



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



Issue, 6403 March 2026

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

President's Desk by Scott Hays

It's hard to believe another month has gone by and we are now moving into spring. You know spring is here when it rains, snows, the wind blows, and the sun shines.....all in the same day!

March has given us few great flying days as well as some days to work on our cross-wind landings. The promise of better flying days is only weeks away.

There is a lot of activity going at the flying field. If the weather holds by the time you read this our field and parking lot should be restriped.

Several additional fire extinguishers are being added and new weather proof signing has been installed.

The Information and Safety Board design has been finalized and the team is working on preparations for installation. The new board will include a combined area for all of our safety kits that will include First Aid, Trauma, and the AED. A larger updated map will include designations for the FRIA, and the flying areas for Fixed Wing Aircraft, and Helicopters. Some of what you will see missing from the board is frequency and AMA card slots. Flyers will no longer be required to display their current AMA membership. It is still a requirement to have a current AMA membership, and flyers should always keep their card or a digital card with them when flying. Flyers that still fly 72 MHz, 53 MHz and 50 MHz will be required to verify with the pilots at the field that day, there are no frequency conflicts before flying.

With a generous donation from a club member we are adding some electrical plugs to the outside of the shop. These additional plugs will be beneficial when we have events and activities. There are also some electrical updates going on inside the shop to meet code for the equipment we have in the shop.

Mowing and ground maintenance has already started at the field. I would like to personally thank all of those that dedicate their time to keep our property in tip top shape. Our facility and grounds are a huge reflection on our club and our standards. This all couldn't happen without the hard work and leadership of Rex Anderson. Please make sure the next time you see Rex you thank him for all he does to maintain our world class facility.

With the rain we had over the last several weeks we did feel it necessary to postpone our field work day we had scheduled on March 14th. We will now combine all of the work into our May 9th work day. The work will include filling and compacting around the runway and taxi ways, aerating, seeding, topdressing and fertilizing. If each of you can bring your shovels, rakes and wheel barrows. Lunch will be served....its guaranteed to be a fun time....the more people we have come out and help..... the sooner we can get some planes in the air!

We also have some exciting activities right around the corner!

First is our Cubs and Cousins event on April 4th. It's time to dust off your high wings planes, tighten up the nuts and bolts, and charge some batteries. This will be a great event, lunch will be served to all registered pilots, and we have some great raffle items. Any questions please reach out to Mark Johnson.

Next will be the SAE event on April 16 – 19. If you have never attended, you don't want to miss this action-packed event. If you haven't signed up as a volunteer please check your email as the link has been send out several times. Register today! If you haven't gotten a registration link please reach out to Mark Johnson via his email listed on our website.

On May 16th will be our annual Warbird Event. This year's CD is Grant Schroeder and he has promised that this will be the biggest and best warbird event we have ever had at Thunderbird Field. Lunch will be served to registered pilots and I know Grant has already secured some awesome raffle prizes. It's time to get your planes ready.....and if you don't have a warbird you are still going to want to attend to enter the raffle so you can win one.

And also mark your calendar for our first ever two-day event on June 12 -13. The 'Cowtown Jet Classic' is designated as a turbine event but our contest director, Mike Sawyer, has also opened the event up to EDF's. This is going to be an incredible event that no one is going to want to miss. Mike has already secured some incredible raffle prizes. Be a part of history and plan on attending and participating in this event.

Lastly, April will begin our official club training. This training allows youth and adults to use the club radios and planes at no cost. Training is every Thursday, from 4 pm until we can't see the planes, weather permitting. We are looking for volunteers to be trainers. Trainers should be competent pilots (not perfect) that want to help others. Our objective is to have enough training pilots that a person is only committed to helping one Thursday a month. Of course, if you want to help more than once a month you are certainly welcome. If you would like to become a club trainer or have any questions please reach out to Rex Anderson.

I want to thank all of you for making our club great. I look forward seeing all of you at the field and at the upcoming events. Go have some fun and fly today!

