



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



## Issue 4346, April 2009

**Next club meeting April 27th, 2009, 7:30 pm at West Side Café 7950 Camp Bowie Blvd**

### **Presidents Corner**

No report this month. See you at the meeting.

***Will Campbell***

President, Fort Worth Thunderbirds

President: Will Campbell Phone: (817)-297-2454 E-Mail:	Vice President: Len Minco Phone: (817) 691-5325 E-Mail: lminco@fwthunderbirds.org	Secretary: Ken Knotts Phone: (469) 441-6761 E-Mail: kenknotts@hughes.net
Treasurer: Bob Hoover Phone: (817) 614-0056 E-Mail: roberthoover@uwmail.com	Safety Officer: Gary Alphin Phone: (817) 444-1019 E-Mail: gary.alphin@gbrx.com	Pilot's Log: Woody Lake Phone: (817) 294-8746 E-Mail: at6pilot@charter.net

### **Vice Presidents Corner**

It seems like the only time I have to fly on a Sunday we have had hurricane force winds. One of these days the weather will cooperate.

In the meantime, I wanted you to see the latest in "*prop balancing machines*". Elvis Bunnell demonstrates some of the newest high speed balancing techniques at our new business. Coincidentally, it works great on auto and truck tires too.



*See you on takeoff.....*  
**Len Minco**  
**Vice President**

### **February 2009 Club Meeting Minutes**

President Will Campbell called the meeting to order at 7:30 PM.

Bob Bishop moved to suspend reading of the minutes. Ken Knotts seconded, passed.

Bob Hoover gave the treasury report and announced that we have a new member, Robert Smith.

Joe Jopling gave an update on the new field. The concrete is poured for the runway, taxiways, pavilion and the storage building. He gave a handout showing the layout of the new

field with the old field overlaid on it. If you have complaints or suggestions, contact Joe or one of the board members. The ground around the runway will be level with the runway. Bob Hoover said to hydra mulch the 3 ½ acres around the runway will cost about \$12,000 which includes watering for 60 days. The cost for getting the electrical done for the shelter and storage building is about \$4,000.

Gary Alphin and Ken Knotts reminded members of the Senior Pattern Association (SPA) event coming up on April 25. SPA membership applications were handed out and the Thunderbirds now have 5 members of the SPA. For information about SPA go to <http://www.seniorpattern.com/>

Gene Hodges announced the last pylon race had to be cancelled because of the high winds. The next pylon race will be April 19 at Thunderbird Field.

Training for new pilots will be every Thursday 6:00 PM until dark weather and wind permitting.

Bobby Slaughter wants to know if anyone is interested in indoor flying at gym in Crowley. Contact Bobby for more information.

Anyone who has a Spectrum DX6i needs to contact Horizon Hobby because there is a recall on the transmitter. It will be repaired free of charge. See

<http://www.horizonhobby.com/Articles/Article.aspx?ArticleID=1901> for more information.

Len Minco reported that the video that can be viewed on the Benbrook cable channel will be ready in April. When it is ready, it can be viewed at <http://cityofbenbrook.com/content/72/2749.aspx>

Bob Bishop reminded members that the field now needs mowing and can use some help on Friday mornings. For safety reasons, while mowing is being performed, please do not fly.

Terry Thorp announced that the War Bird Event will auction a Saito 65 engine. It will be held on May 16 with volunteers to be there at 8:00 AM, the pilots meeting at 9:00 AM and lunch will be ready at 11:30.

Woody Lake and Bob Hoover would like to know if anyone is interested in a Cub Fly-in. Contact either of them if interested.

Raffle winners;  
Glow igniter Casey Hunzeker  
Fuel pump Casey Hunzeker  
Epoxy Ken Knotts  
CA glue Ron Kosar  
Fuel Tommy Perry, Monty Smith, Bob Hoover  
Servo Woody Lake, Dave Dingman

*Ken Knotts*  
*Secretary*

**From the Treasury**

**New Members** - Please welcome Bob Smith, Norman Robinson and Hector Macias,

April has been a slow month thus far however the SPA event will be held at the field Saturday April 25<sup>th</sup> so come out and support your club.

