



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



Issue, 6402 February 2026

Next club meeting: February 23rd - 7:00 pm - Location - CERA, 3300 Bryant Irvin Road

President's Desk by Scott Hays

What a month we have had since our last newsletter! Wind, rain, snow, ice, single digit temperatures and a few days over 80 degrees. Texas weather can truly change in a minute. I am hoping winter is behind us.....but....it is Texas. Either way it's time to get out your planes, helicopters, EDF's and turbines and get them tuned and polished up so they are ready for a great flying season.

We have a lot of things moving forward in the club. We are in the final planning stages of the SAE event. Please be on the lookout for volunteer signups that will be emailed out in several weeks. This is a great event, lots of fun, and there is something all of us can do to be involved. Thank you in advance for being generous with your time and making this a great event.

Several weeks ago we had a very productive meeting with the leadership of the Corp of Engineers. This was a great opportunity for us to continue to build and strengthen our relationship with the Corp. They have a very favorable view of our club and how we conduct ourselves on their property. They also are very pleased with how we maintain our field and our facilities.

We have also finalized all of the events that we will be hosting this year. I would like to thank the members that have volunteered to be the Contest Directors of these events. I know the CD's are all excited and have big plans for all of their events.

Our first event will be our annual Cubs and Cousins. Recently I was asked what is a Cousin? Basically it's a high wing plane. A plane I would be willing to bet we all have! So this is an event that we should have massive participation. This event will be held on April 4th and if you have any questions please reach out to Mark Johnson the event CD.

Grant Schroeder our Contest Director is deep into the planning stages of our Warbird Event. He has some really great plans to make this the biggest and best Warbird Event ever held at Thunderbird Field. I already know there is going to be some great prizes and raffle items. If you don't have a warbird, it's time to get one in your hanger. You are not going to want to miss this event on May 16th. If you have any questions please contact Grant.

Mike Sawyer has volunteered (maybe that was voluntold) to be the Contest Director of our Turbine Event. This will be our first TWO day event of the year and will be held on June 12-13. Yes.... you just read that right-TWO day event. One of the things that came out of our meeting with the Corp was that they would give us permission to have a couple of events with overnight dry camping.

These camping spots will be limited, but will allow this event to draw pilots from a larger area. Mike has some awesome plans and this is going to be an incredible event! There is already a buzz in the turbine community and we haven't even started promoting event. Even if you don't have a turbine you are going to want to come watch and be a part of this historic event at Thunderbird Field. Please contact Mike with any questions.

The July 4th event will be hosted by the Board and will be all about family, food, flying and fun. What a great way to celebrate the 250th anniversary of our great country.

Chris Berardi will now be the Contest Director for the Float Fly Event that will be held on August 15th. If you have never flown off of water you are missing a fun time. So if you don't have a plane with floats....now is the time to get a pair and get them mounted on one of your favorite planes....or better yet... an excuse to tell your wife you need another plane!!!!!! Chris has some great plans in motion to make this a Float Fly you won't want to miss. Please reach out to Chris with your questions.

Our second 2 day event has the potential to be the biggest event of the year! Kraig Rogers will be hosting our FIRST EVER Electric Ducted Fan Event (EDF) on September 11-12. EDF's are the fastest growing segment of our hobby, 3 of every 4 RC pilots now own an EDF. Again we will allow limited overnight dry camping. Kraig has some awesome plans and this is going to be a spectacular event. If you don't have an EDF.....go buy one....they have some that are real gentle flyers and we have plenty of members that are willing to help you get started. As a matter of fact, Rex will be including EDF training this year on Thursday night training. No excuse not to have an EDF....or maybe two...three.....ok you all get it!

October 10th will be our Members Day hosted by the Board. This event is for the whole family. We will have plenty of great food, open flying, as well as some fun fly elements for those who want to test their flying skills.....all in good fun! Don't sleep on this event as we are going to have some awesome giveaways and raffle items.

And last but not least one of our longest running events is T.E.X...The Texas Electric Expo will be held on Oct 24. Tom Blakeney will again CD this event. This promises to be the best all electric event in the area with lots of relaxed flying, fun, and fellowship. This event is open to all types of electric aircraft. Tom always puts on a great event with awesome giveaways and raffle items. Don't miss this event as it is always a fun time. Any questions please reach out to Tom.