Scott

Vice President's Corner: by Mark Johnson

Hello Thunderbirds! Would you believe we are heading into April? We are busy with preparations for the upcoming 2026 SAE Aero Design West. Dates this year are April 16, 17, 18 and 19th. Again, if you have not signed up to help, we still need your help to make SAE a success. You should have received emails with links to the SAE sign up and The Thunderbirds sign up. If you have questions, please reach out to me. Other activities that have been happening are a return to weekly mowing. Rex needs volunteers Friday mornings to help with weekly field maintenance. We are also working on updating the Bylaws; I want to thank Bill Lake for taking on this project. We are also working on updating signs at the field; I would like to recognize all the volunteers who have given their time and effort to these projects. We will also be hosting the Cubs 'n Cousins Over Benbrook on April 4th, it is a fun fly, and I look forward to seeing you all there.

Thanks

Mark

Secretary's Corner: by Robert Solis

Regular Club Meeting held Monday Feb 23, 2026 Summary Minutes

Officers in attendance: Scott Hays, Mark Johnson, Chris Berardi, Fred Neal, Rob Solis

■ Member Participation:

- The meeting had 30 members in attendance, which constituted a quorum, allowing the group to vote on items, make motions, and take decisions.
- New members were welcomed, including Bill Koontz, who introduced himself and shared his background in flying model airplanes and RC since the 1970s.

■ Quorum Details:

- A quorum was established with 30 members present, meeting the required number to conduct official business.
- The quorum allowed the group to approve minutes from the December meeting, vote on motions, and allocate funds for club projects.

■ Voting Process:

- Motions were proposed, seconded, discussed, and voted on by raising hands.
 - Examples of motions passed during the meeting:
 - Allocation of \$1,500 for updating the information and safety board.
 - Allocation of \$2,500 for grass improvements around the runway.
 - Allocation of \$2,000 for restriping the parking lot and field. ○

■ General Participation:

- Members were encouraged to introduce themselves to new faces at the field and ensure visitors are AMA members.
- Members were asked to participate in upcoming work projects, including grass improvement and field maintenance.

■ Safety and Communication:

- Members were advised to lock the gate if they are the last ones leaving the field.
- In case of suspicious activity or issues at the field, members were instructed to contact law enforcement or board members directly.

■ Event Planning and Promotions

- The club is organizing multiple model aircraft events, including a fun fly with raffles, a turbans event, and an all-EDF (Electric Ducted Fan) Ducatan event. The latter two are now approved as two-day events with on-site overnight camping, expanding participation.
- The June event, led by co-CD Moe and Mike, features significant prizes, including \$7,000 worth of jets, with sponsorship from around ten companies. Raffles will be held hourly to minimize field downtime, with general tickets available to all and specific prizes for pilots.
- The September EDF event and October 24th event are also planned, with efforts to promote heavily via Facebook pages and branding, including stickers and apparel. The goal is to increase visibility and participation, leveraging social media and consistent branding.
- The club aims to raise funds through raffles and ticket sales to cover event costs and generate revenue for the club, with a target of selling enough tickets to fund the events and support club activities.
- The club is considering pre-registration and pre-buying raffle tickets to streamline sales and fundraising efforts.

■ Field and Facility Improvements

- Significant investments are planned for the flying field, including spending up to \$25,000 on improvements such as striping and other enhancements, funded by member dues and potential donations.
- The club emphasizes maintaining a first-class flying environment, with plans to replicate successful event scheduling annually, such as holding the main event in April next year.

■ Organizational and Procedural Matters

- The meeting included a presentation on Robert's Rules of Order, emphasizing structured, respectful, and efficient meetings. Key points covered include appointing a facilitator, recognizing speakers, limiting side conversations, and conducting votes by raising hands or eyes.

- The importance of organized, courteous meetings was stressed to avoid wasting time and ensure all members have a voice.

■ Member Engagement and Miscellaneous

- The club encourages members to participate in "show and tell" sessions, sharing projects like airplane builds and new designs, including a large cargo aircraft prototype and ongoing SAE (Student Aviation Engineering) projects.
- Members involved in educational activities are working on curriculum development and building model aircraft, often in informal settings like homes or tents, emphasizing learning and experimentation.
- The club promotes branding efforts, including creating a consistent look for events and merchandise, such as stickers, shirts, and cups, to foster a sense of identity and pride.
- Financial transparency was discussed, including current funds, upcoming expenses, and the importance of donations, such as a potential SAE contribution.
- The meeting concluded with a raffle drawing, recognizing winners, and a call for members to stay involved and organized for future activities. Overall, the meeting covered event logistics, fundraising strategies, facility improvements, procedural guidelines, and member engagement initiatives aimed at strengthening the club's activities and community presence.

