to the other end of the runway to fly. Nobody told the new person who was unaware of the wind shift and kept on flying from the wrong end. A near miss in the air scared

everyone. Everyone should have waited until the plane was down or make sure that everyone knew of the shift that was going on. Make sure you are talking to everyone on the flight line letting them know what you are doing and your intentions.

Treasurers Report by Chris Berardi: Chris has a bunch of new name tags to be mailed out soon. We have airshow tee shirts still for sell at ten dollars each. There also Thunderbird hats for sale. Chris is going to order new shirts if anyone is interested, get with him for the details. Checking and savings accounts are in good standing

Secretary Report by Mike Schroeder: Motion by Ken Knotts to not read the minutes. Seconded by Tab Bowland; Show of hands and the motion passed. Thanks guys

Old Business

Frequency Board: Rob Lowe will look into the frequency board and see if any changes need to be done.

Dues: Chris talked about raising dues for 2024 and will get some numbers together for the next meeting. Cost wise everything has gone up, Field maintenance, electric, Porta can, etc.

New Business

CORP compliance inspection this month.

Look into adding another bleacher stand for guest.

Renewing Gold Leader Club, James is working on it.

Next meeting at the flying field. Rex Anderson made a motion to have the next meeting at the field, Dave second the motion and a show of hands. Motion passed. April 24, at 7:00pm

Ken Knotts talked about the plane retrieval yellow pole might be placed in the fire extinguishers box so it is available to everyone. It is currently in the shed and requires an officer there with a key. The officers will look into a new storage shed that can be used for the yellow poles storage and also a lost and find plane box.

Dave Williams made a motion to buy a new storage shed with a budget of eight hundred dollars. Seconded by Clayton Neil. Show of hands the motion passes.

Chris Berardi talked about CPR and AED training and is getting a schedule together for members to take the class. Also it was mention that when we have an event that all CD's need to make sure the AED box is unlocked and familiar with the contents. Please lock back up after event is over.

Meeting ends 7:50

Members in attendance

**Mel Wells
Gary Nelson
Dave Williams
Tab Bowland
Ken Knotts
Chris Berardi
Woody Lake
Zike Bowden**

**Tom Blakeney
Robin Blakeney
Mark Elhers
Mike Schroeder
Mark Johnson
Kenneth Killgo
Mitch Malicoate
Rex Anderson**

**Clayton Neal
Fred Neal
Sam Corlett
Roger Spencer
John Herder
Nickolas Smith**

From the Treasury: By *Chris Berardi*

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

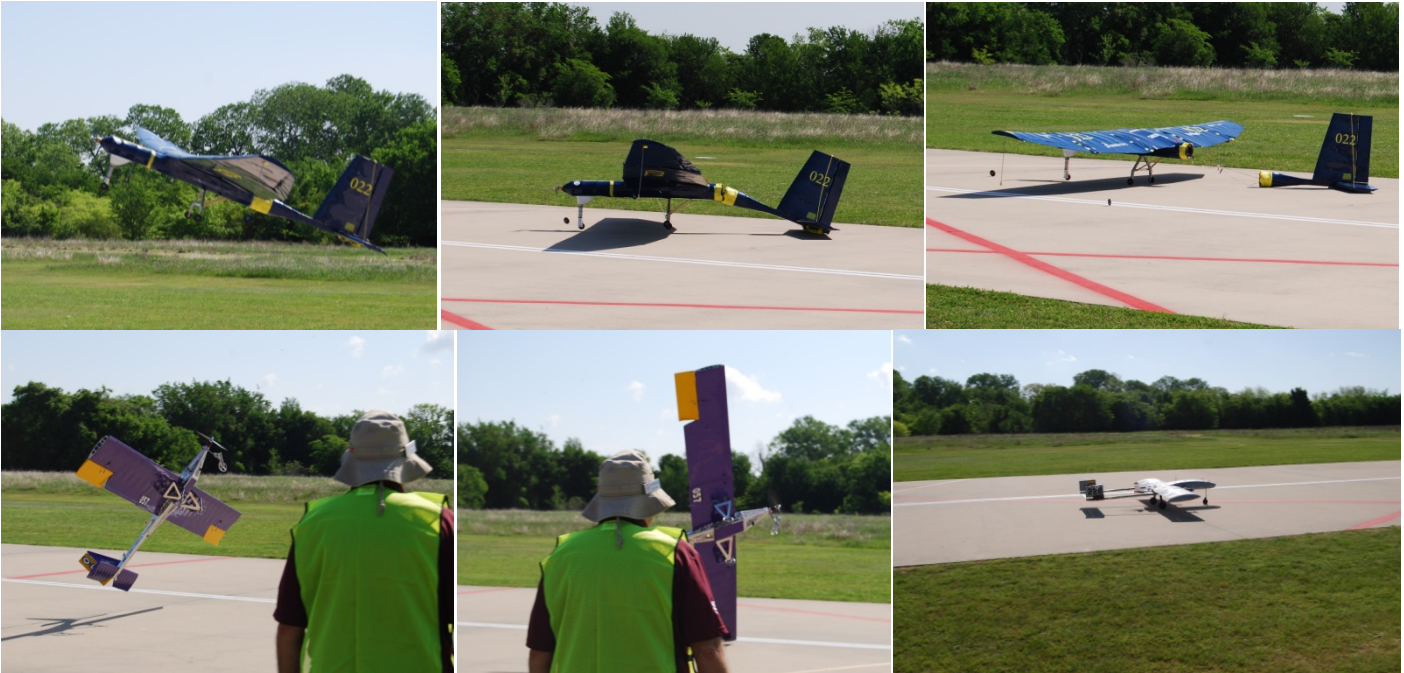
Membership Type	Count
Individual	117
Family	9
Associate	11
Life	16
Service & Gift	0
TOTAL	153

