



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



**Issue, 6405 May 2026**

**Next club meeting: No Club Meeting in May due to Memorial Day Holiday**

**President's Desk by Scott Hays**

It's hard to believe that June is right around the corner. It seems like it's either been rain or wind or both, that limited flying in May. I hope that June brings us more flying days with sunny skies and low winds.

I wanted to thank all you that were able to make it to the field work day in May. Work was done to fill and smooth the transition from the runway to the grass. Work was also done on the grass runway and runoff areas. The focus is growing grass, killing weeds and smoothing these areas. We will continue to have small projects throughout the summer spraying the weeds, fertilizing, and top dressing with sand. We were also able to get a few of the pot holes repaired...Thanks to all!

If you missed it..... you missed an awesome event...although a little windy, we had a great turnout for the Warbird Event. Grant did an awesome job CD'ing and making this event special for the participants and all those that attended. The raffle was epic and we had some very happy people take home some awesome kits and planes. Thank you to all that attended, flew, participated in the raffle, and volunteered. All proceeds go back to the club so we can continue to have more great events just like this. I am already excited about next year's Warbird event that is promised to be bigger and even better. Thank you Grant for taking the lead and making this happen!

Lastly I need every member to mark their calendars for June 12<sup>th</sup> and 13<sup>th</sup>. Many of you know this will be our first two day event held at Thunderbird Field. The Cowtown Jet Classic is open to all turbine and EDF flyers. Even if you don't come and fly, you will want to come see some spectacular planes and flying. We have pilots coming from surrounding states and this promises to be one of the biggest events in the state of Texas this summer. Both 2 day and 1 day online registration is still open. Registering online for one day gets you a collector T-shirt and 2 day registrations gets you a T-shirt and collector drinking cup, Friday dinner and Saturday breakfast. We still have tents available and also limited overnight camping spaces if you want to bring your camper, trailer, motor home or tent. Go on line and register today. Lastly you are not going to want to miss this raffle. At current count we have over \$12,000 worth of prizes that will be given away. 2 Turbine kits, top of the line FrSKY radio, servos from two manufacturers, plane stands and so much more. You will ALL want to participate in this raffle. If you cannot make the event please reach out to Mike Sawyer, our contest CD, as he is selling raffle tickets in advance. You do not need to be present to win and all proceeds go back to the club. Any questions please reach out to Mike or me. See you all on June 12<sup>th</sup> and 13<sup>th</sup>.

Since the 4<sup>th</sup> Monday of May is on Memorial Day, we will not be having a club meeting this month. Look forward to seeing all of at the field!

Thanks to all of you for making the Fort Worth Thunderbirds the BEST!  
All the Best,  
Scott

Vice President's Corner: *by Mark Johnson*

No Report this month.

Secretary's Corner: *by Robert Solis*

Hello Thunderbirds,

Sorry I missed the last meeting- I had SAE sickness lol. Thanks Mark for taking notes. I also missed the STEM at Trinity Valley HS so hopefully someone will report.

We had a great workday on May 9th with a really good turnout of volunteers. Good thing cause there was a lot of runway to work on. The weather cooperated and we were able to get the road patched, aeration along the grass on the runway, worked on both ends of the runway to allow for smoother transition to grass, and for the first time we were allowed to use sand to fill in the field holes. The day was followed up with some great hotdogs that helped feed the volunteers.

A super shout out to Gary, Melvin, Mark and the entire mowing brigade! They have worked tirelessly all year to stay on top of the fertilized grass areas and widened the entire field. Great job guys! Our field looks amazing.

May has also been filled with a lot of anticipation for an event that had been absent from the Thunderbirds for 3-4 years. The Warbird event came and the May winds didn't disappoint. Nothing was gonna slow down these pilots who brought out amazing collections that were voted on by everyone. We had an awesome pilot bag with pins for the event and lunch burgers were served to keep the pilots fed. With 43 registered pilots and a huge crowd. The sun shined and even had a few periods when the wind died down enough that smaller birds were flying. When the word got back the parking lot was full it was a blessing for those that worked to put this event together (Grant and Dad) to know their event was missed. There were so many highlights with some killer aircraft flown by awesome pilots! To see Grant's 200+mph P-51 scream past was a sight to behold. The tragedy of the day went to go-fast Gary. The high winds drank his turbine fuel faster than he anticipated and he ran out only to surrender her to the Lady of Benbrook Lake for a short time! So sorry and our hearts sank to watch it. The bright side was passing kayaker was able to assist with the recovery. He got her back and the search for replacement parts begins.