From the Treasury: *by Chris Berardi*

FAA Order 2150.3C

This year, as part of the membership letter sent to you when you paid your 2026 dues, you will have noted a section detailing the prerequisites for flying at our chartered field.

One of the benefits flying at Thunderbird Field is the fact that it is a designated FRIA (FAA Recognized Identification Area). This means that you can fly UAS (Unmanned Aircraft System), over 250 grams, within the bounds of the airspace, without having a remote identification affixed to your aircraft. Review our FRIA airspace here: https://fwthunderbirds.org/field_authorization.html Click the blue button, "View FAA Authorization"

The purpose of having the prerequisites noted in your Welcome Letter is that your UAS, and more importantly you, can be compliant with the law. Now this does sound overly stringent and nagging, but this is how we protect ourselves. Following the regulation provides protection and at the same time, freedom to enjoy the sport. These precepts are not at odds with one another, they actually further our interests and enjoyment once you dig below the superficial context.

I bring this up because of the increased oversight of drone operators, no doubt brought about by the significantly increased funding received by the FAA. The referenced order clearly dictates how drone violations will be handled. And lest you think this is unlikely to impact rogue drone operators, the FAA has just handed down several enforcement actions. I'll list those shortly if only to illustrate how idiotic these operators were, and you'll agree that they likely deserved the punishment.

Our flying at Thunderbird Field is unlikely to rise to that level of disregard because of our FRIA and the high level of knowledge that is characteristic of our membership.

Recent FAA Drone Enforcement Highlights (2025-2026)

High-Penalty Violations: Fines were issued for 18 distinct incidents occurring between 2023 and 2025.

Key Incidents:

- **36,770 Fine:** For operating near emergency response aircraft during a wildfire on April 4, 2023.
- **\$20,371 Fine:** For flying in restricted airspace near Mar-a-Lago on January 13, 2025.
- **\$20,370 Fine:** For flying over people and striking a tree at the Sunfest Music Festival on May 5, 2024.
- **\$14,790 Fine:** For operating near State Farm Stadium during the 2023 Super Bowl.

License Suspensions: In 2025, eight remote pilots had licenses suspended for unsafe operations, including a drone colliding with a paraglider (Jan. 7, 2025) and flying over an NFL game in Baltimore (Nov. 3, 2024).

- **Criminal Charges:** A pilot in Maryland faced federal charges in 2026 for allegedly flying over a secure military installation and posting it to YouTube.

Legal Action Trend: The FAA has indicated that legal action, rather than just warning letters, is now the default for serious violations.

Interestingly, none of the incident drone operators had a Part 107 license. If they had their licenses then we would assume compliance and safety would be priorities and none of this would have happened.

While flying at Thunderbird Field, we don't need a Part 107 license, but we must be registered with the FAA (technically, our UAS must be registered), and we must have our TRUST certificate. Having fulfilled our legal obligation we should expect safe and considerate flight operations about our property and airspace.

This doesn't apply just to flight operations because we must also adhere to the AMA safety code and Thunderbird flying site rules. Expect to see our new signage in the coming weeks; our committee has drawn up the new signs and a first pass at the new signage has been reviewed by the board.

While unlikely situations for anyone flying at Thunderbird field, we must be aware when flying elsewhere whether at other flying fields or in other less regulated or controlled environments. All of us should have an application on our mobile devices that we can refer to when not in familiar surroundings. I use an app by Airwise, "UASidekick" that connects to the FAA's "B4UFLY" service that shows where recreational flyers can and cannot fly. There are four other companies that provide this service:

1. Airspace Link
2. Aloft
3. AutoPilot
4. Avision
5. UASidekick

If you take the steps outlined in the Welcome Letter, use an app connected to the B4UFLY service, then all of this enforcement talk and action is of little consequence and you will never be on the receiving end of "*Order 2150.3C: The FAA Compliance and Enforcement Program.*"

This order establishes the framework used by the FAA to investigate violations and enforce aviation regulations. The document outlines the agency's authority, policies, procedures, and legal standards for addressing noncompliance across all sectors of aviation.