Chris

Safety Officer submission: *by Sam Corlett*

No report this month.

SAE April 14th-16th





Flapjack

In keeping with the theme of ‘unusual aircraft’ meet the ‘Flap Jack’.

The Vought XF5U "Flying Flapjack" was an experimental U.S. Navy fighter aircraft designed by Charles H. Zimmerman for Vought during World War II. This unorthodox design consisted of a flat, somewhat disc-shaped body (hence its name) serving as the lifting surface.^[1] Two piston engines buried in the body drove propellers located on the leading edge at the wingtips.



Design and development

A developed version of the original V-173 prototype, the XF5U-1 was a larger aircraft. Of all-metal construction, it was almost five times heavier, with two 1,400 hp (1,193 kW) Pratt & Whitney R-2000 radial engines. The configuration was designed to create a low aspect ratio aircraft with low takeoff and landing speeds but high top speed.^[2] The aircraft was designed to keep the low stall speed and high angle of attack from the V-173 prototype while providing for better pilot visibility, cockpit comfort, less vibration, and provisions to install armament. This included a cockpit redesign moving the cockpit from the leading edge of the wing to a nose nacelle that extended further in front of the leading edge. The arrestor hook was changed to a dorsal hook that would diminish the drag from the apparatus.^[3]

Normally, a wing with such a low aspect ratio will suffer from very poor performance due to the degree of induced drag created at the wingtips, as the higher pressure air below spills around the wingtip to the lower-pressure region above.

In a conventional aircraft, these wingtip vortices carry a lot of energy with them and hence create drag. The usual approach to reducing these vortices is to build a wing with a high aspect ratio, i.e. one that is long and narrow. However, such wings compromise the maneuverability and roll rate of the aircraft, or present a structural challenge in building them stiff enough. The XF5U attempted to overcome the tip vortex problem using the propellers to actively cancel the drag-causing tip vortices.^[4] The propellers are arranged to rotate in the opposite direction to the tip vortices, with the aim of retaining the higher-pressure air below the wing. With this source of drag eliminated, the aircraft would fly with a much smaller wing area, and the small wing would yield high maneuverability with greater structural strength.