Every event we are making tweaks to improve the quality of the events we put on and make it easier on the volunteers. The setup and teardown for each event is getting faster with less effort. We will add more speakers for the rest of the events to let the pits hear the announcements better. Thank you all for your event feedback and keep it coming. We all appreciate helping make our jobs easier! Special Thanks to the setup crew and teardown crews that make every event possible. The event went smoothly and everyone had a great time. Can't wait for the Jet Jam in June!!

See you on the field!

Rob

## April Meeting Summary

Meeting called to order at 7 pm by Scott Hayes

### Officer Reports

Mark Johnson- brief thanks for all the help and that it appears to have had good feedback from all concerned.

Fred Neal- Safety report. Talked about new information board and box with AED, First Aid Kit and Trauma Kit, Derek Gregory to give break down and over view of equipment later in the meeting.

Rex Anderson- Field Report, Said field look good following SAE, but will need some work to recover. Said everything was back in the shed and it was organized.

Chris Berardi- Treasure Report all in good standing

Old Business- None to discuss at this time

New Business- None at this time

### Program

We had a great club April club meeting and were highly entertained by Derek Gregory. Derek gave his presentation on First Aid, AED and Trauma kits.

Derek ran through the contents of our new safety equipment that has been installed in the pit area. During his presentation, many members wanted to know what to order for their own personal version of the First Aid Kit.

The contents of the kit are displayed below, and all items were purchased on Amazon with a total cost of \$275 for the quantities listed. You probably don't need the quantity noted in the order, so adjust as you see fit. For example, you won't need 4 tourniquets - 2 would be sufficient for an individual and their family. Similarly, you most likely have plastic bags already in your pantry and won't need to order those.

It is worth noting that the safety equipment locker is opened using your club key. Please take the time to practice opening the locker and you are welcome to inspect the contents. Inside you will find: 1) AED, 2) First Aid kit, 3) Trauma kit.



**4-Pack Military Tourniquet for Emergency Bleeding | One-Handed Operation | Essential for IFAK, Trauma Kits, Home First Aid Kits & Vehicle**

Sold by: Bencai  
Supplied by: Other  
\$47.99



**Vakly Sterile Kerlix Gauze Rolls 4.5" x 4.1 yd 6-Ply (Pack of 15) – 100% Cotton Highly Absorbent Krinkle Gauze Bandage, Individually Wrapped Wound Dressing**

Sold by: AVALINE  
Supplied by: Other  
\$23.99



**Sharpie Permanent Markers, Fine Point, Black Ink (4-Pack)**

Sold by: Homes Haven  
Supplied by: Other  
\$6.76



**Adventure Medical Kits QuikClot Advanced Clotting Gauze - Stops Bleeding Up to 5X Faster Than Standard Gauze - Kaolin Hemostatic Dressing - for First Aid Kits & Survival Gear - 3 x 24**

Sold by: Pattern.  
Supplied by: Other  
\$18.99

4



**Hefty Slider Freezer Kitchen Storage Bags, Gallon Size, 56 Count**

Sold by: Amazon.com  
Supplied by: Other  
\$7.60



**FRESINIDER Premium Elastic Bandage Wrap, 6 Pack 4" Cotton Latex Free Compression Bandage Wrap with Touch Closure at Both Ends, Support & First Aid for Sports, Medical, and Injury Recovery**

Sold by: FRESINIDER  
Supplied by: Other  
\$8.99



**Tactical Tourniquet Medical Solutions 1.5" Compression Band Gen 4 for Emergency Use**

Sold by: FuShengyHJ  
Supplied by: Other  
\$12.99

2



**TitanFlex Disposable Nitrile Exam Gloves, 6-mil, Black, XL 100-ct Box, Heavy Duty, for Cooking, Mechanics, Latex Free, Food Safe Rubber for Food Prep**

