



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



Issue, 6302 February 2025

Next club meeting: February 24th - 7:00 pm - Location - CERA, 3300 Bryant Irvin Road

President's Corner: by *Ron Anderson*

No Report this month.

Vice President's Corner: by *Mark Johnson*

Hello Thunderbirds!

I hope this finds you all well and adapting to the unpredictable February weather. We had our annual Corps of Engineers inspection this past week. Thanks to our field manager Rex Anderson everything went well. We also had the opportunity to meet the park manager and other staff.

One of the things we need everyone to pitch in with is the upcoming SAE Aero Design event happening May 1st through the 4th. We will need all hands-on deck to assist with making this year's event a success.

We will also be hosting the Cubs n Cousins over Benbrook Saturday May 17th. I look forward to seeing everyone at the event. The pilot fee is \$30.00 which includes lunch.

Lastly, I need your input on speakers or topics of interest for our monthly meetings. 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 I have for this month.

Mark

Secretary's Corner: by *Mike Schroeder*

Mark Johnson our new Vice President at 7:00 pm asked for a motion to call our meeting to start. Bill Lake made the motion and was second by Dave Williams. Show of hands the motion passed and the meeting starts. Our new Thunderbird president Ron Anderson is home sick. Vice President Mark Johnson leads the meeting today.

Mark asks if there are any new members or first time to attend a meeting. Derek Gregory, Lee Cornelus, and Robert Solis are all attending their first meeting. A very special long time member Ken Knotts with his wife Joyce are attending the meeting tonight.

Officers Reports

Vice Presidents Report by Mark Johnson: Mark asks if anyone has any special topics they want to hear about. Mark will be asking members to give presentations at future meetings.

Secretary Report by Mike Schroeder: Bill Lake makes a motion to not read the minutes and second by Fred Neil. Show of hands and the motion passes.

Treasurers Reports by Chris Berardi: The club bought two new mowers last month. We had great attendance at the black eye pea event January 1. There were several planes raffled away. The weather was great and the attendance was very high. Checking account and savings in good standing. The lease has been paid for the year. The locks have been changed out and new keys have been mailed out. As of today there has been one hundred and nine members renew their membership.

Safety Report by Sam Corlett: Working through the safety board to make sure up to date.

Lifetime Member Rob Lowe and Thunderbird of the year Rex Anderson were presented with a plaque at the Black Eye Pea event January 1. Congrats.

2025 Planned Events

Black Eye Pea—January 1— Board

SAE — May 1-4— Glen Cashion, Tome Blakeney, James Meadows

Cubs and Cousins — May 17 — CD Dave Williams

Jet Event— June 27—28 — CD Jeff Opal, Dave Williams and Gary Schndler

Float Fly — August 9 — CD Mel Wells

Warbird — September 27 — CD Dave Williams

Memberships Celebration — October The board

Electric Expo —October 25— CD Tommy Blakeney

3D Smack Down—TBD— Reed Smith

Discussion Topics

There was a lot of discussion and suggestions about advertising and promoting our events. Need more volunteers to step up to help the CDs who are putting on the events.

Members discussed about having two day events and how to handle parking and where. There is not enough power to support many RV and how to handle parking requirements. Need to contact the CORP and see what they really will allow for two day events.

It was brought up that the club does not make very good use of Face book or Instagram. Great point, and might be that we need a volunteer to step up and take this on project. The club has been down this road with one person managing the Face book account and then they quit. It took a long time to get it going again. If anyone desires to take the time and get it going again please contact a board member. Lots of room here for somebody to volunteer for this important project.

Pot hole report, nothing to report here. Might start looking at the pot holes as a reverse speed bump. Ask that the President Ron and Grounds Chief Rex to talk to the CORP. Really need one point of contact with the CORP.

SAE report by Tom Blakeney: Thunderbird Field will host the SAE event May 1-4. There will be between sixty and seventy college teams competing this year, that's about six hundred students plus family members at the field. The Thunderbirds will need all hands on deck as there is a need for about ninety volunteers. Planning is already underway and we look forward to the event. More to come at the next meeting.

Johnny Hunt our regional Vice President (aka B-17) reported that the FAA has shown up at several flying clubs and they are writing tickets to pilots for not having their Trust card. Please take the time to get educated on the items that you need to fly RC. The AMA RC website is where you need to go. You also need to have your AMA requirements on your plane.

AED will have its battery put back in once it quits freezing. A CPR class is being schedule and it will be coming soon.

New Business

Talk about looking into internet service for cameras, weather station and security. Lots of different advice as to what we really need the service for. Cost are still pretty high getting service. Deer cameras were mentioned along with several items. No action at this time.

Rex Anderson presented to the club about improving the East side of the runway by removing a stripe of sod along the side of the runway. The dirt would be re-worked to add in sand and that will help reduce the cracks. Rex's contact is a golf course sod person and is familiar with this type of repair. Fred Neil made a motion to do a little more research and Gary Schindler second. Show of hands and the motion passed. Rex is going to get a formal bid.

Show and Tell

Grant Schroeder showed the latest two planes he has been building. Both of these are stick kits. One is a kit he won is a Baby SharkFace with a Cox 010 engine, rudder and elevator only. The engine spins up to twenty seven thousand RPMs. No throttle control. Sounds like a bunch of mad mosquitoes when he is flying it.

The second plane was a 1/2 A Streaker with a Cox 049 and weighs in at 500 grams. A Dick Russ design. Still working on getting the motor tuned. Elevator and aileron controls, two speeds Go and Stop, no throttle.

Fred Neil talked about the class he sponsored at his house for FR Sky radios. There was about twenty people there to learn about the transmitter and how to program. There were factory reps there to answer questions as well.

Motion to adjourn the meeting was made by Mark Johnson and second by Fred Neil, show of hands the motion passes. Meeting adjourns at 8:10

Thunderbird Members in Attendance

Mel wells
Tab Bowland
Mark Johnson
Dave Williams
Rick Kraft
Grant Schroeder
Tom Blakeney
Gary Nelson

Robert Solis
Chris Berardi
Rex Anderson
Allen Trefger
Clayton Neil
Sam Corlett
Lee
Phil Dunlap

Mike Schroeder
Woody Lake
Scott Hays
Darrell Drake
Johnny Hunt
Chip Kiehlbauch
Gary Schindler

Mark Davenport
Fred Neil
Bill Lake
Melvin Bowers
Ken Knotts
Derek Gregory
Glen Cashion



Treasurer's Report: by Chris Berardi

New Board Position

The board met together on Monday, February 17th in preparation for the second club meeting of the year - as a quick reminder, club meetings are the 4th Monday of each month and are currently held at the CERA campus on Bryant Irvin Road.

One of the topics we discussed was the idea of adding the role of "Field Manager" to the board. This makes a lot of sense to me as this role is one of the busiest positions on the board. The field manager truly manages a cadre of club members to perform the tiring work of airfield maintenance, is responsible for property and equipment, and coordinates various inspections with our host, the Corps of Engineers. Furthermore, the field manager is responsible for the consumption of several thousand dollars per year to maintain our venue.

For several years now, the Field Manager, has closely coordinated with the board throughout the year to address all manner of challenging projects far beyond mowing the field. The broad extent of this role's responsibility and the significance of these activities on our membership and budget, infers accountability at the board level.

Let us all discuss this at our next club meeting with the idea that we broaden the board's oversight into this critical position for the benefit of the club.

Website Changes

You may have noticed that www.fwthunderbirds.org was down for a five day period in early February. During that time we were transferring the domain from *iPage* to our new host, *Host Gator*. This necessitated update of our registration record with *ICANN* (Internet Corporation for Assigned Names and Numbers); a process that can take up to seven days. Fortunately, it "only" took five.

There are several compelling reasons for making this move. Chief among them was the significant savings realized on a 3-year contract - about \$200 and that included our SSL certificate and a lock on personal information that would normally be displayed to the public.

There is still work to be done in configuring *plugins* and modifying a few of our scripts which is why the Membership Application form isn't currently working though a potentially new event calendar has been produced and should be functioning when you read this.

Ultimately, the site is going to be significantly overhauled with a move to a new technology that will integrate and display on multiple device types such as mobile and tablets. And, we hope to have a members only content area managed via a secure login. More to come.

UAS and Us

The board has been asked at club meetings and through email what it takes to legally fly at Thunderbird Field.

This is a reasonable question given the complex environment created by stifling regulation and oversight prompted by simple ignorance of our radio controlled models.

I don't need to spell out the differences between our line-of-sight radio controlled aircraft and an autonomous vehicle, but early in the rush to address true UAV (Unmanned Aerial Vehicle) infiltrations of the National Airspace System, our range limited and manually flown models were included.

Therefore, our model aircraft (also a UAV) were improperly categorized as being a fully autonomous component of a UAS (Unmanned Aerial System). In my humble opinion, our models do not meet a real level of autonomy, and thus the potential for danger the regulators were seeking to mitigate.

But, it is too late to try and educate those that made the decisions for us. We must now live within the system invented to instill a sense of security and to avert this possibility of harm.

Knowing this doesn't make it any easier to digest and there isn't any means to avoid it other than simple, willful disobedience. While flaunting the law under your own recognizance is one thing, doing it at a chartered flying site isn't an option. So all of us must do our part in following the "guidance" provided by our own AMA (Academy of Model Aeronautics) and the FAA (Federal Aviation Administration).

One area that has been relatively unexplored in the media, in fact, I cannot recall any mention of it, is a statement of our individual rights in special situations. For example, to whom must we identify ourselves and show our TRUST certification cards? Do we have a right to "remain silent?" This can go much deeper too; admittedly the scenarios become unlikely, but perhaps not: Can we be arrested if we don't have a TRUST certification? In general then, what rights and protections do we have?

There have been rumors where the FAA have visited a flying site and had interactions with individuals. The board heard of one particular incident which was well disseminated. A couple of phone calls later and this rumor was readily dispelled as being simply, a rumor. It is a fact that we have not had any "actual" negative interactions between the FAA or law enforcement, with any modeler, at any field in the DFW area. And since this is one of the most populous areas in the state, with the highest count of flying sites, you would think that this would be the center for such an interaction. I am not including any real law enforcement action where an actor flew their UAV over the fence at the NAS (Naval Air Station). That is a completely different situation.

However, as I noted earlier, we don't have the option for non-compliance. Therefore, each of us must follow the relatively simple rules for flying our simplistic UAVs at our own flying site. Ignorance is not a defense, so the board is going to bring this to focus at forthcoming club meetings and at the field during various events. You can do your part now by following the links posted on our club website (see graphic).

In a nutshell, here are the rules/requirements for anyone, member or public, to legally fly at Thunderbird Field.

1. AMA License
 - Current AMA membership
2. FAA Registration
 - Current - 3 year renewal
 - Each aircraft clearly marked per requirements
3. TRUST Certification
 - Carried on person
 - Displayed upon request
4. Name and Address
 - AMA rules requirement
 - Affixed to the model internally

As you already know, you do not need to be a member to fly at Thunderbird Field, (if you haven't renewed please do so as the flying site cannot be sustained without you), but you must be an AMA member to fly (current AMA license).

Next, the FAA Registration and TRUST Certification that are promulgated by the FAA. Registration costs a nominal fee (\$5 as I recall) every three years. You are technically registering your individual drones but this is another confusing area not fully explained nor practically implemented. Your FAA registration number must be affixed to your models (aka drones/UAV) and be legible. You can Google "FAA Drone Zone" to begin the registration process. Proof of registration must be "made available to the Administrator or designee or law enforcement upon request." I would advise printing your registration and keeping that in your wallet.

TRUST: *The Recreational UAS Safety Test* is required by a law that directs all "recreational flyers to pass an aeronautical knowledge and safety test and provide proof of passage if asked by law enforcement or FAA personnel." The Recreational UAS Safety Test (TRUST) was developed to meet this requirement. It is worth noting that the certificate must be on your person (like your driver's license) and be presented upon demand from a law enforcement officer. If you lose the certificate and didn't keep a copy for your records, you would have to retake the short test to print out a replacement.

The final requirement is as old as the AMA itself: Name and Address present within the model (under an easy access panel) or outside. This requirement was previously in the AMA Safety Code, rule 2 (f), but I could not find that document. I did find it in the "*AMA Member Safety Program Handbook*" under the section, "General Safety Practices" where it states, "model aircraft pilots must identify their aircraft with their name and address or AMA number."

Obviously, nobody on the board or within the club is going to be carrying out any oversight of these rules, beyond the AMA license requirement (and anything safety related). It is up to us as individuals to follow the intent of the law and to do our utmost to preserve the privilege we exercise participating in our hobby.

I hope that the above summary will have you contemplating your responsibilities and provide fodder for additional discussion at the field. There is much to dig out in the details. As I noted at the beginning, what exactly are our rights as individuals? Indeed, as an organization, are there any rights or protections we should be aware of?

Ignorance is not a defense, so research these items and bring them up for discussion. I'm sure we will get it figured out in the end.

FUN FACT: For night flying, AMA requires that aircraft be equipped with anti-collision lighting that can be seen from 3 statute miles away unless it poses a hazard or distraction to the operator.



AED and CPR

I was planning on returning this to the lock-box this past weekend - the weather was certainly favorable. The forecast amended that plan and I still have it in my possession while waiting out this freeze. As soon as possible, it will be returned to the field.

In the mean time, let me know if you are interested in obtaining your CPR certification - simply write to any board member and we'll get the training organized.

Membership Update

The application form is now functioning correctly after our re-host in early February. If you have a demographic change of any kind, it is a simple matter to complete and submit the form at any time.

The roster will be scrubbed just prior to the February club meeting. Non-members will have to resubscribe manually to receive "The Pilot's Log" newsletter and club communications concerning member only events and field closings.

2025 Membership count as of 02/19/2025.

Membership Type	Count
Individual	112
Family	11
Associate	8
Life	16
Service & Gift	0
TOTAL	147

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

Safety: by Sam Corlett

How often do you fly with a “spotter”?

A Swedish proverb says: Shared joy is a double joy; shared sorrow is half a sorrow.

Years ago I flew at field that unlike our fantastic site had no safety barriers for pilot “boxes”. At that field one of the club rules stated that whenever more than one pilot was flying, “all” pilots must have a safety spotter. Additionally, if only one pilot was flying and did not have a spotter and you were going out to fly, you had the responsibility of taking your spotter and supplying another spotter for the first pilot. Of course the primary responsibility of the spotter in that situation was to ensure the safety of the pilot when others were landing, taking off, or had a loss of control.

The excellent safety barriers we have at Thunderbird field go a long way to protect us against most issues that might arise from slightly askew landings or take-offs, so the club has never felt the need to create that kind of rule. (AMA of course does have a spotter rule for FPV flying.)

But what are the roles of a spotter? Since the RC pilot must maintain his visual and mental attention directly on his aircraft a spotter can provide several functions:

- The spotter can provide warnings and protection when other aircraft lose control or become a danger to the pilot.
- He can keep the pilot apprised of any full-scale activity in the area.
- Often the pilot may not hear or pay attention to background messages on the field. The spotter

can help handle communications, both relaying the pilot's intentions to others and amplifying the calls of other pilots. While avoiding all mid-air collisions in flight may not be possible, avoiding incidents over or on the runway can be achieved by proper communication.

- If others need to retrieve airplanes (or parts of airplanes) the spotter can keep the pilot advised of that activity and areas that need to be avoided.
- In general he can keep the pilot informed of activity all round him, minimizing the distractions of aircraft taxiing, starting up, or even of moving spectators or photographers.
- A spotter may even help with aircraft trimming or visibility issues.
- Before the flight the spotter often aids with starting, keeping up with equipment, and in some instances may provide a “sanity check” with aircraft and transmitter setups.
- Letting the pilot know what kind of aircraft is preparing to fly: loud, large, 3-D, turbine, training, etc., may allow the pilot to plan the remainder of his flight accordingly.
- We often utilize a spotter to call sequences and to critique maneuvers.

This list is of course not exhaustive, and a pilot may have specific instructions for what their spotter should do or pay attention to.

So think about sharing the joy! Be ready to volunteer to spot for someone. Don't be shy about asking another to come out to the line with you when you fly. If you don't know someone, get to know them!

Tricks of the Trade

Easy Custom Pushrods : by John Reid



Many kits are made to precise standards, and this includes the pushrods. They are perfect for the recommend servos, but when using servos that have the output arms in a different location; those included pushrods may not work as well. This happened to me, and it meant that I needed to make up my own pushrods for the elevators. I purchased some 2-56 threaded

Turning Help

What is aileron differential? Simply this: when you move the aileron stick, one aileron deflects at a higher amount of travel while the other one deflects at a lower amount. This helps to prevent adverse yaw, which is the airplane's nose initially turning in the opposite direction of the turn input, thus resulting in a slip during the turn. Who should use it? Pilots whose left thumbs are not quite adapted to adding rudder input when initiating turns. It is particularly useful when flying high-wing scale aircraft and trainers, as it visually smoothes out the turn. As with expo, aileron differential is either in the regular menu or the non-basic and is also based on a percentage amount. When you bring up the aileron differential screen, you see a 0 as the factory-set percentage. Use the increase/+ key to add the differential to your aileron's deflection. A good starting amount is 25 percent. Try that for a flight or two; if you discover it needs to go higher, increase by increments of 5 until you

pushrod from the local hobby shop and cut it to the size needed, which was only about 3 to 4 inches long.

But I found out that threaded rod is not very rigid and tended to flex a little when the control surfaces were at full deflection. I had some copper tubing lying around that would allow the threaded rod to fit inside it. I cut some tubing so just about 1/2 inch of rod extended out of each side. I then used 2-56 nuts on each end and tightened down the tubing to the rod. This created a very rigid pushrod that was also very light and clean looking. You can save even more weight by using aluminum or carbon-fiber tubing instead of copper. Of course, I just used what was in the shop.

The nice thing about this is that you can make custom-length pushrod any time and not spend a lot of money doing it. Now I have extra 2-56 and 4-40 threaded rod along with the matching copper and aluminum tubing in my shop—just in case I need another custom-size pushrod.

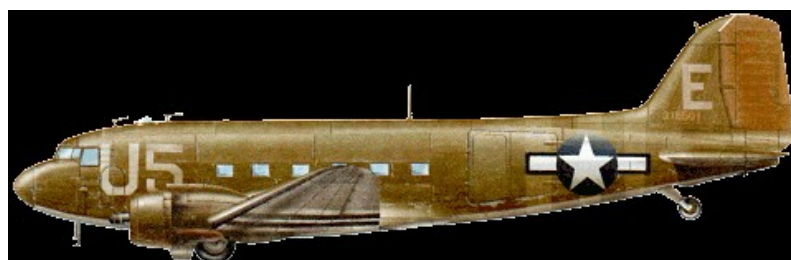
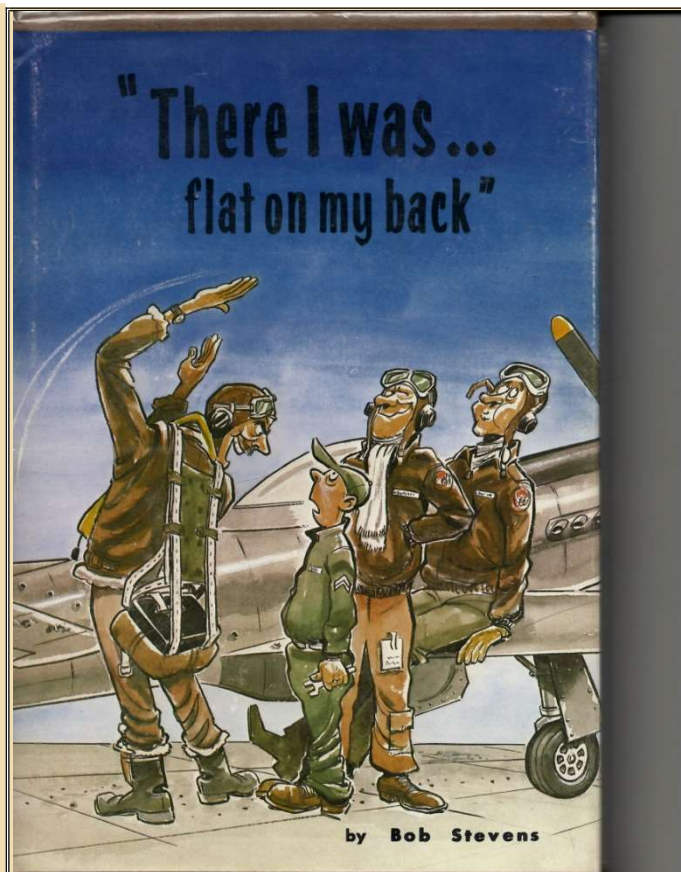
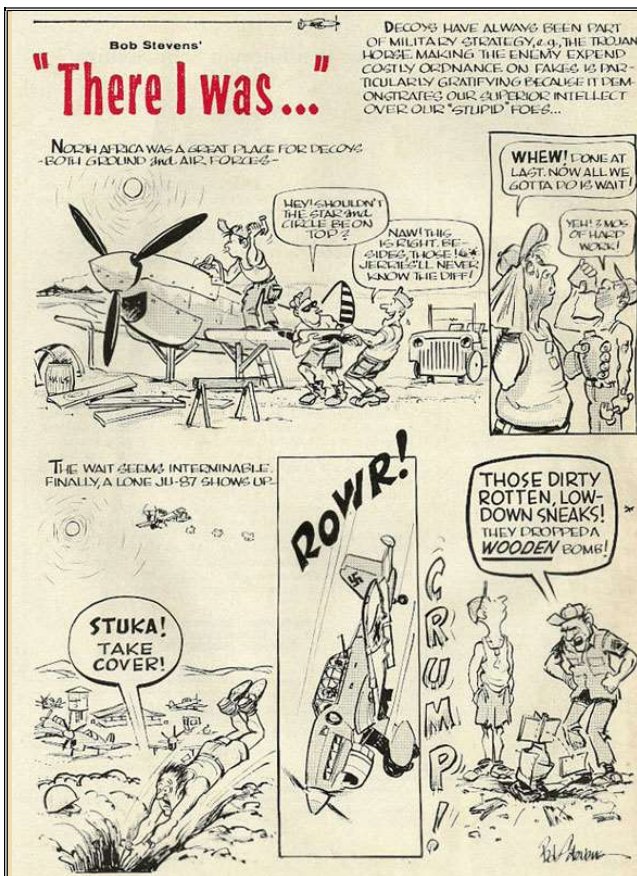
achieve the desired results: a smooth, coordinated turn when you only use the ailerons to bank the model.



Aviation Books - There I was.....by Bob Stevens

Bob Stevens was an American cartoonist and aviator. Born Robert Merrill Stevens, he studied art at Pasadena, California, before joining the Army Air Corps in 1942. He flew about every World War II fighter the Army Air Forces had, and also made cartoons for the army magazines Army Times and Stars and Stripes. He later worked as a civilian flight instructor and then transitioned to jets. He set a world speed record in 1950 in the F-86 Sabre and later commanded the first Atlas missile squadron.

After retiring from active duty as a colonel, Stevens became a successful cartoonist. His comic strip 'Clementine' ran with the Lew Little Syndicate in 1965 and 1966. He subsequently turned to creating editorial cartoons for the Copley News Service, and his work was soon syndicated to more than 300 newspapers. During the 1970s and 1980s, he made aviation cartoons for Private Pilot and Professional Pilot magazines. His work has been collected in books like 'There I Was, Flat On My Back' (1968) and 'More There I Was' (1974) by Martin Leeuwis Publications.



2025 CALENDAR

<u>DATE</u>	<u>EVENT</u>	<u>POINT OF CONTACT</u>
May 2-4	SAE	Glen Cashion, Tome Blakeney, James Meadows
May 17	Cub 'N' Cousins Fly-in	Dave Williams
June 28	Jet Jambore	Jeff Opal, Dave Williams and Gary Schndler
July 4	July 4th Picnic	Club Officers
August 9	Float Fly Camp Joy Park	Mel Wells
September 27	Warbird/Dawn Patrol Fly-in	Dave Williams
October	FW Thunderbirds Airshow	Club Officers
October 25	Electric Expo	Tom Blakeney
TBD	3D Smack Down	Reed Smith

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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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

**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

Humor



SAE

The following photos are some indications of the innovative designs and sheer size of his event.



Area Events

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