In simple terms, this order answers a critical question: What happens when someone breaks aviation rules? The order describes the process used by the FAA to determine whether a violation occurred and what type of action should follow. These actions may include:

- Compliance actions (education or corrective training)
- Administrative actions (warning notices or letters of correction)
- Civil penalties (financial fines)
- Certificate actions (suspension or revocation of a pilot certificate)

For drone pilots, the order provides insight into how seriously the FAA treats unsafe operations and what types of violations are most likely to trigger enforcement.

We (recreational drone pilots) often assume that FAA enforcement primarily targets commercial operators. In reality, hobby pilots can also face investigations when unsafe behavior occurs.

Recreational flyers must comply with the rules outlined in 49 USC §44809, which include requirements such as:

- Passing the TRUST safety test
- Flying within visual line of sight
- Staying below 400 feet - see our FRIA airspace details for the amended altitude. Viewable on fwthunderbirds.org
- Avoiding restricted airspace without authorization

Unlike commercial pilots, recreational flyers generally do not hold an FAA airman certificate. This distinction affects how enforcement is handled.

For example, certain legal protections that apply to certified pilots such as the Pilot's Bill of Rights notification requirement may not apply to recreational operators in the same way.

However, recreational pilots can still face civil penalties if their actions violate regulations or create hazards.

Like all areas of life, be informed, exercise caution while expressing your liberty, and have fun.

Membership Update

Here is the 2026 Membership count as of 3/16/2026.

Membership Type	Count
Individual	126
Family	5
Associate	4
Life	17
TOTAL	152

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

Safety: by Fred Neal

Safety Coordinator

A Thunderbird Safety Tale: by Woody

I've been flying RC probably longer than most of you have been alive (mid 70s). In all those years I can factually say I have never lost an airplane due to a bad decision prior to a flight. Not to say I haven't lost a few due to equipment failure or 'dumb thumb' issues.

I tribute this success to two factors. First, the little voice in my head that says something is just not right and secondly an old Polish Proverb, "He who learns to walk away comes to fly another day".

This almost came to an end about two weeks ago. Getting ready to fly my CZ T-28 we noticed an intermittent aileron and a throttle bump when moving the aileron. After some checks, I decided to press on in spite of the little voice and recommendations by fellow pilots not to fly. On roll out to runway, aileron movement bumped up the throttle again. Fortunately the T-28 was past the Pilot's stations and pointed towards the runway and no one was hurt. A quick shutdown and recovery followed by a highly embarrassed pilot ensued.

What was I thinking you ask, obviously - I WASN'T.

Problem was caused by a defective BEC. Replaced with a receiver 6v LIFE battery and all works as advertised.

Moral of my story: when the little voice and proverb speak to you - LISTEN!!

As for the little voice, we'll... it's also given Ian and Mel permission to thump me on the head and tell me to "SNAP OUT OF IT" next time I go into 'automatic stupid mode'.

Hope someone else remember my story and thinks twice before pushing fate.

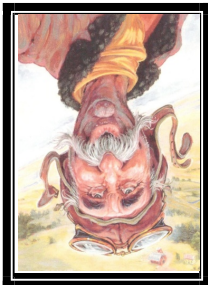
Remember "He who learns to walk away comes to fly another day".

Safe Flying

Field Manager: Rex Anderson

Well, it's that time of year and training will be starting next month. This year we are starting on April 2nd and continuing through October 29th. We have new training planes this year and the goal is to get our students flying on their own as quickly as possible. These Aero Scouts are fun to fly and can almost...ALMOST, land themselves. This should be an incentive to our younger students.

I can always use help from our more experienced and motivated pilots to step forward and become instructors. If you are interested in becoming an instructor or if you have instructed previously and want to renew that calling, please let me know. I am always looking for good people, and I think there are a lot of us. I hope we have enough instructors this year to be able to rotate schedules and not feel obligated to show up for EVERY Thursday training. Official training will begin at 4:00pm, (1600 for you military types) and run until 30 minutes before sunset. Last year we started training by appointment and it worked very well for some of our instructors and students. I would like to continue that option this year. When students are no longer available or wrung out, we stop training and go eat.



Successful flight training begins with: "Proper Attitude and Good Communication".