We have not had any expenses for the new field as of this time, but that should change in the near future. Our major expense will be the cost of the electrical work and

the planting of the grass which should occur in the next thirty days.

I am currently compiling a list of volunteers and equipment necessary to accomplish the electrical work. If you have not volunteered please do so.

We will not know how much work the club will have to do to get the site ready for planting of grass until the contractor has completed his work. Hope to see you at the meeting and the field.

*Bob Hoover*  
*Treasurer*



## **From The IP Seat**

The probability of being seen while flying carelessly is directly proportionally to the stupidity of the act.

Always remember to fly an airplane with your head and not your hands. Never let an airplane take you somewhere your brain didn't get to minutes earlier.



## ***Woody***

### **For the Wreckord**

During the test hop of my Cub I performed a touch and go and while climbing out the engine quit. Straight ahead were trees, tall grass, and lake (heading SE). I had enough altitude to make a 45 degree to the right and after clearing the first tree thought I had it made. Unfortunately a mesquite tree had other ideas and caught the cub in mid flight. Damage was minimal. Resulting cause of the mishap; partially closed manual choke after engine maintenance and depth perception as I thought the mesquite tree was further south. I was lucky with this one

## ***Woody***



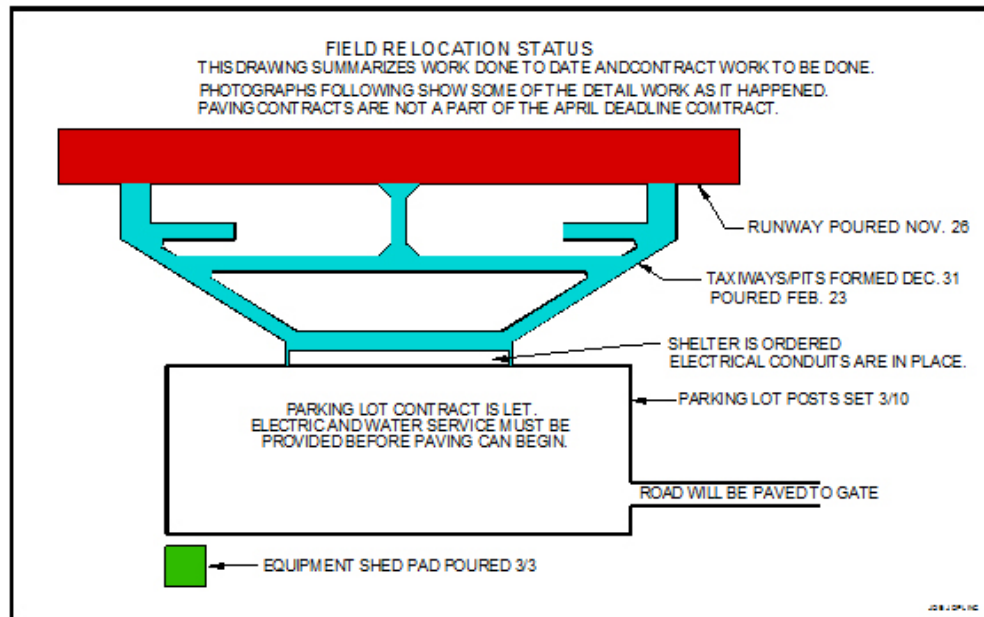
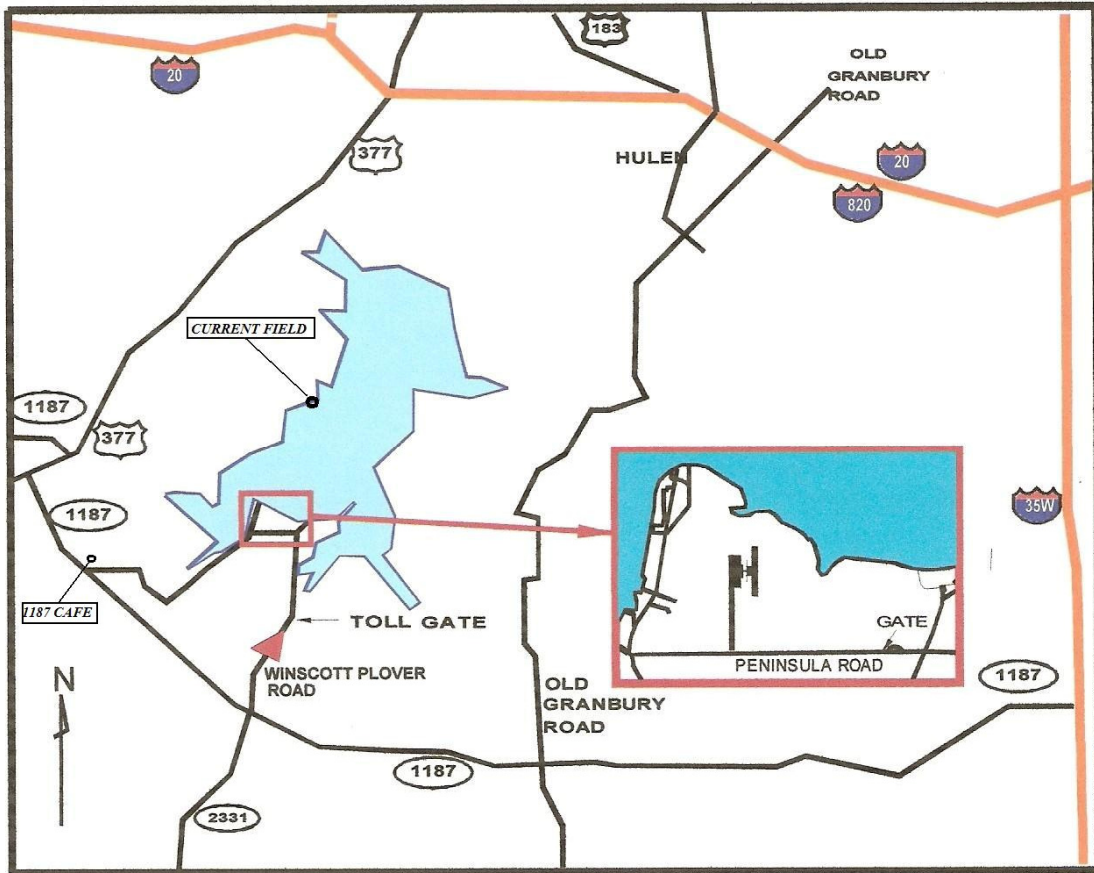
### **Weatherford Auction**

If you missed the Weatherford auction, you'll have to wait another year. It was the 27<sup>th</sup> year for this non -flying event. Well done WAMS.



## Field Relocation Status

The following is a map showing our relocated field location. The best access is via Winscott Plover Road.



## **Field Relocation Status Continued: To All Thunderbirds.**

It appears that the shelter at the new field will be erected in the near future and once the erection is complete we can perform the electrical work.

The electrical work will consist of:

- Installing a new 125 amp outdoor panel.
- Installing a ground rod and wire to ground panel.
- Installing GFI electrical outlets on nine columns.
- Installing conduit from the slab to the electrical outlets
- Pulling #12 wire through the underground conduits.
- Installing wire for our PA system.
- Pulling 3 ea 1-0 service wires from the meter at the shed to the shelter.

Later after our shed is erected the work will consist of:

- Pulling service wire from meter to shed panel
- Installing a new 50 amp panel.
- Installing a ground rod and wire to ground panel.
- Running emt to hook up the following:
  - Install one electrical outlet.
  - Install two 8' fluorescence light fixtures.
  - Install one light switch

The purpose of this email is to create a list of people and equipment that will be available to perform the electrical work.