WOW.... I hope all of you are excited about our events this year! Something for all of us and some first time events that will become historic. As all of you know it is a lot of work to put on one of these events. I would encourage all of you to reach out to a CD or two, and offer up any support they may need in the planning and execution of their event. Thank you in advance for your participation and support.

So mark your calendars....get your aircraft ready...and get ready to have some FUN!

If that's not enough going on we have some great field improvement projects that are in motion. Each of the following items will be discussed at our upcoming club meeting.

1. Updating the Information and Safety Board
2. Grass Runway and Run Off Area Improvements
3. Field and Parking Lot Striping

4. Welcome Sign at Front Entrance

Well that is more than enough for now! Thanks to each of you for making our club GREAT!

Don't forget our Club Meeting on Monday Feb. 23rd at 7 pm at the CERA Recreation Center. Our guest speaker will be Bill Lake.

Have Fun Today....GO FLY!

Vice President's Corner: *by Mark Johnson*

Hello Thunderbirds!

I hope everyone is doing well and enjoying the spring like weather we have been having. We are moving into a busy time of year. We have two events planned for April, Cubs n Cousins on April 4th and the 2026 SAE Aero Design event April 16th through 19th. We have been working on getting things organized with our SAE partners. If all goes well, we will be sending you a sign-up email in the next few weeks. We will need help setting up the field on Thursday April 16th, and volunteers to staff the event on Friday, Saturday and Sunday. We will need volunteers to work on the flight line, help with parking, and behind the scenes to make this event a success.

Volunteer registration will be completed online this year. So be on the lookout an email with a link to the volunteer registration page.

Happy flying Mark



Hello Thunderbirds it's time to mark your calendar for the 2026 SAE Aero Design West competition taking place April 16-19, 2026, at Thunderbird Field. We once again have the honor of hosting one of the premier aviation events in the country. We will need volunteers to set up on the 16th and volunteers to staff the event on the 17th, 18th and 19th.

The SAE Aero Design Competition brings teams from around the United States, and the world to compete at Thunderbird Field in three design classes-Micro Class, Regular Class, and Advanced Class. In each class students design, build and fly aircraft according to design criteria specified by the SAE organization. If you are new to the SAE event, I can tell you it is a fantastic experience for both the college students involved and the Thunderbirds.

The SAE team and the Fort Worth Thunderbirds Board will be working to plan and organize this event. Remember this is the largest event we host and we will need volunteers to make this event better than last year. So, make sure to mark your calendar.

Thanks so much for making this such a fantastic event for students, volunteers, and spectators! The Thunderbirds are a group of outstanding individuals!

We will soon be sending links for volunteers to sign up. I look forward to seeing you all at the field.

Thank you.

Mark Johnson, SAE Volunteer Coordinator

Secretary's Corner: by Robert Solis

Hello Thunderbirds!

Now that we are coming out of hibernation I want to let you know what your officers have been doing.

Since our last meeting the officers have been busy behind the scenes. We even managed to get in some flying and meet some new members. With our exposure increasing coupled with a world class facility it only means great things ahead!

We had an Officers meeting Feb 4th led by Scott to discuss the plans forward with the year and beyond. Scott will elaborate more.

We also met Feb. 7th at Fred's house Led by Tom Blakeney. The meeting was to plan the SAE event with representatives from the Thunderbirds officers, vendors, Lockheed, and SAE.

Our last meeting was the Contest Director meeting on Feb.12th led by Scott. Attending were all the Contest directors and future Contest Directors. The CD's were relieved to hear their responsibilities will be eased with many of the previous year's responsibilities divided so everyone can have fun and not get overwhelmed!

BTW>>> If you're interested in becoming a Contest Director but are afraid of the workload please feel free to hang out with the event directors this year like a little brother. Thanks to the previous administration we had the events and just needed dates finalized. A meeting with the Contest Directors and with a little research there were ways to split the responsibilities around. Same goes with SAE. It's gonna be a blast! Helping at an event is great to see what it takes to plan and oversee the events. You are not alone ANYMORE!

All of the meetings were productive and Robert's Rules were addressed to make the meetings more productive. We are using redundant voice recorders in our meetings and if the meeting rules are followed we can get out in an hour plus get in guest speakers and Show and Tell. It helps with the recording if you don't speak over each other.

