



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



Issue, 6212 December 2024

Next club meeting: January 1st Black Eye Pea Fly-In Club Field

Special Edition – Pictorial Review of 2024

BLACK EYE PEA FLY-IN



DAWN PATROL



JULY FOURTH PICNIC



FLOAT FLY



MEMBERS DAY



TEX ELECTRIC FLY-IN



WARBIRD FLY-IN



AT THE FIELD



Meeting Minutes November 25, 2024: by Mike Schroeder

James Meadows opened the meeting at 7 PM sharp in the CERA facility.

Twenty-four members were in attendance in addition to Emilio Douglas' wife and grandson as guests.

James discussed upcoming EVENTS:

- Deer Hunt December 6-8. Field will be closed.
- Toys for Cooks Children's Hospital are still being collected until mid-December. Can still drop off in the locked box at the field.
- SAE will be 1-4 May 2025. Some questions and subsequent discussion with new members about the event.

REPORTS:

Safety: Sam Corlett presented a briefing on range testing and interference study made at Saratoga Springs Air Park in Utah investigating the mysterious number of aircraft lost for no apparent reason. Sound familiar? Potential sources of interference exist at that airfield making it a prime location to investigate interferences. A PhD professor of electrical engineering assisted the study looking at possible dead zones, various transmitter types and brands, carbon fiber aircraft, receiver installation, antenna management, wiring management, battery placement, metallic object placements and loose connections. The evaluation of RSSI (Remote Signal Strength Information) yielded little conclusions regarding possible dead zones. They did do drone mapping and while they found similarities within the know/reported failures, little conclusive evidence resulted other than an opinion that losses were more likely due to dead zones than interference. Speculation continues though about the relationship of bodies of water in the vicinity of flying operations, as well as measured distances from the pilot boxes. Lastly, James commented on the amazing growth of 2.4 Ghz in various home electronics products.

An additional discussion ensued on the subject of drones and conflicts with civil aviation.

Finances: Chris Berardi gave the Treasurer's report and his initiatives to evaluate and procure Thunderbird key rings, stickers and apparel.

Membership renewals are coming due and can be easily accomplished via the Membership link on the website. Additionally, new keys will be mailed before January first at which time the locks will be changed. Members renewing prior to Jan 1st will receive a raffle ticket for special drawings at the Black Eyed Pea New Years Day Fly-in. An email will be sent out after Thanksgiving. He encouraged attendees to bring a dish for the event. The club's cash balance remains healthy. A question came up again about wifi at the field. Chris reiterated the current costs of getting internet at the field that have so far failed to gain support.

Secretary: Mike Schroeder is home recovering from knee surgery and was greatly missed. His substitute offered to read the previous meeting minutes but was deferred by a motion from the floor approved to dispense with the reading.

Vice President: Rob Lowe briefed that an RC group in the north of Fort Worth is installing a microwave weather transmission for commercial drone operations that may reach as far south as the Benbrook area. We might be able to slave off it. More to come on that.

He also stressed the need for pilots to fly the designated pattern when operating at Thunderbird Field. It has been indicated that occasionally pilots executing advanced maneuvering have flown non-standard patterns that brought aircraft's directed energy/vector toward the pilot box and ramp area. The question is not only pilot capabilities, but also the potential for system failures that could result in devastating results. He pointed out a specific event wherein an experienced helicopter pilot flying extreme maneuvers failed to control his maneuver and actually impacted his head, fatally killing him. There was no mechanic failure. Conclusion was radio failure. The effect of directed energy was incredible. Point being – DO NOT fly directly toward the pilot boxes and/or pavilion area. A simple miscalculation can have enormously devastating repercussions.

SHOW & TELL:

- Mark Davenport brought his Valiant aircraft and talked about his experience readying it for flight and how his maiden flight went. This was an aircraft he won in a Thunderbird raffle several months ago.
- Allen Trefger showed several components he/they/them 3D printed for a small fighter jet and gave an interesting tutorial about 3D printing.

OLD BUSINESS:

- James made a quick run through of the Project list. A newly added project is to repair wear and tear damage to the runway surface in several areas.

NEW BUSINESS:

- A member recently sent an email suggesting the club contract out our airfield maintenance rather than invest in needed equipment. No estimated costs were provided, just an idea. Much discussion took place and it was pointed out that the costs and limitations of having contracted maintenance were likely prohibitive, but restrictions and requirements dictated by the Corp of Engineering lease would clearly make such an arrangement unrealistic. Some of those details include Federal government requirements for the club to ensure compliance with minimum wages, benefits, sick and maternity leave, three years of payroll data, and health insurance for contracted employees. Frequency of operations, flexibility of scheduling, and amount of area to be maintained were discussed.
- The highlight of the evening came with the discussion of a proposal to purchase one or two new mowers for

the field maintenance operations. Rex Anderson, airfield manager, provided a proposal for replacing our two large commercial mowers with new products purchased either one this year and the second in a year or two, or both simultaneously as a package deal. He addressed the age of the mowers (10 and 12 years) and the difficulties and expense of keeping them in reliable service. They are both currently out of commission and he recently used his own personal property to cut the grass. He then provided an option he has been working to do a multiple/fleet buy for both mowers that offered a three year (versus two years) warranty, a buy back (trade-in) of both mowers, and a multiple buy discount that brought the overall cost benefits into a fairly significant savings. The resulting discussions and Q&A were quite literally engaged and vocal. After almost an hour of lively discussion, Bill Lake made a motion to put the decision up to a vote of the membership to either approve or disapprove the recommendation to purchase two new machines. It was seconded and the result was 20 votes to approve, no votes to disapprove, and four abstains. The motion was approved.

James iterated that this would be the final meeting for him and Rob Lowe as President and Vice President. They have served the club well for many years and both look forward to remaining fully engaged with the Thunderbirds as Ron Anderson and Mark Johnson assume the lead as President and Vice President. Well done, guys!

A motion was made and seconded to close the meeting at 8:55 PM. Grant Schroeder collected toys donated by members and took them away.

Members in Attendance

Bill Lake	Chris Berardi	Rick Kraft	Gary King	Mark Davenport
Fred Neal	Roy Thottam	Ian Waring	Mel Wells	Woody Lake
Allen Trefger	Ron Anderson	David Williams	Rex Anderson	Johnny Hunt
Sam Corlett	Scott Hayes	James Meadows	Emilio Douglas	Tom Blakeney
Grant Schroeder		Rob Lowe	Daryll Cummings	

2024-2025 CALENDAR

<u>DATE</u>	<u>EVENT</u>	<u>POINT OF CONTACT</u>
January 1	Black Eye Pea Fly-In	Cub Officers

www.fwthunderbirds.org

POSITION	BOARD MEMBE	EMAIL
President	James Meadows	president@fwthunderbirds.org
Vice President	Rob Lowe	vicepresident@fwthunderbirds.org
Secretary	Mike Schroeder	secretary@fwthunderbirds.org
Treasurer	Chris Berardi	treasurer@fwthunderbirds.org
Safety Officer	Sam Corlett	safetyofficer@fwthunderbirds.org



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

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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							

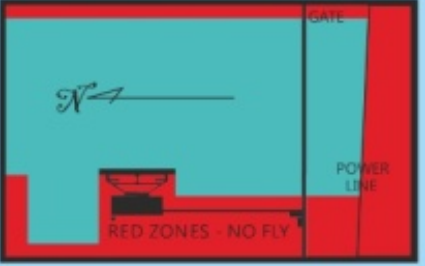
Flying Field Rules



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

Season's Greetings

