



Fort Worth Thunderbirds

Radio Control Association Inc.

The Pilot's Log



Issue, 6301 January 2025

Next club meeting: January 27th - 7:00 pm - Location - CERA, 3300 Bryant Irvin Road

President's Corner: by Ron Anderson

Greetings to all. Our president Ron is in the repair hanger and on his behalf I would like to extend a warm wish to all for a most happy new year.

The traditional Black Eye Fly-in was a huge success. Weather was cooperative with sunny skies and moderate winds. The food was great and a big thank you to all those that provided the nourishment. Judging by what was left the attendees were just as appreciative. You guys eat like 'killer whales'.

Two awards were presented to well deserving individuals that have served our club over the years. Thunderbird of the Year was presented to Rex Anderson and Thunderbird Life Member to Rob Lowe. Congratulations to both.



Rex Anderson



Rob Lowe

Don't forget our January meeting at CERA. Hope to see you all there.
Ron (ghost writer Woody)

Vice President's Corner: by Mark Johnson

Happy New Year Thunderbirds! I hope the New Year finds everyone well. This is my first effort at writing from the Vice President's Corner, so go easy on me. For those who were unable to make it out to this year's Black-eyed Pea, you missed a fantastic event. It was a little on the cool side, but overall, the weather was great. It was a wonderful day of food, flying and fellowship. Members who renewed their membership prior to noon on January 1 were entered into a drawing that sent four happy members home with new aircraft for their hangers. I want to thank everyone who provided pots of hot chili and black-eyed peas, as well as sides, to make the meal complete. Also, a big thanks to Rex Anderson for providing the coffee and a warm place to get out of the cold.

Next up, the Thunderbirds will be hosting the SAE Aero Design East competition at Thunderbird Field on May 1-4, 2025. WE NEED EVERYONE to volunteer their time and energy to make this event successful. More information will be provided as plans are finalized. Let's all help to show our visitors a Thunderbird welcome.

We will also begin planning our 2025 calendar of events at our January meeting. Please send a list of possible events to be held at Thunderbird field to a board member. We also need AMA Contest Directors and Event Managers. Please contact a board member if you are interested in helping to play a vital role in supporting and promoting the hobby and our club.

Lastly, I need your input on topics for our monthly meetings. This can be a topic of interest to you, specific speakers or hobby related ideas. As Rob has said in the past, nothing is off limits at this point. Please give me your ideas and suggestions. If you know of a potential speaker or have a special interest or topic, please let me know and I will see what I can do. Just drop a note to vicepresident@fwthunderbirds.org with information about the topic or speaker.

That is all for this month!
Mark

Secretary's Corner: *by Mike Schroeder*

No December meeting. No report.

Treasurer's Report: *by Chris Berardi*

2025 Board Members

Our first Pilot's Log of the year is where we formally announce our board members for the year. Besides informing you, the announcement serves as a legitimate record for institutions we deal with, such as our bank and the Corps of Engineers.

Several of the 2024 board members retained their positions for 2025. Apparently, they enjoyed their turn in the barrel and were willing to take another round. We did have two major changes and we are thankful that two longtime members were cajoled and coerced into risking their free time as our new President and Vice President!

Here is your new board for 2025:

PRESIDENT	RON ANDERSON
VICE PRESIDNT	MARK JOHNSON
TREASURER	CHRIS BERARDI
SAFETY OFFICER	SAM CORLETT
SECRETARY	MIKE SCHROEDER

In addition, though not a board position at this time (we probably should fix that), is our Field Manager, Rex Anderson. You can reach any member of the board via the web site and their personal contact information has been provided to you in your 2025 Welcome Letter.

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New Life Member

In recognition of several years of continual service, not only to the Thunderbirds, but to our hobby nationwide, we announced on January 1st, the inductance of *Rob Lowe* as a Thunderbird Life Member. I am sure you know that Rob has been our Vice President since 2018. He's been the "voice" at several of our biggest events such as the SAE Aero Design,

Warbird and Anniversary celebrations. More than that, he is a recognized voice at full size shows held by EAA (Experimental Aircraft Association) and many more around the country.

However, I think some of his biggest contributions are to the hobby as a whole by bridging the gap between the model aviation enthusiast, the AMA and the FAA as they tackle autonomous systems in shared airspace. We are thankful we have someone eloquently representing us and our hobby.