Sold by: Schneider Care  
Supplied by: Other  
\$14.99

Be sure to return the contents neatly and lock the locker when you are done - *Thank you.*

Members Present 30 with 2 quests

Meeting ended at 8:42

From the Treasury: *by Chris Berardi*

**SAE 2026 in Retrospective**

The Thunderbirds just completed two back-to-back SAE Aero Design contests and have a pass in 2027. In general, we host for two years, miss a year, and then two again. The two year stint then alternates between East and West depending on where other SAE contests are held, either in California (Palmdale, Van Nuys) or Florida (Lakeland, DeLand). It is actually quite difficult to look up the history of what other clubs around the country have hosted the Aero Design contests, but unless someone can claim to the contrary, I believe the Thunderbirds have hosted it more frequently than any other club in the nation.

We started hosting the event in 2004, June 18-20th. It was a hot one as I recall. They say there are always exceptions to the rule - above I mentioned that the contest alternated between East and West. It so happened that when we hosted the contest again in 2005, it was also a "West" titled contest. We had much cooler weather in 2005; temps were around 70°F and we had light rain on the Sunday.

Little did we know at that time just how long our relationship with the SAE and Lockheed Martin would remain. For various reasons, the SAE have continued to choose the Thunderbirds as the centrally located host for this international competition. There is no doubt in my mind that we have demonstrated full commitment to the event and have been fortunate to have netted a return for our efforts. And we deserve it - as any of you who have "worked" the event can testify, it is exhausting.

During the event on Saturday, I had a conversation with the SAE's David Sander, Community Programs Manager, with overall responsibility for the Aero Design competition. Although he had been in this role for several years, he was unaware of just how long the Thunderbirds have been involved as a host. Of course, he was well aware of the competition's origins, but not how our club's unique proximity with Lockheed Martin made such a durable connection. I particularly wanted him to know this because at a recent club meeting it was mentioned that the SAE were thinking of choosing another organization (most likely another radio control club) in order to further promote the event, or more likely, to spread the wealth elsewhere.

Mr. Sander may have been present at Thunderbird Field prior to this year but I had not met him. I don't think he had because at numerous times during our chat, his clear appreciation and surprise at how we conducted ourselves in support of the students, and the continuous attention to the details, clearly impressed him. Those details being everything from toilet paper to technical inspections and a huge gamut between. I didn't bring up the prickly subject (at least to me) of the SAE going elsewhere because his praise of the club placated me somewhat. In my opinion it would be difficult to find an organization with the manpower, the financial standing, the flying site, the parking lot, and most important of all, the staffing to accommodate such an event elsewhere in the country. Even our central location in the U.S. whether by road or air is a contributing factor to our success.

Our club president, Scott Hays, also chatted with Mr. Sander and established a relationship that we can benefit from, and dare I say it, leverage toward ensuring our continued selection as a host. Ultimately, the decision will be made by the SAE and relayed to us next year. In the meantime we

will groom our relationship with Mr. Sander while promoting services and skills only the Thunderbirds can furnish.

If the decision is ultimately not in our favor, then the club will need to recognize the increasing importance of generating capital from our own events and membership dues. Despite the generous donation from the SAE the majority of our funding is still from membership dues, just like most other clubs and organizations regardless of their interest. And if that is the case, then establishing first rate events at Thunderbird Field becomes a priority.

You can already sense the change in how we are promoting and hosting events in 2026. We have a first class facility, outstanding membership, and now we are building a core of events to run reliably this year and into the future. Elsewhere in the country, a small number of clubs are recognized through recurring events that are habitual to those who attend. Several of them are here in Texas such as Bomber Field in Monaville, known as a hub of giant scale and warbirds. Nationally, we have Joe Nall Week at Triple Tree Aerodrome which is also a premier facility. We deserve not just one event, but multiple events of this standing, as security for our future development, member enjoyment and critically, funding.

You might not be a turbine pilot, or interested in giant scale, but you can support these events in other ways. Our events always need your help, whether to register pilots, cook burgers, mow the grass, and countless other tasks. You can be involved even if you aren't currently flying and prefer to socialize, but what is important is your participation. Only together can we continue to maintain and expand our facility so that every Thunderbird can be entertained with a safe, fun, and an engaging experience. We have been able to do this for the Aero Design contest but now need to focus on our local events with the same enthusiasm.

