



Fort Worth Thunderbirds

Radio Control Association Inc.

The Pilot's Log



Issue 4427, August 2016

Next club meeting: July 22nd, 2016, 7:00 pm, Buffalo West Restaurant, 7101 Camp Bowie Blvd

Presidents Corner: *by James Meadows*

The Fort Worth Thunderbirds lost a valued member of the club this week. Joe Joplin passed away Saturday 13 Aug 2016. Whether you are a seasoned member of the club or a newcomer, you should recognize the name. The drive leading from road to the parking area of the field is named after Joe. The honor was bestowed on him, because of his long service to the club and his unwavering commitment to make Thunderbird Field the best facility in the nation, a feat not many would take on. Joe went all in, using his many networks, skills and knowledge of government projects to successfully guide the Corp of Engineers in the construction of the field. He provided guidance to every president, and officer of the club that I can remember since, I joined the in 2003. To say he will be missed, is an understatement, but the club and the field will continue to grow, because that is what Joe would expect, if not demand.

MEMORIAL SERVICE INFO:

Thursday, August 18, 4-6 PM

Visitation:

Thompson-Harveson-Cole
702 Eighth Avenue
Fort Worth TX 76106

Friday, August 19, 10 AM

Memorial Service:

Thompson-Harveson-Cole
702 Eighth Avenue
Fort Worth TX 76106

Graveside Service to follow at:

Oakwood Cemetery
701 Grand Avenue
Fort Worth TX 76164

The club had a successful Float fly at the beginning of the month, despite several competing events and the heat. Thanks to the CD, Tom and Robin Blakeney, Woody Lake, Terri Thorpe, and rescue boat captain Tab Boland. Woody Lake, also headed up a successful event for a Local Civil Air Patrol Sq. The cadets where coached on the theory of flight, and then got some stick time on several Trainers. Thanks to all the members who came out to assist Woody.

We are still in need of volunteers to support the 3 Pole Pylon Race that is 20 Aug 2016. Please contact Gary James if you can help.

Vice Presidents Corner: *by Gary Cummings*

No Report this month.

July 2016 Membership Meeting Minutes, Buffalo Wings June 28, 2016:

Meeting called to order at 7:15 PM by President James Meadows

President: James welcomed all members and guests. As a safety reminder, due to the extreme heat this time of the year, while at the field be sure to drink plenty of water and use sunscreen as needed and be careful of the metal objects. A big THANK YOU to the officers for helping put on a fantastic Fourth of July fun fly as well as all the members who came out and participated. Great fun was had by all.

Upcoming Events:

Civil Air Patrol cadets. Thunderbird field August 1st
Float fly August 6th Camp Joy Park, Lake Worth
National Model Aviation Day. August 13th more details to follow
3 pole pylon race. Thunderbird field. August 20th.
Fort Worth Alliance Air show: October.
Fort Worth Thunderbirds will only be doing a static display this year.
Benbrook heritage fest in October: More details to follow
SPA West finals in October at Thunderbird field: More details to follow.

Members Present:

Tab Bowland,
Ken Knotts,
Don Griffin,
Steve Ehlers,
Tom Blakeney,
Gary James,
Vern Bell,
James Meadows,
J.C. Dean,

Keith Maddox,
Jon Thiebaud,
Bradley Niles,
Travis Niles,
Rob Lowe,
Dennis Niles,
Peter Lucas,
Joe Jopling,
Ian Waring.

Woody Lake,
Mile Schroeder,
Grant Schroeder,
Brian Way,
Mark Ehlers,
Ed Furche,

Raffle prizes and give aways. Thank you to Everett Gunther for donating many nice items to the club for give away to club members. Congratulations to all winners in the raffle:

Treasurers Report: by Chris Berardi

No report this month

Show n Tell:

Woody presented to the club his Eflite Super Cub on floats. Woody spoke about the importance of the right C.G. of an airplane on floats as well as the construction of a plane that will be flown off the water.

Officers Reports:

Secretary: Minutes from June meeting: A motion was made to accept the minutes from the June meeting. Motion received a second and passed.

Treasurer Report: Read by James Meadows. Club is in good financial standing with a strong membership.