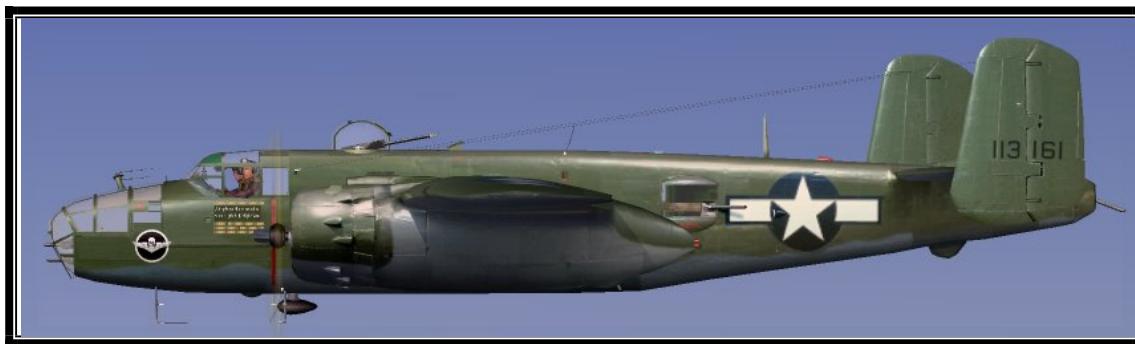
The propellers envisioned for the completed fighter — unlike the torque-reducing counter-rotating propellers of the V-173 design — were to have a built-in cyclic movement like a helicopter's main rotor, with a very limited ability to shift their center of lift up and down to aid the aircraft in maneuvering. Initially, the aircraft used propellers originally designed for the V-173 prototype. These propellers would be replaced with propellers taken from the Vought F4U-4 Corsair. An ejection seat was fitted to allow the pilot to clear the massive propellers in the event of an in-flight emergency. Although the prototype was unarmed, a combination of six M2 Browning 50-caliber machine guns or four M3 20 mm cannons would be mounted in the wing roots in service.^[2]

Testing and evaluation

The XF5U design was promising: specifications given at the time promised great maneuverability and speeds up to 452 mph (727 km/h). However, it came at the time when the United States Navy was switching from propeller driven to jet propelled aircraft. By 1946, the XF5U-1 project was already long over its expected development time, and well over budget. With jet aircraft coming into service, the Navy finally canceled the project on 17 March 1947, and the prototype aircraft (V-173) was transferred to the Smithsonian Museum for display. Although two aircraft were constructed, a lone XF5U-1 underwent ground runs but never overcame vibration problems. Taxi trials at Vought's Connecticut factory culminated in short "hops" that were not true flights. The only completed XF5U-1 proved to be so structurally solid that it had to be destroyed with a wrecking ball.^[9]

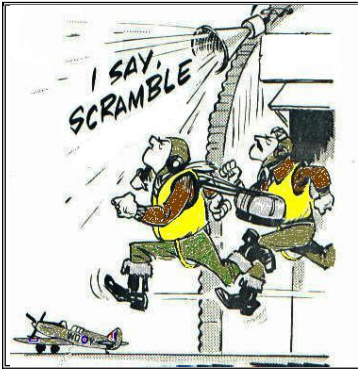
Doolittle Raiders April 18th 1942

Toast: "To the Doolittle Raiders who gave their all in success of their mission, and to those that have joined them since." God speed.



Attention all warbird pilots

Our annual Warbird Fly-In will be held on the 13th of May 2023. Safety Briefing 0900 hrs. All aircraft welcome, 'Fixed or Rotary Wing'.



2023 CALENDAR

<u>DATE</u>	<u>EVENT</u>	<u>POINT OF CONTACT</u>
May 13	Warbirds Over Lake Benbrook	Dave Williams
May 20	SPA Contest	Ken Knots/Chris Berardi
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



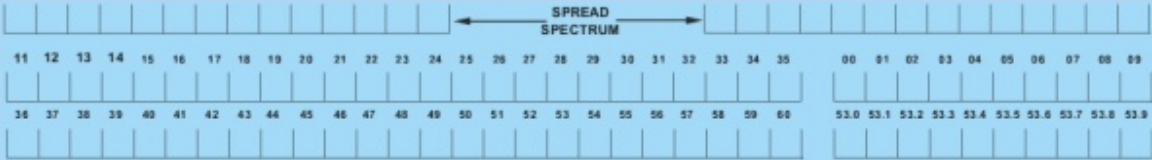
Pres: James Meadows *VP:* Rob Lowe *Sec:* Mike Schroeder *Safety:* Sam Corlett *Treas:* Chris Berardi

SUPPORT OUR ADVERTIZERS



JT's Hobby Shop 817 244-6171
8808 Camp Bowie Blvd. Fort Worth TX 76116
jtshobby@yahoo.com


Flying Field Rules



SPREAD SPECTRUM

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

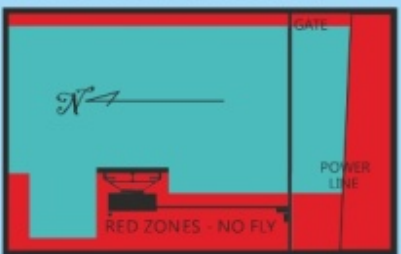


Diagram illustrating the flying field layout, including a runway, a gate, a power line, and designated red zones where flying is prohibited.