I hope to see you all at the field and we can all share in the great things planned!

Rob

From the Treasury: by Chris Berardi

Spring is Coming

The warming weather and lengthening days are physical factors that are felt intuitively by mammals and insects and other life forms. And like them, we aero-modelers are observant of the rising sun, and soon, the greening of the grass; both indicators that flying weather is upon us.

As if emerging from hibernation, our batteries need checked and charged. Models dusted off and waxed with Pledge, and an assessment of what we've forgotten versus what we remember. All in preparation for the real flying season kick-off that for me is marked by the clocks going forward.

Spring forward is a mantra to remind us to wind our clocks forward one hour. Each year I eagerly await this man made phenomena much as a druid would for a solstice or equinox. The clocks spring forward on March 8th. Incidentally, the equinox occurs on March 20th. This adjustment has a relative effect on our physical environment but is probably more impactful to our psyche, that part of us that is primordially mammalian and unavailable to us as conscious thought.

The stirrings of spring awaken us and sharpen our awareness of place in the world. Chores that need completing, vacations to be planned, and for us - preparing our models and performing extensive pre-flight checks. All for the excited expectation of taking to the skies!

Have you already felt the coming change? Are you already preparing your models and equipment for after work flying (for those of us not yet retired) or all-day flying on weekends? Spring is coming, so make ready for a full season of flying beginning soon.

Book of the Month

Obviously, this is not book of the month. I am using a catchy hook for a title much like a YouTuber would post a "click-bait" video header. More recently, while browsing YouTube for relevant and accurate content, I've learned to completely ignore any search result or "recommended" channel that has an overly emotive title. Mostly because I am fighting my instinct to naturally inquire on the channel's content, but knowing that it is manipulation, I simply scroll on in the hope of finding moderation and believability. It is a form of filtering out the mass of noise and confusion that has the potential to fill us with anxiety if not anger, and fuelling resentment. There ought to be an app for that....

Back from the tangent and onto the subject at hand; a great book that any aero-hobbyist would enjoy. I found it at the new *Barnes & Noble* that opened in Burleson last month.

What a fabulous bookstore - absolutely packed with books and people. Who knew something as archaic as a bookstore would feel so alive in this world of sound bites and AI. Clearly, I am not the only one seeking to retreat and find solace and comfort in the slower paced traditions. When I found this book, it was the result of over an hour browsing, unhurriedly among densely packed shelves of every genre imaginable. And that's when I find this fascinating book:

Skunk Works: A Personal Memoir of My Years at Lockheed, by Ben R. Rich (with co-author Leo Janos) is a memoir and insider history of the famous Lockheed "Skunk Works" — the ultra-secret aerospace division that developed some of America's most iconic aircraft during the Cold War and beyond. The book covers projects from the U-2 spy plane and SR-71 Blackbird to the development of the first operational stealth fighter, giving readers a behind-the-scenes look at innovation under intense secrecy, bureaucratic pressure, and technological pressure. It also weaves in personal anecdotes about leadership, engineering challenges, relationships with military and intelligence clients, and Rich's own career.

The book is roughly 480 pages and there is also an unabridged audiobook that runs about 12 hours, according to Audible (\$28.79). Many readers can finish the print edition over a few days to a couple of weeks, depending on reading speed and interest in technical history.

Of interest to me was a story involving the early definition of the "Skunk Works" name. Because the team worked on classified projects (like the P-80 jet) in an off-site facility with odd smells and without public disclosure, one engineer answered a misdirected Navy call jokingly as "Skunk Works, inside man Culver speaking," never realizing how secret the project truly was — and the

name stuck as a label for the clandestine division. Employees were routinely instructed to be careful even in how they answered phone calls because of the secrecy involved.

Rich's memoir offers aviation enthusiasts a vivid picture of how one of America's most innovative and secretive engineering organizations functioned at the height of the Cold War.

Membership Update

Here is the 2026 Membership count as of 2/17/2026.

Membership Type	Count
Individual	124
Family	5
Associate	4
Life	17
Service & Gift	0
TOTAL	150

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

Safety: by Fred Neal

Hello T-Birds,

It's already month 2, time flies when you're having fun and with the fun I would like to remind everyone to continue to fly safely because it is the responsibility of all our members to keep safety foremost in our mind. Everyone have a great month and I will see you all at the flying field. This is going to be a great year!