Safety: No report this month

Presentation: 3 Pole pylon racing by Gary James. Gary spoke to the club about bringing back 3 pole pylon racing to Thunderbird field. The August 20th race will be a practice run for the 2 day event in November. If you would like to volunteer to help as a judge, please contact Gary James.

Guess the Thunderbird: This month winner was Bill Lake. The Thunderbird in the picture was Joe Jopling.

Jon Thiebaud, Keith Maddox, Tom Blakeney, Rob Lowe, Sarge Bell, Grant Schroeder, Mark Ehlers,

Meeting Adjourned at 8:15PM

In Memoriam: Joe Jopling

Thunderbirds have lost a fellow modeler, mentor, and dear friend with the passing of Joe Jopling. Please keep the Jopling family in your thoughts and prayers during this time of sorrow. Joe said he wanted to fly on his 90th birthday (12th of August) and is now soaring with the best. Joe will be missed by all.
Blue skies and gentle winds my friend.



High Flight

Oh! I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;

Sunward I've climbed, and joined the tumbling mirth of sun-split clouds –

.... and done a hundred things you have not dreamed of –

.... wheeled and soared and swung high in the sunlit silence.

Hov'ring there I've chased the shouting wind along, and flung my eager
craft through footless halls of air.

Up, up the long delirious, burning blue,
I've topped the windswept heights with easy grace
Where never lark, or even eagle flew –

..... And, while with silent lifting mind I've trod
The high untresspassed sanctity of space,
Put out my hand and touched the face of God.

*Pilot Officer Gillespie Magee
No 412 squadron, RCAF*

Civil Air Patrol CAP: by Woody

The FW Thunderbirds hosted Civil Air Patrol Phoenix Squadron for a day of basic flight theory and instruction. Approximately 9-10 cadets attended and were supported by a dozen or more thunderbirds. All cadets received at least three rounds of one on one instructor - student flight instruction. An aerobatic flight demo by Grant Schroeder and Jason Meadows, plus a combat by six Thunderbird pilots. Sarge and Woody were the last two flying and after a head to head pass Sarge had Woody's streamer (and a few others). Both aircraft landing safely but Woody's Hellcat had prop cuts on the horizontal stab. Whew, close.





A special thank you to those Thunderbirds that supported this effort and made it a success:

Mel Wells
 Tab Bowland
 Mark Wheeler
 Dennis Niles
 Mike Schroeder

Grant Schroeder
 Gary James
 Vern Sarge Bell
 Jim Pope
 Jason Meadows

James Meadows
 Gary Alphin
 Ken Knotts
 Bernie Olson

Float Fly

Greetings to all. Our summer float fly was held Saturday Aug 7th. The weather cooperated most of the day with moderate to semi high temps and balmy breezes right off the lake. Attrition was minimal, whew! Not recommended but there were three first time flights on new aircraft. Tom Blakeney's Canadair Water Bomber, Gerry Stafford's J-3 Cub, and Woody Lake's Super cub. All flew great. Gerry lost his throttle and throttle cut-off capability and resulted in an extended flight time (good practice). Dead stick landing - picture perfect. It just wouldn't be a float fly without a cub or two or three. Bob Mueller flew his beautiful PBM Mariner with his usual grace and precision and picture perfect photo passes. Pilot raffle prizes included a Sea Wind with retracts, Great Planes Cub with Floats, a Mini Drake Kit with all electronic (motor, ESC, battery, servos)





Just wouldn't be a Float Fly without a cub or two or threewell you get the idea





Member's Projects?

Somedays' flying is just not what you expected. Terry's Hostetlers PT-19 and Woody's Combat Spitfire.