Hopefully some of you have noticed that we have new light timers installed. These are push button with the following options:

1 hour	5 minutes
2 hours	15 minutes
4 hours	30 minutes
RED	ON/OFF

The instructions say to push the ON/OFF button and then select the desired time. But it appears that if you just select the time you want, it will turn on the light for the desired time. The red tape on the lower left column will turn the lights on for the selected time each and every day until a new option is selected. So PLEASE DO NOT push the button covered with red tape. If you accidentally FAT FINGER the red covered button and you are a nice guy... select the ON/OFF button and then select the time you want and go about your day.

If everything works out as planned, we will be painting the airfield and parking stripes this Tuesday the 17th. The field will be closed to flying and visitors during this time to allow the paint to properly dry. Thank you for another month of self policing the field. The mowing crew headed by Gary Nelson did a great job of mowing and preparing the grass near the concrete areas for the painting. Thanks to each of you.

Rex

P.S. I am aware and am working on the ant issue!

Guillows

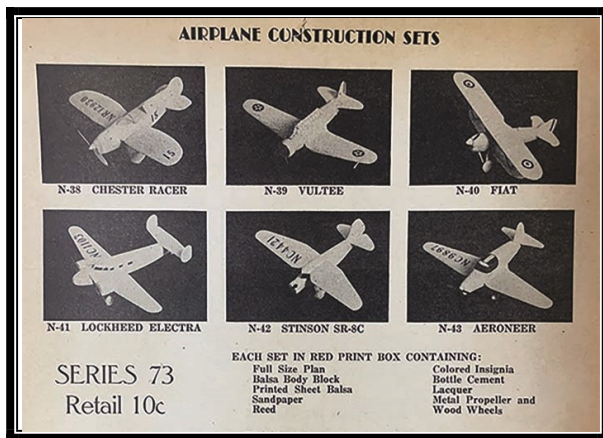
How many of us remember these stick and tissue kits? Better still, how many of us still bear the scars from cutting out the countless ribs and formers, or the smell of the 'Ambroid' glue to build these classics. Of course we were kids then, indestructible, starry eyed, a little light headed at times, but never the less enjoying our hobby and proud to show off our accomplishment to our buddies.

Paul K. Guillow, a World War I Navy aviator, establishes the company as Nu Craft Toys in Wakefield, Massachusetts, initially producing airplane-themed card games and balsa wood flying toy airplanes and gliders.



Guillow's: Celebrating 100 Years of Flight and Craftsmanship: By Debra Cleghorn

For nearly every modeler, the story of flight begins the same way: with the rustle of tissue paper, the scent of balsa, and a Guillow's kit spread out on the kitchen table. Few names in model aviation are as deeply woven into the hobby's fabric as Guillow's. Founded in 1926, this enduring New England Company has spent a century transforming lightweight wood and dreams into flying machines. From its 15-cent, six-inch models advertised in Model Airplane News in February 1933 to today's detailed scale kits, Guillow's has fueled generations of builders, dreamers, and future aviators. A century later, it continues to embody the same spirit of discovery and craftsmanship that first made model aviation take flight.



A Century of Building Dreams

For more than a hundred years, Guillow's has stood for quality, craftsmanship, and the pure joy of flight. Each model is a small tribute to aviation's great eras, from the barnstormers that once thrilled crowds across open fields to the biplanes and warbirds that defined a century of aviation history. Every kit carries forward a simple yet enduring mission: to inspire a love of flight through hands-on building and discovery.

Crafted from sustainably sourced balsa wood, Guillow's kits deliver not just authenticity, but an unmistakable sense of artistry. Builders young and old experience the quiet satisfaction of shaping something tangible, feather-light, and ready to take to the sky. From rubber-powered gliders that bring backyards to life to intricate scale models admired by collectors, Guillow's

continues to honor the spirit of aviation—one hand-built wing at a time.

Craftsmanship and Innovation

Quality has always been the backbone of Guillow's success. Every model is thoughtfully designed for ease of assembly, accuracy, and enduring strength. The company's long tradition of using the finest balsa wood has evolved with the times: today's kits feature laser-cut precision parts that fit together cleanly and bring professional results within reach of any builder.

The Guillow's product line expands to include more complex balsa wood model kits along with its flying toys and gliders.

In the 1940s, new plastic models caused a decline in the "stick and tissue" business, so Guillow's concentrated on hand-launched and rubber-band propelled gliders.