I did run off on a bit of a tangent and had intended to reference a little more about the origins of the SAE International Aero Design competition; It traces its roots to the mid-1980s, when the engineering society (SAE) launched a collegiate aircraft design challenge intended to give university students practical experience in aeronautical engineering and radio-controlled aircraft development. The contest was formally introduced in 1986 and quickly became one of SAE's signature student engineering events.

Early promotion of the competition was led by SAE organizers working with aviation educators and model-aircraft advocates, including contest director Dan Abel and engineering students from Embry-Riddle Aeronautical University. Operational support for the early events was provided by Florida's Golden Eagles R/C Club, whose members helped run flight operations and technical inspections.

The first Aero Design events were held in the Daytona Beach and DeLand, Florida area, using the Golden Eagles flying site adjacent to DeLand Municipal Airport. SAE International served as the primary sponsor, while industry support included model-engine manufacturer K&B Engines and fuel supplier Morgan Fuels.

Originally centered on payload-lifting radio-controlled aircraft, the competition evolved into an international collegiate engineering program emphasizing aircraft design, fabrication, technical reporting and flight performance. Today, SAE Aero Design attracts university teams from around the world and remains one of the premier student aerospace design competitions.

### **Membership Update**

Here is the Membership count as of 5/21/2026.

Membership Type Counting: dividual133: Family9: Associate5: Life17: TOTAL164

<b>Membership Type</b>	<b>Count</b>
Individual	133
Family	9
Associate	5
Life	17
<b>TOTAL</b>	<b>164</b>

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

Chris

**Safety: by Fred Neal**

Good morning Thunderbirds Just a quick note for this month's newsletter. It sure is hard to believe that another month has gone by however we've seemed like we have had a decent month for flying except maybe for the wind and the rain. We ended up with a successful Warbird event. We had quite a few pilots and it seemed they had an excellent time.

Again Wayne and Tab did an excellent job with the lunch, great hamburgers and hot dogs. I would also like to acknowledge all of the other volunteers that made the Warbird event so successful. Great job Grant.

This marks our first Breast Cancer Awareness fundraiser, which will run until October 24 during our Club event. We have raised over \$400.00 to date, great job Thunderbirds keep up the good work

Well that's about All that I have except be safe have a great time flying and we'll see you at the field don't forget the Jet Rally in June it's really going be great.  
Be Safe and we'll see you at the field.

Sincerely  
Fred Neal

**Field Manager: Rex Anderson**

No Report this month.

## Trinity Valley School

FW Thunderbirds hosted Trinity Valley High School students for an intro to RC flight. The group was instructed in three phases: *Phase 1* Basic safety and familiarization with equipment. *Phase 2* Flight Simulator to familiarize student with control transmitter operation visual line of sight operation between pilot and aircraft. *Phase 3* hands on flying with instructor. Not sure who had more fun, students or instructors.



## Warbird Flyin': by Gant Schroeder

Despite the winds we still had a great turnout, forty three registered pilots. Planes on station ranged from a Fokker DR1 to modern jets like an F-22 and even a helicopter. Pilot give-a-way bag of goodies included, a U.S. flag pin, a Texas flag pin, a Warbird 2026 Commemorative pin, and a pilots Name Tag including wings and rank insignia (2<sup>nd</sup> Lt). Each pilot was also given a WWII Aircraft Spotters playing card used as a food ticket.

A few members of the Texas Warbird Thunder flying team made an appearance and had a lot of fun. A BIG THANK YOU to all the volunteers. This couldn't have happened without you all.

Overall a great event. See you next year and maybe even a promotion in your near future.

**Best of....Award Winners**



**WWI Gorgon Guillory DR-1**



**WWII Reed Smith P-47**



**Post WWII Gary Schindler F-16**



**Jet Paul Zukowski F-18**



**Show Jesse Edwards Red Bear cat**



**Our Fearless Leader**



**Miller Time**



## Olympic Challenger



This Olympic Challenger ad ran in January, 1985 issue of Model Airplane News. It was a classic radio-control model airplane kit produced by the American hobby manufacturer Sterling Models during the early 1980s. Introduced around 1983–1984, the kit reflected the peak era of traditional balsa-wood model aircraft building, when hobbyists constructed their airplanes from plans and raw materials rather than the almost-ready-to-fly foam models common today. At the time of its release, the Olympic Challenger retailed for \$44.95, a typical price for a mid-size RC kit of the period.