The items needed are:

- Two or three qualified electricians

## **FIELD PROGRESS - Joe Jopling**

Not much has happened at the field since the last newsletter, but next week promises to be the beginning of renewed activity. The major contractor requested and was granted a 30 day extension from his mid-April completion date. We hope this really will happen in mid-May and look forward to his leaving the site.

The shelter is due at the field on 27 April. The subcontractor is scheduled to start that day and complete the shelter in one week.

The major contractor has admitted responsibility for dirt work and will start on the 27<sup>th</sup>.

The parking lot sub will remove all fencing and replace it per the contract after the parking lot is completed.

Chain link fencing will also begin on the 27<sup>th</sup>. These tasks complete the major contractor's work

The paving contract has not been let. The Corps does not anticipate a problem with it. All that is left is the final definition of the area to be paved. There is good reason to get it paved as quickly as possible---so that the major contractor can leave. The Corps has made an arrangement with the paving contractor to do some final smoothing of the "grass"

- Two or three helpers
- Portable generator to operate power tools
- 3/4" conduit bender
- Step ladders
- 300' 1/4" polyethylene rope
- Typical electrical hand tools
- 3/8" electric drill motor and drill bits

I will prepare a complete list of materials after the shelter is complete. There are a couple of issues that need to be resolved prior to completing the list. And I would like to consult with the electricians that volunteer.

We also need someone that has the ability to buy electrical materials from a wholesale electrical supply store.

If you can help in any of the areas listed above please email me with how you can help.

If we all work together this project can be completed in a timely fashion.

Thank you for your help.

**Bob Hoover**

*Treasurer*

runway and other areas with his maintainer.

The electric company will set the service to the shed slab on the 27<sup>th</sup>. The conduit has been covered

If you visit the field on or after the 27<sup>th</sup> remember that a hard hat is required when work is going on. Also stay clear of workers and areas that are to be graded...

In a meeting at the Corps' lake office, the issue of member and visitor access was resolved. Procedures set by other clubs using Corps property will be followed... The existing gate at the east end of the road will be moved to just west of the field access road. A gravel visitors' parking lot will be placed at the access road. A locked "Thunderbird" gate will be placed across the access road between the lot and the field. Corps-type pipe fences will seal the field from vehicles on the east-west road. Per Corps rules, visitors can fly at the field any time. If no Thunderbird is present, they will park in the visitors' lot. The first Thunderbird entering the field will unlock the gate and leave it open. Visitors may then use the field lot. The last Thunderbird to leave, no matter the time of day, will lock the gate after informing visitors they must move their vehicles outside the locked gate.

Bob Hoover has met with a grass contractor and has cost data for consideration at the club meeting. He has also made

preliminary arrangements for club wiring of the shelter.

## **Warbird 2009**

To all Thunderbird Pilots:

Department of Defense  
War Department  
United States Army Air Corps

Greetings:

Having submitted yourself to a local draft board composed of your neighbors for the purpose of determining your availability for training and service in the land, air, or naval forces of the United States, you are hereby notified that you are recalled for training and service therein. Effective this date, 30 April 2009, your previously held commissioned grade is reinstated. You will proceed to Thunderbird Field, Fort Worth Texas, and will report for duty by 0830 hours on the 16<sup>th</sup> day of May 2009. To preclude guard or KP duty, it is recommended that your aircraft of choice be in your possession upon your arrival. Military gear, if available, is encouraged and should be worn. Operations will maintain strict radio frequency control of all aircraft transmitters. Mess Hall will be open and lunch served to registered pilots. Promotion of those individuals deserving will presented. Willful failure to report promptly to the assigned duty station and at the designated hour is in direct violation of the Selective Training and Service Act of 1940, as amended, and subjects the violator to fine, and or imprisonment.