In 1970, Guillow's expands its 300 Series to include the 1/4A gas-powered DHC-2 Beaver, Piper Cherokee, Beechcraft Musketeer, and the Cessna 150.



Across generations, Guillow's has refined its designs without losing sight of what makes them timeless. From sturdy gliders for first-time fliers to advanced kits for seasoned builders, each airplane reflects a quiet balance between innovation and tradition. It's this harmony—between modern precision and old-fashioned craftsmanship—that has defined the Guillow's experience for a century.

Hands-On Learning

Guillow's kits have always been more than toys; they're lessons in flight disguised as fun. Building an airplane teaches more than patience; it reveals how lift, drag, and balance work together in perfect choreography. Every rib and spar becomes a classroom in miniature, turning curiosity into understanding.

In an age of screens and instant gratification, Guillow's continues to offer something refreshingly real: the joy of hands-on creation. By blending play with the principles of aerodynamics and design, these models introduce young builders to STEM learning in its most natural form. It's no surprise that teachers, parents, and aviation enthusiasts still reach for Guillow's as a bridge between history, science, and imagination.

A Legacy That Still Takes Flight

As Guillow's marks its 100th anniversary, it stands not only as a manufacturer but as a beloved thread in the fabric of model aviation. Each kit connects builders to an era when craftsmanship and creativity defined the pursuit of flight.

What makes Guillow's remarkable isn't just its history, but its enduring relevance. While technology races ahead, the joy of building with your own hands never goes out of style. Whether you're a lifelong modeler or someone rediscovering the magic of balsa and tissue for the first time in decades, Guillow's continues to welcome all who share a love of flight.

Here's to a hundred years of wings, wood, and wonder, and to Guillow's, whose spirit still soars.

In 2003, Guillow's introduced and helped pioneer laser-cutting technology in model airplane kits.

100-Year Anniversary Series

To mark this historic milestone, Guillow's is re-releasing three 100 Series kits of iconic WW I fighter planes: the SPAD VII, the Fokker D.VII, and the Sopwith Camel. Each 18-inch-span model captures not just the look of these legendary aircraft, but also the spirit of the era when aviation was still in its infancy and every flight was a daring adventure. Designed for both flight and static display, these anniversary kits feature laser-cut balsa parts, detailed building plans, authentic decals, scale WW I wheels, and vacuum-formed components.

Builders will find everything needed to create a faithful replica of these historic fighters, though some basic hobby supplies—such as pins, glue, paint, sandpaper, and a flat pinnable building surface—are required.

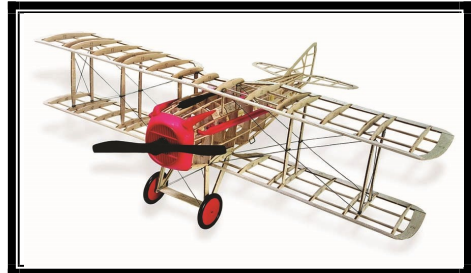
These beginner-level kits are made in the U.S., continuing Guillow's tradition of American craftsmanship.



Fokker D.VII



Sopwith Camel



SPAD VII

Pilot Projects : Lane Crabtree GSW RC Club

Lane built this beauty from a World Models kit. He said that it was the “easiest building kit” that he ever worked on. The Pilatus PC-6 is designated UV-20A Chiricahua when used by the U.S. Army as a land-based utility aircraft. The World Models kit features a removable tail that allows transportation in his short-bed pickup truck. The Chiricahua has a 125-inch wingspan and uses a DLE-85 gas engine for power.



Avios PNF PBY-5A Catalina: by Hobby King and Woody

Not an endorsement for an advertiser, just a heads up that rumor has it, by a reputable source, one of these will be available at our August Float Fly for a lucky pilot.

The Avios Plug-and-Fly (PNF) U.S. Coast Guard PBY Catalina is a tribute to one of the most iconic flying boats in aviation history. This version is modeled after the PBY-4A/5A variants from 1939. The full-size Consolidated PBY Catalina earned legendary status over the course of WWII—so expectations are high for any RC replica. Fortunately for Avios, they delivered with an impressively engineered and visually accurate foam model that blends nostalgia with modern electric-flight performance. 1900mm, approximate 75in wing span, retractable outrigger floats

FLIGHT PERFORMANCE

Takeoff from a grass runway was surprisingly short and uneventful for an aircraft normally flown off water. The PBY tracks straight and true with a smooth roll-out before rotation and lifts off quickly. Ground handling on grass is good, and differential thrust helps significantly during taxiing, especially in windy conditions.