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.

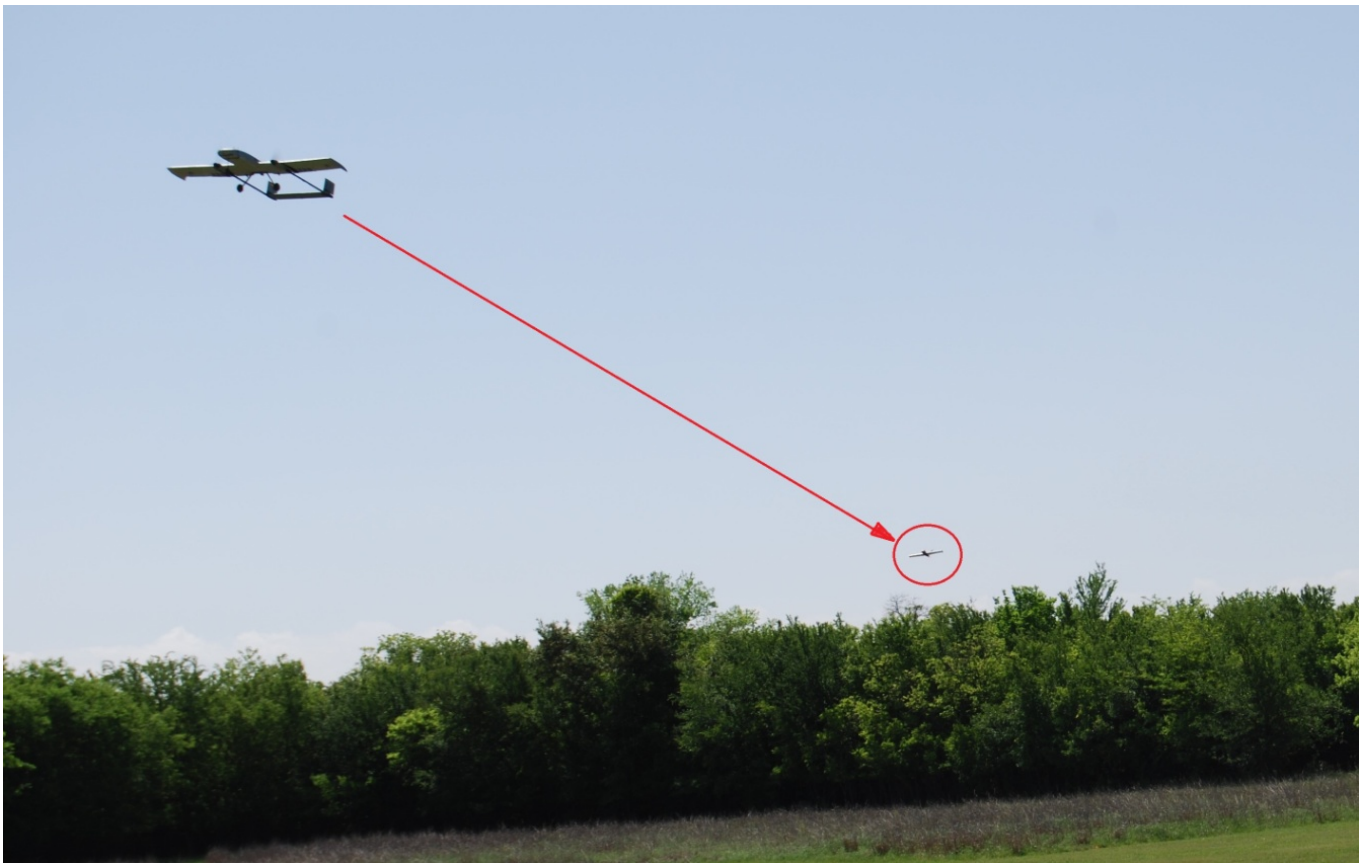
As an AMA member I agree:

- 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 Schroeder		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 Flaggpole	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

SAE



Advanced Class