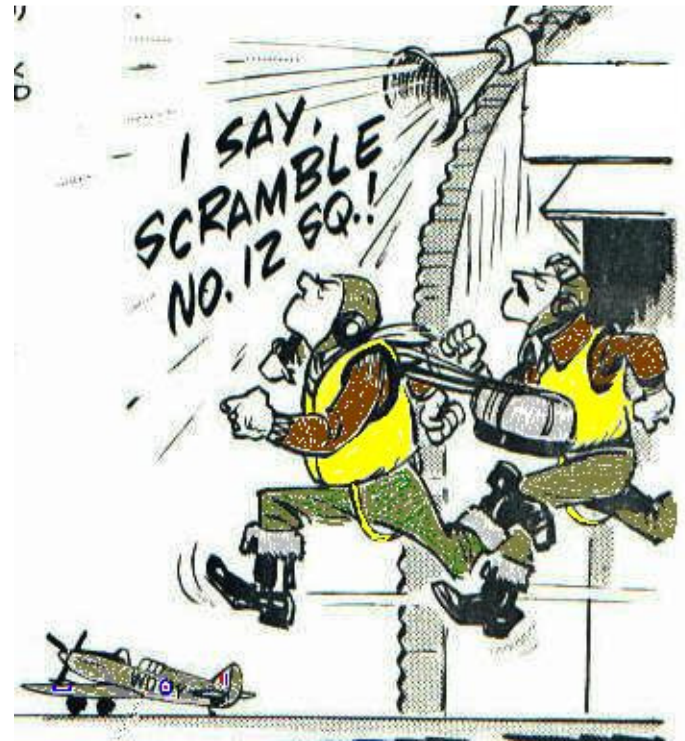
E. C. Woody Lake  
Colonel, USAAF

## **Newsletter Policy Change**

All Thunderbird Members:

In an effort to minimize monthly expenditures it is planned to email the monthly newsletter to all those members that presently have an email account. Currently the newsletter is costing between \$75 - \$80 per month. With our upcoming move and additional expenses this money would be used for finalizing the new field.

If your mail box will not handle the PDF file or if this is not convenient please let me know and I will continue to send the newsletter via US post. Those members that do not have an email account on file will continue to receive the newsletter as usual.



As always the newsletter will be posted on our website. This notice will also be posted in the April newsletter. These changes become effective for the May newsletter. I appreciate everyone's support and understanding in this effort.

Contact Woody at: [at6pilot@charter.net](mailto:at6pilot@charter.net)

Thanks  
President, Ft Worth Thunderbirds  
*Will Campbell*

## Choosing the Correct Glow Plug

The following information was extracted from the OS Engines web site: <http://www.osengines.com/>

### 1. Type of Engine

Guideline 1: Know what type of engine you have. Is it a *standard* - or a *turbo*?

*Standard* engines (engines with a 1-piece head) are most common. Standard plugs are easily available, inexpensive and fit almost all standard engines. Standard plugs are installed with a washer, which creates a compression seal with the head.

Many new O.S. engines are *turbo* engines, which feature a special 2-piece turbo head. The biggest benefit of turbo plugs is superior performance. Unlike standard plugs, turbo plugs (identified by a "P" in the description) feature a tapered "seat" that matches perfectly with the head. That creates a superior compression seal and with it, maximum efficiency and power.

A word of caution: you should *never* install a turbo plug in a standard engine or vice versa. Doing so risks doing serious (and expensive!) damage.

### 2. Displacement

Size matters to glow plugs. What size is your engine? Big engines have more mass and retain heat better. Smaller, lighter engines don't, and need the help a hotter plug can offer.

Guideline 2: The *smaller* the engine, the *hotter* the plug.

### 3. Fuel Nitro methane Content

What's the nitro percentage in your fuel? High-nitro fuels produce more power than low-nitro fuels, but also produce more heat.

Guideline 3: The higher the nitro content, the colder the plug.

### 4. Temperature

Smart modelers tend to keep a variety of glow plugs on hand. The reason? Because *the "right" plug for your engine can change with the temperature*. To achieve top performance, your choice of plug needs to change, too.

Guideline 5: The hotter the day, the colder the plug.

### 5, 6 & 7. Other Considerations

Here are **a few** other things you should know.

*Hot* plugs promote better idling and acceleration. If your engine runs rough or accelerates sluggishly, a hotter plug will help.