Stability: The Catalina flies beautifully—slow, stable, and graceful. It’s happiest around half throttle, floating smoothly through turns and looking perfectly scale in flight. Stalls are gentle and predictable. Reduce throttle, pull back, and the nose dips softly. Recovery is instant. Glide performance is impressive; the large wing carries energy well, making dead-stick landings easy to manage.

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.

wylake@yahoo.com

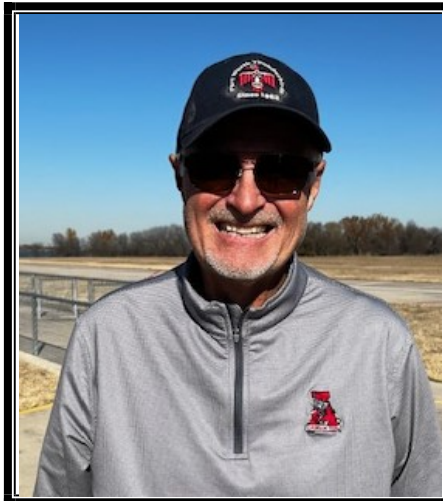
2026 CALENDAR

<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 Hays



VP: Mark Johnson



Sec: Rob Solis



Safety: Fred Neal



Treas: Chris Berardi



Field Manager: Rex Anderson

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Expertly Custom Made Extensions
Engines, Motors, Accessories, Modeling Tools
Hardware, Spinners, Propellers, Wood
Composites, Switches, Servos
New and Used

PAYPAL accepted

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

RED ZONES - NO FLY

**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



ANYBODY GOT A TOWEL?

Thunderbirds Events



FORT WORTH THUNDERBIRDS

CUBS 'N' COUSINS FLY-IN 2026

HIGH-WING FAMILY REUNION

SATURDAY • APRIL 4, 2026 • 0900 - 1500
Thunderbird Field • Fort Worth, TX

LANDING FEE: \$25

- OPEN FLYING • STATIC DISPLAY • RAFFLE PRIZES
- FREE LUNCH FOR REGISTERED PILOTS

✿ HIGH WINGS • BIG GRINS ✿

CD: MARK JOHNSON
✉ vicepresident@fwthunderbirds.org



SCAN FOR INFO & DIRECTIONS

WARBIRDS OVER THUNDERBIRDS

MAY 16TH 2026 AT FORT WORTH THUNDERBIRD FIELD

3602 WINSOTT PLOVER RD, FORT WORTH, TX 76126



CHECK US OUT ON FACEBOOK!
@FORT WORTH THUNDERBIRDS
RADIO CONTROL ASSOCIATION



CONTEST DIRECTOR: GRANT SCHROEDER
GRANTSCHROEDERBELLAIREII@GMAIL.COM





RADIO-CONTROL TURBINE JET FLY-IN

JUNE 12-13, 2026

THUNDERBIRD FIELD - PREMIER FLYING SITE
Fort Worth, Texas



- ★ 40' x 480' concrete runway with grass runoffs
- ★ Limited Overnight RV Parking - No Hookups
- ★ Pop Up Tent Locations
- ★ Raffle Prizes
- ★ Aircraft Awards



\$60 PILOT FEE

(INCLUDES FRIDAY DINNER AND SATURDAY BREAKFAST)

★★★ **Everything Is Bigger** ★★★
in TEXAS

Register Today!

CD: Michael Sawyer
michaelsawyer.2004@gmail.com



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INAUGURAL
THUNDERBIRDS
EDF JET BLAST

SEPT 11-12, 2026

BENBROOK, TX

- ★ 40' x 480' Concrete Runway with Grass Runoffs
- ★ Limited Overnight RV Parking - No Hookups
- ★ Pop Up Tent Locations
- ★ Raffle Prizes
- ★ Aircraft Awards



SCAN FOR INFO
& REGISTRATION

CD: Kraig Rogers • TBEDFJetBlast@gmail.com

AREA EVENTS

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