The Olympic Challenger was designed as a sport-style RC airplane with a 48-inch wingspan, making it large enough for stable flight while still being manageable for hobbyists building their first glow-engine aircraft. The model's fuselage measured roughly 40 inches in length, giving it a balanced and proportional appearance typical of sport trainers and recreational flyers of the era. The aircraft was originally intended to be powered by a small internal-combustion glow engine, commonly around the .40 size range, which was standard for sport RC aircraft during the 1980s.

Like many Sterling kits, the Olympic Challenger featured traditional stick-built construction using die-cut balsa wood parts, strip wood, and plywood reinforcement pieces. Builders assembled the airframe over full-size plans, forming the fuselage, wing ribs, and tail surfaces piece by piece. Once the structure was completed, the airplane would typically be covered in lightweight iron-on film or tissue covering and finished with decals. This hands-on building process was a major part of the appeal for modelers of the time, allowing them to customize and learn aircraft construction techniques.

Sterling Models itself had a long history in the hobby industry. The company produced model kits from the 1930s through the early 1980s, becoming well known for its detailed balsa aircraft kits and complete packages that included plans, hardware, and accessories. However, as the hobby shifted toward ready-to-assemble models and newer technologies, companies like Sterling gradually disappeared from the market.

Today, the Olympic Challenger is remembered as a representative example of the classic kit-building era of radio-control aviation. Surviving kits occasionally appear in collectors' markets and online auctions, where they are valued not only as flying models but also as nostalgic artifacts from a time when building an airplane from a box of wood parts was a central part of the hobby experience. Anyone else remember this classic model?

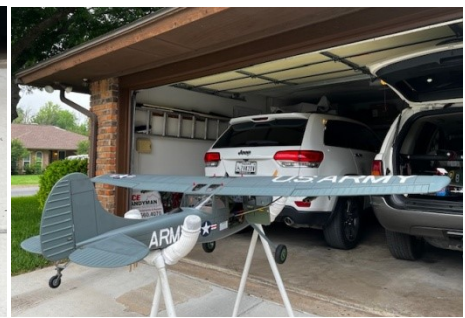
## Member's Project:



Subject Nexa L-19/O-1 Birddog: Straight forward assembly with the usual Nexa building techniques. Powered by an Avian 4260-580Kv motor, 85 amp ESC, and 4000 6S

battery. Balance was spot on (longitudinally). First flight resulted in a sharp left wing drop at lift off. Damage was minimal, broken prop and some minor cracks in the left wing tip (plastic). Lessons learned, check the lateral balance as well. Added some weight to right wing tip and off we go for another flight. Second flight just prior to lift off a loud squeal was heard and I powered down the motor. Culprit was a burnt stator winding. This is the second Avian motor I've purchased in the past year and had a stator problem on both maiden flights. Replacement motor is an E-flite Power 60 and a 100amp ESC. Film at eleven - after next flight.

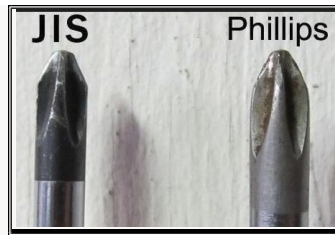
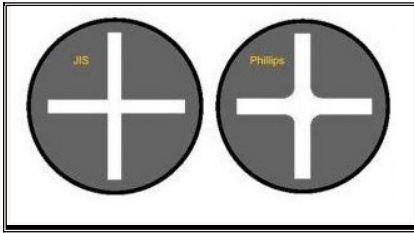
Cheers: Woody



## Phillips Screwdriver??

All "Phillips" Screwdrivers Are Not the Same!

If you have ever put together a European or Asian model you have probably experienced the need to have access to a "Phillips" head screw driver. I do a lot of mechanic work on my farm and I am a big fan of Craftsman tools. But even if you do use quality tools these American National Standard Institute (ANSI) drivers do not fit metric screws. They seem right, but they are likely to cam-out when the turning gets tough. There is a difference in metric and ANSI screws heads with a more rounded and slightly shallower center on the ANSI head. This was actually designed into the screw head so when you reached maximum torque your driver would in fact cam-out. JIS screw heads are deeper and have a crisper center cut. The problem is the ANSI driver just will not go deep enough to reach into the JIS metric head and that is where the issue of slipping starts. Metric screws in projects are almost always provided as the JIS (Japanese Industrial Standard). JIS tips have an extended tip and a closer fit with the screw head tip so it won't cam-out). You will find that the ISO metric performs much better than forcing an ANSI standard tip into a metric screw. One of the best purchases I have ever made was to get a JIS set of screwdrivers. Ask at your local hardware store for one of these and I can assure you will immediately feel the difference.



**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](mailto:wdylake@yahoo.com)

**2026 CALENDAR**

<u>DATE</u>	<u>EVENT</u>	<u>POINT OF CONTACT</u>
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](http://www.fwthunderbirds.org)

<u>POSITION</u>	<u>BOARD MEMBER</u>	<u>EMAIL</u>
President	Scott Hays	<a href="mailto:hays2441@sbcglobal.net">hays2441@sbcglobal.net</a>
Vice President	Mark Johnson	<a href="mailto:mijohnson64@att.net">mijohnson64@att.net</a>
Secretary	Robert Solis	<a href="mailto:robdogsolis@gmail.com">robdogsolis@gmail.com</a>
Treasurer	Chris Berardi	<a href="mailto:mikadopilot@gmail.com">mikadopilot@gmail.com</a>
Safety Officer	Fred Neal	<a href="mailto:fredneal@sbcglobal.net">fredneal@sbcglobal.net</a>





**Pres: Scott Hayes**



**VP: Mark Johnson**



**Sec: Rob Solis**



**Safety: Fred Neal**



**Treas: Chris Berardi**



**Field Manager: Rex Anderson**



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# Flying Field New Signage



## Academy of Model Aeronautics National Model Aircraft Safety Code

Effective January 1, 2018

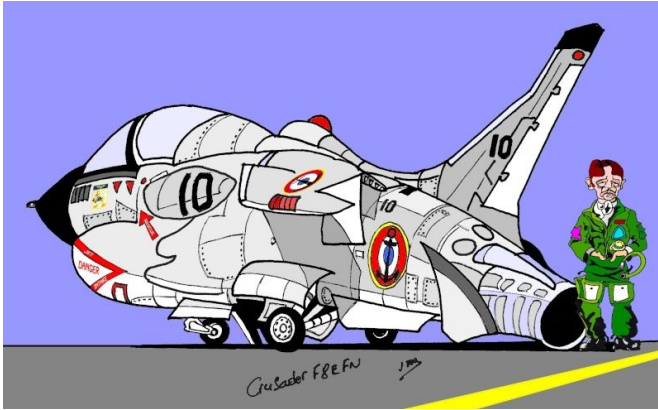
A model aircraft is a non-human-carrying device capable of sustained flight within visual line of sight of the pilot or spotter(s). It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance 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](http://www.modelaircraft.org/files/100.pdf)

## Humor



**The ultimate “Tail Dragger”**



**Anybody need a shop fan?**

## Thunderbirds Events

**COWTOWN  
JET  
CLASSIC**

**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** ★★★

CD: Michael Sawyer  
michaelsawyer.2004@gmail.com

Register Today!  
Scan for more info

**Check us out on Facebook: Cowtown Jet Classic**



**Saturday • August 15 • 0900 – 1500**  
**Camp Joy Park – Lake Worth, Texas**

GPS: 32.8145 – 97.4905

**LANDING FEE \$25**  
**AMA REQUIRED**

- OPEN FLYING
- All R/C Seaplanes Welcome
- Fixed Wing & Rotary

**★ PILOT LUNCH INCLUDES! ★**

- Tortilla-wrapped brats
- Chips
- Drink

SCAN FOR  
EVENT INFO



Join us at beautiful Camp Joy Park for a day of splash-and-fly fun on Lake Worth.

CD: CHRIS BERARDI | mikadopilot@gmail.com



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](mailto:TBEDFJetBlast@gmail.com)