Cold plugs produce more power and may improve performance if your engine runs hot. The downside is rougher idling and more difficulty in tuning.

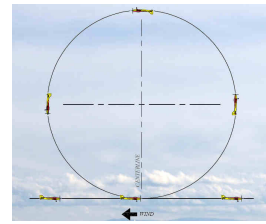
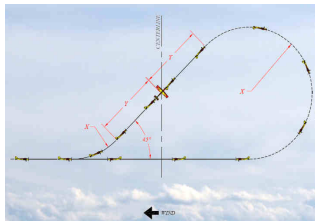
*Where* you run also plays a part. If the track/course has a lot of twists and turns, a hot plug is fine. If the track/course has long straights where you'll reach maximum rpm, a colder plug is best.

Fuel-air mix not only affects how your engine performs; it can also have an impact on how long your plug lasts. If you run *rich*, it means that you're using more fuel than necessary for top performance. Modelers are often advised to run rich during engine break-in, because it helps cool the engine. However, running too rich can also cause an engine to "bog down" or quit entirely. In addition, it also means that the glow element is being exposed to more contaminants than necessary, which shortens plug life.

Running *lean* means that you're using less fuel. "Leaning down" an engine has a positive effect on performance. However, care is needed here, because *over-leaning* an engine can harm it, by raising operating temperatures; "burn up" a plug before its time.



## Senior Pattern Event



**Saturday – April 25**

Thunderbird Field, Benbrook, Texas

**Saturday - September 26**

Thunderbird Field, Benbrook, Texas

Airplane – Pre 1976 style. Engine – Maximum .60 two stroke or .91 four stroke. Pilots can be any age.

Classes – Novice, Sportsman and Expert. Go to [seniorpattern.com](http://seniorpattern.com) for complete rules and pattern sequences. Plaques are awarded for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in each event. Classes may be combined if there are fewer than three contestants per class.

AMA membership is required for all classes and SPA membership for all but the Novice class.

Registration – 8 AM to 9 AM

Flying starts - 10 AM

Contacts for questions and registration:

Ken Knotts

Gary Alphin

Dave Dingman

469-441-6761

817-444-1019

817-246-8520

## BATTERY SAVING TIP

If you have a Spread Spektrum DX-7 (other transmitters may have this feature), turn the trainer function on. If there is no buddy box attached it will beep every thirty seconds when the transmitter is on. In addition to letting you know your student is missing, it also lets you know your transmitter is on. It is especially useful if you are using a Lipo battery. There is no

protection for them in a transmitter and one complete discharge is the end of that battery. I speak from a \$25 experience.

*Joe Jopling*



*F-105 Thunderchief*

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jtshobby@aol.com

## THUNDERBIRD 2009 CALENDAR

DATE	EVENT	POINT OF CONTACT
April 25	Senior Pattern Contest	Ken Knotts KenKnotts@Hughes.net
May 16	War Bird Event	Terry Thorpe/Woody Lake <a href="mailto:thorpetr@flash.net">thorpetr@flash.net</a> at6pilot@charter.net
June 17	Old Farts Flying	Chuck McLeroy chpe12@sbcglobal.net
June 21	Pylon Racing	Gene Hodges
July 4	Jason Skrasek Memorial Fun Fly	
August 1	Float Fly at Camp Joy Park	Terry Thorpe/Woody Lake <a href="mailto:thorpetr@flash.net">thorpetr@flash.net</a> at6pilot@charter.net
September 19	Biplane Bash	Bob Hoover roberthoover@uwmil.com

September 26	Senior Patter Contest	Ken Knotts KenKnotts@Hughes.net
October 22-25	IMAC Regional Contest	Rick Byrd rkbyrd@sbcglobal.net
November 1	Float Fly at Camp Joy Park	Bob Hoover roberthoover@uwmail.com
November 7	All Electric Fly-in	Tom Blakeney
November 8	Pylon Racing	Gene Hodges
November 22	Pylon Racing	Gene Hodges
December 12	Christmas Party at Spring Creek BBQ	Club Officers