Fred Neal

Safety Coordinator

Field Manager: Rex Anderson

Thanks to everyone for keeping the field clean and well policed. If everyone would pour out any drinks before throwing away the containers it would be much appreciated by our trash collectors. Those of you who are at the field and are using the lights, please be aware that the timers don't always turn the lights off. A double check by turning the switch full counterclockwise until it clicks and the lights are off will be helpful.

Rex

Adventures in Ecuador – by Ian Waring

A long time ago in a galaxy far far away.....but that's another story!

Four years ago, I wrote a couple of articles for this newsletter about my experiences working as an engineer for the Marconi-

Elliott Avionics company on the RAF Jaguar program in the UK, including flight test assignments to Boscombe Down (UK) and to Bangalore (India).

My last significant assignment on the Jaguar program was to the South American country of Ecuador in 1977. During the mid-70s Ecuador was governed by a military junta and they purchased twelve new Jaguar jets for their air force, the Fuerza Aerea Ecuatoriana (FAE). To support these aircraft, they had built a new avionics facility. I and another engineer were there to help them get it operational and provide tech support for maintenance of the Jaguar avionics equipment. The assignment was for one year and I was accompanied by my wife and two young daughters.

The scenery in Ecuador is truly spectacular, with the Pacific coastal plain in the west, the Andes mountain range down the middle, and the rain forests of the Oriente in the east. We rented a house in the capital city of Quito, right next to the main soccer stadium, the Estadio Atahualpa. From the house we had a grand view of the Pichincha volcano across the valley. Although on the equator, at an altitude of over 9000 feet the climate in Quito is quite pleasant. But you had to remember to take a big breath before diving into a pool and to take an extra minute to boil an egg! Our 1.6-liter Ford Cortina cars were barely adequate for driving at altitude in the Andes and changing the carb jets and enlarging the air intakes didn't seem to make much difference.

The daily commute to work involved a nerve-racking 60-mile drive south from Quito, down the Pan American Highway past the Cotopaxi volcano, to the air base at Latacunga where the avionics facility was located.



Although the avionics facility was in the mountains at Latacunga, the Jaguar aircraft were based down at the coast at Taura, near the big seaport of Guayaquil. Avionics equipment requiring testing/repair would be flown back and forth between the two bases. Every two weeks one or both of us would fly from Quito to Guayaquil to deal with on-aircraft issues at the Taura base. These flights were usually on one of their military airline's Lockheed Electras or, occasionally, on a DHC Buffalo transport aircraft. It was often a bumpy ride due to the mountain air currents!



stinging insects, etc. We were glad that we were based up in the mountains at Latacunga.



On our first visit to the Taura base the two of us were accompanied by our air force counterpart Mario. After arriving at Guayaquil airport we went over to the military side of the airfield, where Mario went in search of a ride to Taura. While waiting outside we watched a French-built Alouette helicopter being used for autorotation practice. Each time it smacked down pretty hard on the concrete and we were thinking to ourselves that we wouldn't want to ride in that thing after the hammering it had been taking. Then Mario returned with a big grin on his face indicating that he had found a ride for us. He pointed to the Alouette. Oh dear! Well, we survived the noisy, bone-shaking flight across the swamps to Taura, where we found the new Jaguars sharing the base with a squadron of A-37s. On future visits we would travel from Guayaquil to Taura by road! The conditions at Taura were not pleasant – heat, high humidity, snakes,

After the first six months things settled down and there wasn't much to do at Latacunga, apart from play with the llamas on the airfield! One weekend my family and I decided to drive down the east side of the mountains to explore the jungle scenery of the Oriente. We should have checked the weather forecast before we left. After spending the night in the town of Banos we drove down the mountain road to the jungle town of Puyo. I say "road" but it was more like a ledge, with mostly a sheer drop on one side and an overhanging cliff on the other side, and with the occasional tunnel and river crossing thrown in!

While we were in Puyo it began to rain hard and when we tried to drive back up to Banos we found that the mountain road was closed due to mud slides, and a bridge washed away. We were told it

would be at least two weeks before the road could be re-opened, so we had to return to Puyo. Fortunately, there was a small army airfield nearby, and after showing my air force pass and explaining our situation to the officer in charge, we were told that we should be able to get a ride out on a DHC Twin Otter which was due to fly in the next day with supplies. After an uncomfortable night in a jungle hotel we returned to the airfield, left the car in the hangar, and climbed on-board the Twin Otter. Before returning to Quito the Twin Otter had to drop off more supplies at a small army outpost at Gualaquiza near the Peruvian border.