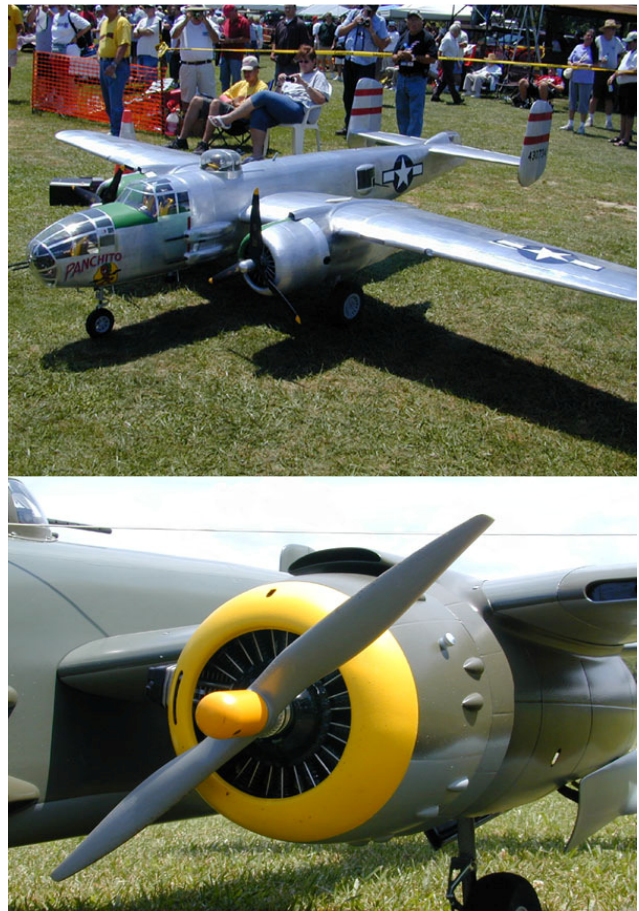


Flying a Twin: by Model Airplane News

Let's face it, there's just something extra special about twin-engine RC aircraft. Most modelers stop what they're doing when a twin fires up on the flight line. It's has to be the sound of the engines syncing into and out of cadence or maybe, it's the overall impression people have of airplanes with more than one power plant. Whatever it is, twins remain at the very top of the popularity chart, especially at warbird events. As with any RC airplane regardless of the number of engines or motors it has, there are some basic rules; do's and don'ts that every twin-engine airplane pilot should abide by.

Fuel for Thought

The most important consideration for any twin airplane is engine reliability. Take the time to correctly set up your engines. Reliable engine operation requires a clean supply of fuel and a properly setup fuel system. Fuel filters are a must and you should check them often to make sure they remain clear of debris. If you have a gasoline engine with a Walbro or similar carburetor, be sure to check the internal fuel filter screen as well. Use two filters with your fuel container. Use an in-line filter where the fuel lines attach to your model, and another "clunk filter" inside the container. Make an inspection of your fuel system a daily part of your routine. It could save you from a crash.



(Above) with glow powered engines, especially 4-strokes, consider using an onboard Glow driver system for each engine.

Engine Ops

For reliable performance, both of your engines must be setup as identical as possible. Use the same type and size servos and the same throttle linkages and pushrods for both power plants. The linkages should be attached to the same holes in the servo output arms and both throttle arms at the carburetor should move exactly the same amounts when the throttle stick is moved. Don't even think about flying if one throttle servo lags behind the other. Everything must work in unison.

For the engines to operate the same you also have to use the same propellers and balance them properly. The mufflers too should be the same and it's a good idea to secure the muffler bolts with some safety-wire so there is no way for one of them can become loose.



All Synced Up

Getting the two engines to sync up and run at the same rpm is where many new pilots stumble. Never lean your slower engine to increase its speed. This almost always leads to the engine over-heating and eventually signing off—never a good thing with a twin. Always adjust the carburetor of the faster engine and richen the high-end mixture slightly to decrease its rpm. After dealing with the high end, go back and make sure that both engines have reliable idles as well. As a rule, it is always better to have reliable running engines than ones that match rpm exactly.

Flying Tips

The most important thing when piloting a twin is to fly your airplane smoothly. Make your throttle adjustments gradually and never slam the controls or the throttle stick. As long as both engines are online, flying is no different than piloting a single-engine aircraft. If one engine does go silent, throttle back just slightly and quickly figure out which engine is dead stick. (This is where a good caller comes in handy.) Then make any required rudder trim adjustments to compensate for the offset engine thrust and the unwanted yaw conditions. Now would be a good time to land your plane. Don't turn sharply into the dead engine. Concentrate on maintaining proper airspeed while setting up your approach and emergency landing. Most twins usually have higher wing loadings than similar size singles so never allow your plane to slow too much; it will stall and spiral in.