Incidentally, I'll be updating the web site with a history of the club officers. Right now, there is just a placeholder page. The site is already updated with a list of Life Members past and present.

Thunderbird of the Year

I'm not sure if this could be categorized as a coveted award. Mainly because you really have to earn it, and the hard work it entails is not often recognized. Also, we have many hard working club members making everything run smoothly, both behind the scenes and out front, that can make it a challenge to pick someone.

Indeed, it is hard to select a single Thunderbird, but I think we all agreed that the nomination and award for 2024 was a nearly obvious! This Thunderbird leads a team of amazing individuals that take care of our pristine and beautiful flying field, the shed and all the equipment, and still finds the energy to show up each Thursday to mentor our newest hobbyists.

Thunderbird of the Year for 2024 is *Rex Anderson*. The club presented Rex with the award at our January 1st, Black Eye Pea event. When you see him, please let him know you appreciate everything he has done and is doing for the benefit of us all. Cheers!

AED and CPR

The AED has been temporarily removed from the pit area. This is to protect it from the sub-freezing temperatures and to inspect the batteries and test for proper operation. It will be returned after the cold snap, perhaps in a week or so.

Exercise caution - don't have a heart attack at the field until it has been replaced!

It has been a couple of years since our last CPR training day. With as many new members as we have, it's about time to have another class. The instructor has a location available to us and only requires a list of individuals and suitable time for the training. We will start putting together a list of interested club members at the club meeting. To make it worth the instructor's time we need about 20 club members for the training session.

This training is at no cost to you; it will be taken care of by the club. Membership has its privileges as our past president was keen on noting. Let a club officer know of your interest, or sign-up at the club meeting.

Aviation Movies

Every now and again I'll post an interesting aviation themed book or movie. I've got a list of these on an Excel spreadsheet as a reminder of them; perhaps I'll publish that list in a future Pilot's Log.

The movie I'd like to tell you about isn't actually aviation themed; however, it is about WWII for which there are many aviation movies. This movie has an indirect link to our aviation hobby through its director, Tyler Perry.

Did you know that Tyler Perry is an avid radio control hobbyist? Recently, there was an article about his hobby involvement in Model Aviation magazine, but you can find out more on You Tube. Try this link: [Tyler Perry on YouTube](#)

The movie that I thought was most interesting is called, "*The Six Triple Eight*." It recalls the unrecognized (for decades) contribution of a little known all black, all female, 6888th Central Postal Directory Battalion. If you like the underdog to succeed, then this is an uplifting movie about succeeding when obstacles are placed and stacked against you. The movie is streaming now on Netflix and interesting enough as entertainment, and a thought provoking narrative of WWII and our history.

Pretty much anything about aviation history is of interest to me. So often, aircraft of that time were dependent on the engineers having an understanding of model building. That time period spawned the heyday for many of the classic aviation movies too. Many magazines had their start after the war and many thereafter captured our fascination with aviation. Anyone recall Radio Control Modeler magazine? One of the founders of which was Thunderbird, Chuck Cunningham.

In the coming newsletters, I will write a precise about several personalities from full size and model aviation of interest to me. Some you may have heard of, others, not so much. If you have a movie or book to recommend, let us know about it. Send an email to the editor or any board member with your ideas.

2025 Membership

2025 dues are payable by the first club meeting (January 27th) though many of you have already renewed much earlier. New for this year, we encouraged early renewals by randomly selecting four renewing members at the January 1st Black Eye Pea club event. Each of the four 2025 members won an ARF from E-flite or Great Planes.

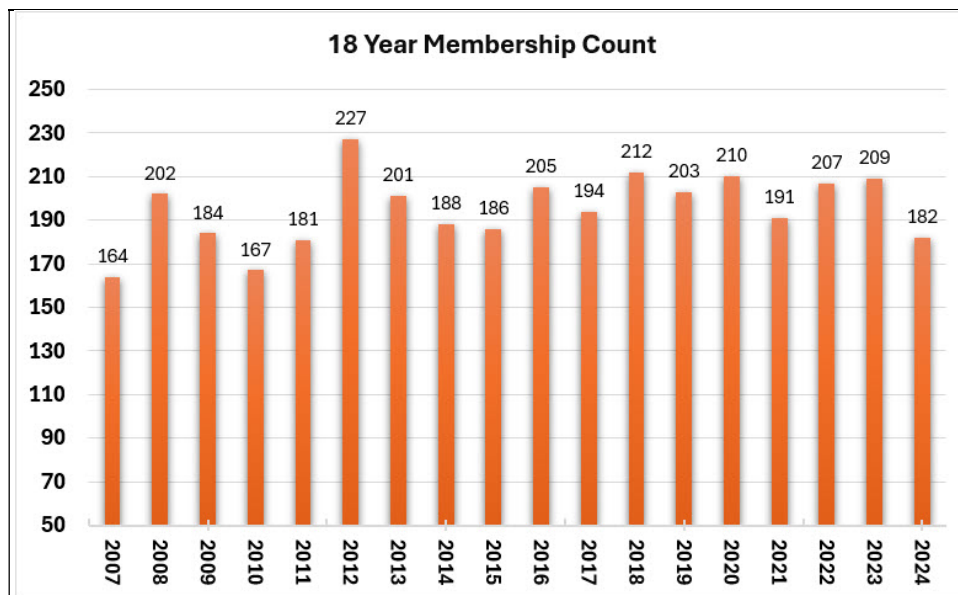
The Black Eye Pea get together was well attended, partly because of the great flying weather, but perhaps because of our cool giveaway! We added this giveaway because we are no longer having a formal Christmas Party due to the huge increase in rental cost and other expenses. The go-forward plan is to replace the Christmas Party activity with other events, like the Airshow and member only picnics. More to come as we generate the 2025 calendar (the calendar is being developed now and will be published shortly after this month's meeting).

Around 97% of members submit their renewal on the club's web site using the PayPal links. This is the preferred method as it keeps things orderly and efficient and simplifies record keeping. Venmo is a payment option - but there is no difference between PayPal and Venmo since PayPal acquired Venmo.

Please complete and submit a contact/application form if you have changed your physical address, phone or email. In the past, the idea was that filling in the application was necessary even if you were renewing, versus a brand new member. Going forward I'd like to amend the process so that you only need to submit an application if you are either a new member, or have a change of information.

Your key and letter will be mailed in return - please look it over and verify your information. The letter includes your club ID number which is quite useful when pulling together lists for our various activities. Not included in the letter is a Thunderbird key chain. I'll have these at the club meeting and at the field.

This year, we have had a great response from the membership. It really helps that we know what capacity we have for our events and club development. As a matter of interest, here is our historic membership count:



Membership Update

If you want to renew at the January, 27th meeting, CERA location, I'll be there with keys and the ability to process credit cards or cash/check. I have a bunch of ID badges that need to go to our newer members; please attend the club meeting to pick up your badges as mailing these now costs over \$4.

We haven't published a member directory in quite a while. This year we will do something simple so that everyone has an idea of who we are. I expect this will go out around April. Between now and then, a clean-up of our mailing list will be

undertaken as we have in the neighborhood of 375 subscribers, many of whom haven't been club members for many years. This clean-up will simplify management of the directory, reduce the number of questions we handle from non-members and perhaps encourage those non-members to renew.

The directory is for members only.

The focus of the board is the membership at large, be that events, perks, special promotions, recognition. Your membership pays for the facility and incidentals that further enjoyment in the hobby with your flying buddies and families. As I mentioned earlier, we won't be having a Christmas Party in the foreseeable future, but we will be holding member only special events, perhaps several during the year. The board's aim is to provide value in return for your membership whether in the physical or social senses.

2025 Membership count as of 01/18/2025.

Membership Type	Count
Individual	93
Family	7
Associate	7
Life	16
Service & Gift	0
TOTAL	123

That's about it for this month. See you at the field.

Safety: by Sam Corlett

Since this begins a new year and we have new members as well as new officers, I'm going to "retread" my intro from 3 years ago. Here is how I introduced myself 3 years ago:

Howdy Guys! Since this is my first contribution to our newsletter, I'll briefly give you a bit of my background. I was reared on farm/ranch in northeast Oklahoma away from aviation but was fascinated by images of kids with flying models and the idea of "remote control". Like several of you, we changed to one of the three available channels on our television by walking over and turning a knob. In 1978, after starting a teaching career, I taught myself to fly RC in an empty field using a foam 3 channel high wing airplane with a .15 Fox glow engine. After progressing through larger balsa models and getting my private pilot's license, I moved to Ponca City, Oklahoma and met "Beefy" Bob Braden. Beefy (he ran the meat processing plant in town) had been in modeling since the reed days of RC and flew a bit of everything. I had seen an RC helicopter before, but this was the first time I was around one. I was captivated by the controls and linkages, so Beefy helped me get started flying a GMP Cricket. I continued flying airplanes, big (owned a full-scale Cessna 170) and small and progressed to a GMP Competitor "sixty-size" RC collective pitch helicopter.

My new job with the FAA moved me to Fort Worth in 1986, where I continued flying RC and full scale. Modeling was mostly large-scale aerobatic sport planes at the old Texas Wings field just north of Blue Mound. As things have a habit of doing, priorities and schedules changed, and in 1990 or so I mostly dropped out of modeling. During this absence the RC world changed dramatically. About 2005, I became involved in RC flying again. I worked on new skills, tackling the changes made available in RC helicopter electronics and hardware and flew a couple of airplanes and heli's for about 2 years before priorities took me away again.

I came back to RC in about 2011, building a couple of retro-style trainers for my son and me. Thunderbird Field had moved to our present location, and SPA was going strong. In the first of 2018, I was invited to fly indoors and used a couple of

Blade micro heli's. That kindled the desire to *really* learn to fly helicopters once again, and I got serious about it. As 2019 approached, I decided to finally compete at the NATS, something I had thought about way back in 1985! I got a helicopter more suited for the task, studied, researched, and practiced. I picked the AMA Advanced class because it looked more fun to practice and flew that year in my first NATS, over 30 years after my first RC solo. I had a great time! Been flying more days than not since!

Now, as a safety officer approaching a mature age, I probably have enough personal incidents to regale you with admonishments every month. I'll save those for when appropriate. But do remember:

- 1) Accidents happen when we are complacent.
- 2) Rules create freedom.
- 3) Paradigms shift.

We'll talk more!

Sam

Thunderbird Field Maintenance Makes Major Stride Forward: by *Bill Lake*

At the November membership meeting, the Thunderbirds RC Association Airfield Manager, Rex Anderson made a presentation proposing the purchase of one or two replacements of the club's two commercial grade mowers. As we are all well aware, Thunderbird Field is one of the finest RC airfields in the nation, and certainly the premier facility in this part of Texas. Rex, following in the long distinguished service of Ken Knotts as Airfield Manager, recognized that the labor required to continually maintain two mowers aged 12 & 14 years old was becoming a huge burden and imposing additional demands of labor and time on the volunteers who maintain our airfield in a way that all of us like to brag about.

Rex did his homework by researching commercial mowers and meeting with item managers and sales staffs to evaluate different options to invest in. He compared available products and then negotiated cost parameters for the purchase of one each this year and next against the benefits of purchasing both this year on a bundled offering that included very reasonable trade-in value on both existing mowers. He then presented his recommended proposal to the members in attendance at the recent club meeting and after lengthy discussions, received overwhelming support for replacing both mowers this year. The money was available, the deal was good, and thus approved and allocated toward satisfying

the offering. Despite some skepticism that the offer would hold, Rex immediately sealed the deal and along with several volunteers, accepted the new mowers in December. They were delivered to the field and the cost to the Thunderbirds was exactly the same as he committed to the members.



We all owe Rex Anderson an enthusiastic THANK YOU and a pat on the back for going above and beyond as the volunteer (unpaid) Airfield Manager in assessing the club's needs, foreseeing a continuance of expensive maintenance and breakdowns and obtaining a very fair contract for more reliable equipment to continue maintaining Thunderbird Field as *The Premier* location and quality RC club.

Black Eye Pea Fly-In



AMA Continues Work with the FAA: *By Tyler Dobbs, Interim Executive Director and Senior Director of Government Affairs*

Securing Altitude Relief in Class G Airspace

AMA continues to work with the FAA to secure altitude relief for model aviation fixed flying site operations in Class G airspace. After years of discussions, collaboration, and advocacy, we are optimistic that we are on the brink of a breakthrough that will allow day-to-day flying operations to be more flexible for hobbyists at fixed flying sites across the country.

AMA is cautiously optimistic that we are close to securing higher altitude authorizations, which would allow model aircraft to operate more freely in uncontrolled airspace. When approved, this change would enable fixed sites in Class G (uncontrolled) airspace to conduct operations up to the threshold of controlled airspace—700 feet or 1,200 feet above ground level, depending upon the specific location. This would be great news for our community, particularly for

operations that require higher altitudes for safety and performance. Additionally, we continue to work with the FAA for a pathway to request approval for even higher altitude operations for those who need to go above the 700- to 1,200-foot threshold.

This new development is in part thanks to AMA's successful work with Congress as part of the 2024 FAA Reauthorization process. Through sustained advocacy and collaboration with key lawmakers, AMA was able to ensure that model aviation was given appropriate attention in the larger conversation about airspace management. The inclusion of language in the FAA Reauthorization Bill that addresses altitude relief in Class G airspace has paved the way for these much-needed changes. It's a prime example of how policy work at the federal level, combined with ongoing dialogue with the FAA, can lead to real, positive changes for the hobby.

As with any regulatory change, however, the devil will be in the details. Although we are optimistic about the progress so far, several key considerations still need to be addressed in the final proposal. We are closely monitoring the process and eagerly await the FAA's formal guidance. We expect to see a finalized proposal in the coming months and are committed to working with the FAA to ensure that the final rule provides clear,

practical, and safe guidelines for model aviation operations.

As always, AMA will keep its members updated on any developments related to this issue. We are closer than ever to securing the altitude relief that will benefit hobbyists across the country, and we are confident that with continued advocacy, we can bring these changes to fruition.

F4U-1 Corsair

The F4U-1 Corsair "Ole 122" of VMF-111 Devil Dogs was the only individual U.S. warplane to be cited officially for "performance above and beyond the call of duty" during WWII. Over a 6 month period in 1944, "Ole 122" flew 80,000 miles in 100 combat missions and spent 400 hours in the air with never once having to turn back because of mechanical trouble. The citation also stated: "Were there blood in her fuel lines instead of one hundred octane, she would be wearing the Purple Heart."



Some RC Milestones

As Model Airplane News celebrates its 96-year anniversary, it's a great time to reflect on some RC history. Countless inventions and developments have propelled the RC airplane hobby to new heights. Here are some innovations we think are the most important, along with the year they were first mentioned in Model Airplane News.

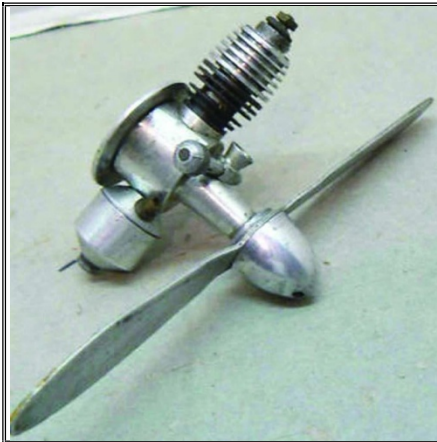


1938 Arrival of Radio Control

An article entitled “How to Control Your Plan by Radio” appeared in the January 1938 issue. Not long after, the Good brothers flew the famous “Big Guff,” widely considered the first model to fly by RC.

1949 K&B Infant .020 Glow Engine

This tiny power plant ignited the 1/2A revolution that allowed modelers to build smaller, less expensive glow models.



1949 Proportional Control

Thanks to the Reed selector radio, the age of proportional control was ushered in and RC said goodbye to “bang-bang” controls.

1950 Citizen-Ship Radio

The first FCC-approved radio system, the Citizen-Ship, operated on 465 mega-cycles. No operator's license was required, marking the beginning of bringing RC to the masses!



1959 Nickel-Cadmium Batteries

First appearing in MAN ads in 1959, Ni-Cd batteries would power countless RC planes for the next four decades!

1966 MonoKote

The introduction of MonoKote, a heat-shrinkable Mylar plastic, meant that tissue and paint were no longer a modeler's sole finishing option.

1972 Electric Motors

The age of electric flight was first introduced to the modeling community in the early '70s and is still going strong today—with constant improvements like brushless motors along the way.

1991 LITHIUM-POLYMER BATTERIES

With more power and longer life, LiPo batteries drastically improved the power and duration of electric RC flight.

2005 Foam Construction

Easy-to-manufacture ARFs that were lightweight, crash-resistant, and affordable brought RC to a whole new generation of pilots.

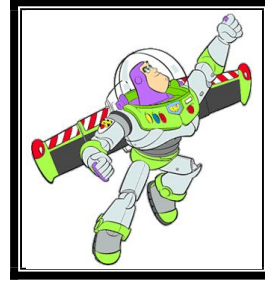
2005 2.4GHz

The first widely available 2.4GHz transmitter was the Spektrum DX6. It's hard to believe these have been around for less than 20 years, but we don't miss the 72MHz radio impound!



2010 to Present – RC Tech Golden Age

Over the past 15 years, we have seen an explosion of affordable high-tech gear, from gyros and flight-stabilization to in-flight telemetry systems and GPS. There’s no doubt we’re in the Golden Age of RC tech, and we can’t wait to see what comes next!



“To Infinity and Beyond!”

Cooks Children’s Hospital Toy Drive

Dear Thunderbird RC Members,

Please accept our sincerest appreciation of your thoughtful in-kind donation.

It would be difficult to place a value on the impact Cook Children’s has on the lives of the patients that our staff and doctors encounter each year. What is clear is that we have relied on donors, such as you, to help ensure we will always be able to meet the needs of our children and their families.

On behalf of the physicians, staff and most importantly the patients, thank you for supporting Cook Children's. Together, we can improve the well-being of every child in our care and our communities. That's Our Promise.

Sincerely,

Megan Hodges Cook



2025 CALENDAR

DATE

EVENT

POINT OF CONTACT

www.fwthunderbirds.org

POSITION	BOARD MEMBER	EMAIL
President	Ron Anderson	president@fwthunderbirds.org
Vice President	Mark Johnson	vicepresident@fwthunderbirds.org
Secretary	Mike Schroeder	secretary@fwthunderbirds.org
Treasurer	Chris Berardi	treasurer@fwthunderbirds.org
Safety Officer	Sam Corlett	safetyofficer@fwthunderbirds.org



Pres: Ron Anderson VP: Mark Johnson Sec: Mike Schroeder Safety: Sam Corlett Treas: Chris Berardi

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Project List

FW THUNDERBIRDS
2022 PROJECT LIST
2/27/2024 7:21 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	Update Boundries and rules
2	Lost Aircraft Security	Provide a means to secure lost aircraft Found and returned	self	\$100.00	MEADOWS	Purchase approved	
3							
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							
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	asked the Corp about co-op agreement
9							
10							

Flying Field Rules

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

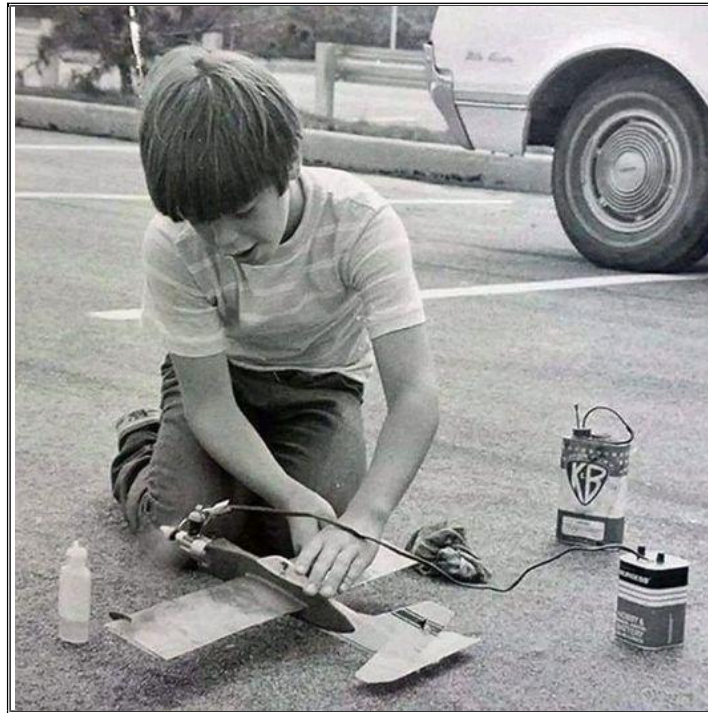
A model aircraft is a non-human-carrying device capable of sustained flight within visual line of sight of the pilot or spotter(s). It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance 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

NOSTALGIA



How many of us remember this?

Area Events

Greater Southwest Aero Modelers “Spitfires and Targets Fly-in” - March 22nd