Photo of Ian with daughters and stuck-in the mud Twin Otter

While at Gualaquiza one of the Twin Otter's main wheels sank into the mud but the pilot managed to get out of it by applying plenty of power and we completed a bumpy flight back to Quito. A few weeks later, with the road re-opened, I was able to return to Puyo to retrieve the car. Lesson learned – check the weather forecast before your trip!

We had other adventures during that year in Ecuador, but not aviation-related so not mentioned here. After returning to the UK in 1978, and after brief assignments at RAF Bruggen (Germany) and RAF Lossiemouth (Scotland), I left the Marconi-Elliott company to work for other companies on navy programs, before finishing my career on the F-16 program in Fort Worth.



Fairey Barracuda

The Fairey Barracuda was a British carrier-borne torpedo and dive bomber designed by Fairey Aviation. It was the first aircraft of this type operated by the Fleet Air Arm (FAA) of the Royal Navy to be fabricated entirely from metal.

The Barracuda was developed as a replacement for the Fairey Albacore biplanes.

The Barracuda was a shoulder-wing cantilever monoplane. It had a retractable undercarriage and non-retracting tailwheel. The hydraulically-operated main landing gear struts were of an "L" shape which retracted into a recess in the side of the fuselage and the wing, with the wheels within the wing. A flush hook was fitted directly ahead of the tail wheel. It was operated by a crew of three, who

were seated in a tandem arrangement under a continuous-glazed canopy. The pilot had a sliding canopy while the other two crew members' canopy was hinged. The two rear-crew had alternate locations in the fuselage, the navigator's position having bay windows below the wings for downward visibility.^[4] The wings were furnished with large Fairey-Youngman flaps which doubled as dive brakes. Originally fitted with a conventional tail, flight tests suggested that stability would be improved by mounting the elevator higher, similar to a T-tail, an arrangement on the second prototype. For carrier stowage the wings folded back horizontally at the roots; the small vertical protrusions on the upper wingtips held hooks that attached to the tailplane.



Barracuda-Mk II of Nu 827 Sqd-carrying a 600lb-bomb Photo to Rt Torpedo

Field Photos

Ian and I had an opportunity to try out the new airplane stands, and as 'Tony the Tiger' would say, they work **GRRRRREAT**. Look good too. Love the 'Color Coded' verticles.



From the Editor's Desk: by Woody



Greetings to all. Just a reminder that our newsletter is a member's document. If you have any aviation related article you would like to share please get it to me for inclusion in the newsletter.

wdylake@yahoo.com

2026 CALENDAR

<u>DATE</u>	<u>EVENT</u>	<u>POINT OF CONTACT</u>
April 4	Cubs & Cousins	Mark Johnson
April 16 thru 19	SAE	Thunderbird Club
May 16	War Bird	Grant Schroeder
June 12 -13	Turbine	Mike Sawyer
July 4th	Picnic	Board Members
August 15	Float Fly	Chris Berardi
September 11-12	EDF Jet	Kraig Rogers/Derek Gregory
October 10	Members Day	Board Members
October 24	T.E.X eXpo	Tom Blakeney



www.fwthunderbirds.org

POSITION	BOARD MEMBER	EMAIL
President	Scott Hays	hays2441@sbcglobal.net
Vice President	Mark Johnson	mijohnson64@att.net
Secretary	Robert Solis	robdogsolis@gmail.com
Treasurer	Chris Berardi	mikadopilot@gmail.com
Safety Officer	Fred Neal	fredneal@sbcglobal.net



Pres: Scott Hayes



VP: Mark Johnson



Sec: Rob Solis



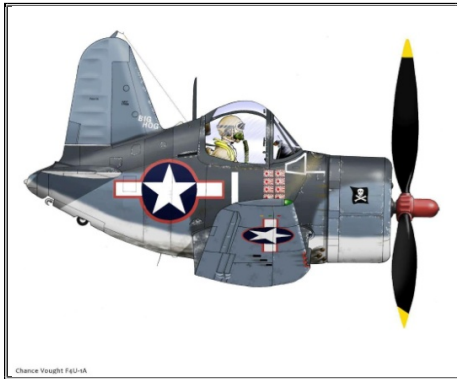
Safety: Fred Neal



Treas: Chris Berardi




Field Manager: Rex Anderson




Chance Vought F4U-1A




SUPPORT OUR ADVERTIZERS




www.ventrexcollectibles.com
817-615-4080
304 THOMAS PLACE
EVERMAN, TX 76140





Ventrex Collectibles
& R/C Hobbies





GLOW FUEL
RITCH'S BREW™
THE WINNER'S CHOICE
Planes - Cars - Boats
Distributor: Scott Hays
817-829-6046

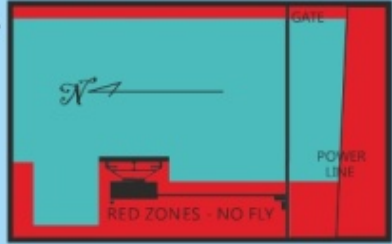
Flying Field Rules

← 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



Access to the cockpit of the Junkers Ju-86R was only possible via a ladder. This high-altitude reconnaissance aircraft was equipped with a pressurized cabin, which could be entered and exited through a small hatch in the floor.

SAY AHHHHH!

Thunderbirds Events

CUBS 'N' COUSINS FLY-IN



DATE: 4 April, 2026
TIME: 0900 - 1500
LOCATION: THUNDERBIRD FIELD
LANDING FEE: \$25.00

FREE LUNCH TO REGISTERED PILOTS - RAFFLE ITEMS - SOME PILOT GIVE - A WAYS
RESTRICTED TO HIGH WING GENERAL AVIATION ACFT INCLUDING BIPES

ADDRESS: 4300 WINDSCOTT PLOVER RD. FORT WORTH TX 76126
GPS: 32.529209 - 97.479741
MUSTANG PARK LAKE BENBROOK

CONTACT: MARK JOHNSON @ vicepresident@fwthunderbirds.org

WARBIRDS OVER THUNDERBIRDS

MAY 16TH 2026 AT FORT WORTH THUNDERBIRD FIELD
3602 WINSKOTT PLOVER RD, FORT WORTH, TX 76126



CHECK US OUT ON FACEBOOK!
[@FORTWORTHTHUNDERBIRDS](https://www.facebook.com/FORTWORTHTHUNDERBIRDS)
RADIO CONTROL ASSOCIATION



CONTEST DIRECTOR: GRANT SCHROEDER
GRANTSCHROEDERBELLAIREII@GMAIL.COM



FORT WORTH THUNDERBIRDS



**COWTOWN
JET
CLASSIC**

RADIO-CONTROL TURBINE JET FLY-IN

JUNE 12-13, 2026

THUNDERBIRD FIELD – PREMIER FLYING SITE
Fort Worth, Texas

The graphic is a promotional poster for a radio-control turbine jet fly-in event. It features a central shield-shaped logo with a silver border. Inside the shield, a silver jet is shown flying over a city skyline and a cowboy on a horse. The text 'COWTOWN JET CLASSIC' is prominently displayed in a stylized font. The background of the poster is a blue sky with white clouds. Logos for 'FORT WORTH THUNDERBIRDS' and 'AMA' are in the top corners. The event details, including the dates 'JUNE 12-13, 2026' and the location 'THUNDERBIRD FIELD – PREMIER FLYING SITE Fort Worth, Texas', are listed at the bottom.

AREA EVENTS



The poster features a Spitfire in the foreground and a Bandit in the background, flying over a bridge. The Spitfire has 'NO. 1' on its fuselage. The Bandit has '100' on its fuselage. The background shows a bridge with towers and a cityscape.

Spitfires & Bandits
at
Greater Southwest Aero Modelers
when
March 28 2026

**AMA sanctioned
Event!**



Two pilot prizes to be raffled off. An aluminum mug with a Spitfire etched on it and a Robin Hood Toby Mug made famous in the movie "12 O'clock High".

Sign up starts at 0800 and Flying at 0900 hrs *** Landing fee is \$30.00 (includes Lunch)
CD: Bob Mueller 682.351.8756 bobmueller163@gmail.com

Greater Southwest Aero Modelers
6903 Randol Mill Road, Fort Worth TX 76120