Twin-tail airplanes such as B-25s, B-24s, P-38s etc., usually fly better than single-tail twin engine designs do. This is because dual rudders located in the engine's prop wash are more effective. If you want to fly a single-tail twin, pick one that has a large fin and rudder like a DC-3. Flying twins is always fun. Set up your engines properly and operate your twin smoothly while paying attention to throttle response and airspeed and you'll be successfully experience that multi-engine excitement. Regardless of their size, twins are very hard to beat!

One thing I would add about flying twins is if you lose one engine keep the speed up. Airflow over the rudder is essential for directional control. The problem is that you can't firewall the working engine to keep up the speed as can cause you to roll over. Usually the only option is to lower the nose and treat the emergency as you would if you lost your engine in a single.

SAFETY CORNER

Ever hear of the term Preflight Procedures? Pilots of full scale aircraft perform a preflight using a checklist before every flight. We scale model aircraft hobbyists also perform some kind of preflight before we fly any of our models. A preflight checklist is a good way to insure your model is ready and safe to fly every time. I read this tip in the August issue of Model Aviation Safety Comes First column written by Dave Gee. Checklists can be simple in nature or quite complex. However, it should be complex enough to cover all electronics, attaching hardware, aircraft structure, linkages, etc. for the particular model you are about to fly. If you don't have a preflight checklist document, maybe you should. If you do have a checklist, make sure you read it. It works a lot better that way. Please don't ask me how I know that. Fly safe my friends.

Mel wells

safetycoordinator@fwthunderbirds.org

Name the Thunderbird: by Woody

July Thunderbird: Joe Jopling



August Mystery Thunderbird:

This guy likes anything that flies. Started flying kites, then moved to hand launched gliders. Rubber band models were a little expensive but I could afford one on special occasions. Then Santa brought me my first control line powered model, a Firebaby. Neighbor kids and I would fly in vacant lots and front yards all summer. I then discovered larger models and control line competition. I started with stunt and combat where I won combat at the National Aero Model competition in the junior division at 13 years old. I then moved to speed and held several national records with speed models.

I love flying and really love the social part of our sport and the camaraderie with fellow pilots. I like to learn why things work, or not, and understand the physics of airplanes and flying.

Correct guess wins you a \$10.00 gift certificate from JTs Hobbies. Send your entry to Woody at: at6pilot@att.net

in the case of multiple correct guesses the one with the earliest date stamp is the winner

Who is our Mystery Thunderbird?



THUNDERBIRD 2016 CALENDAR

<u>DATE</u>	<u>EVENT</u>	<u>POINT OF CONTACT</u>
August 20	Pylon Racing	Gary James / Sarge Bell
October 15	Alliance Airshow Demo	Club Officers
October 15-16	Senior Pattern	Ken Knotts
October 15	Benbrook Heritage Fest	Woody Lake
October 22	Texas Electric Expo	Tom Blakeney
November 6	Winter Float Fly	Gary Nelson / Mark Wheeler
November 19-20	Pylon Race	Gary James/ Sarge Bell
November 26	Toys for Tots	Steve Ehlers
December 2	Christmas Party	Club Officers

WWW.FWTHUNDERBIRDS.ORG

President: James Meadows E-Mail: jamslam1099@gmail.com	Vice President: Gary Cummings E-Mail: gary.a.cummings@sbcglobal.net	Secretary: Bill Lake E-Mail: wjl728@yahoo.com
Treasurer: Chris Berardi E-Mail: mikadopilot@gmail.com	Safety Officer: Mel Wells E-Mail: malekat@sbcglobal.net	Pilot's Log: Woody Lake E-Mail: at6pilot@att.net

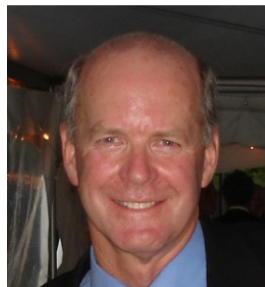
Club Officers 2016



Pres: James Meadows



VP: Gary Cummings



Sec: Bill Lake



Safety: Mel Wells



Treas: Chris Berardi

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jtshobby@yahoo.com

Members Photos

Flying High



Sure hope they weren't on final in the second photo

Texas Scale Masters Qualifier

The Scale Masters Qualifier was held in June at the Greater Southwest field. Some of the entries follow:

