



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



Issue, 6409 September 2026

Next club meeting: September 28th - 7:00 pm - Location - CERA, 3300 Bryant Irvin Road

President's Desk by Scott Hays

It's hard to believe another month has passed.....the calendar says we should be headed into fall but the weather keeps thinking we are in July. The heat has been brutal this summer. With that I still hope all of you have found some time to make it to the field and get in a few flights. I know the mornings have worked the best for me although you have to learn how to dodge the sun. The use of a sun dot (blocker) has certainly helped me keep track of my plane.

I would like to personally thank both participants and volunteers of our inaugural two day EDF event. The attendance for a first year event was very strong and I have received a lot of positive feedback. A BIG thank you goes out to Kraig Rodgers the contest director and his right hand man Derek Gregory. A special thank you to Wayne and Tab for providing us with great food throughout the weekend. Also thanks to all of you that helped in the kitchen. This is definitely an event that I see developing into something very special for our club.

As we wind the year down we have two events left on the schedule.

October 10th will be our Members Day....and their guests. A day to get together and socialize, do some casual flying and eat some great food. Plus I hear we have some good stuff to give away! The RSVP sheet has been emailed to all members if you could please let us know if you will be attending and how many will be coming with you. This RSVP sheet helps us plan the food needs for the event.

October 24th will be our last club event of the year, The world famous T.E.X (Texas Electric Expo) Our CD, Tom Blakney always has a special electric event and Tom has guaranteed that the temperature will be below 90 degrees!!!! Tom also has an awesome raffle that you won't want to miss! There will also be a parking lot swap meet so bring all your stuff that is collecting dust and a pocket full of cash and do some swappin!

All of you should have received the following email but I thought it would not hurt to repeat it here in the newsletter.

Club Members

After careful consideration the board has made the decision to temporarily close the field to the flying of all turbine powered aircraft. As we are currently under a burn ban do to the extremely dry conditions, we are making this decision out an abundance of caution to reduce the possibility of a fire at our field. We will continue to closely monitor this situation and keep all of you updated.

Thank you for your understanding.

This decision to temporarily close the field to turbines was not taken lightly. I would also like to remind all members that flying electric and gas planes also carry the risk of a fire. As a reminder we have fire extinguishers in the pits and the flight line boxes. Fire Tamperers are also available at the flight line. We encourage all of you to fly with caution. In the event of a fire please take immediate action to contain the fire and if conditions dictate please call the fire department and then immediately contact a board member.

As we spoke at our last club meeting we will open voting on our revised bylaws beginning on October 1st. After an exhaustive review by the board, as well as input from some selected members, the board is seeking your approval for the new bylaws. Confidential voting will be done online and instructions will be included in the email. Again the board is recommending the approval of the bylaws as they are written.

Lastly as we approach the end of the year we are now accepting nominations for ALL board seats. Nominations will be accepted until the end of the meeting on October 26th. Nominations can be made by email, letter or by phone to any board member. Nominations will also be accepted at the October 26th meeting. Rex Anderson has made the decision that he would like to step away from the Field Manager position, so we will be looking for someone that is interested to fill this board seat. If there any questions about the Field Manager role please give me a call. We so appreciate all that Rex has done to lead the team in maintaining and improving our first class flying field.

I look forward to seeing all of you at the flying field! Mark your calendars for our final two events of the year!

Thanks to all,

Scott



Vice President's Desk by Mark Johnson

Well, it appears that the dog days of summer have decided to overstay their welcome. This year as of September 18, 2026, we have had 52 days over 100 degrees. We have also had 66 days without measurable rainfall. We have had a little rain at the field, but things are dry. As a board we made the decision to limit turbines due to the increased fire danger. Hopefully, as we head into fall, we will get rain and the burn ban will be lifted.

We have had a busy year at Thunderbird Field. We have hosted seven events so far this year, with the last event being the EDF Jet Blast on September 11 and 12th. Please give Kraig Rogers and Derek Gregory an attaboy. They did a great job putting the EDF event together. Speaking of events, we will be hosting a member's day on October the 10th. It is free to members and their guests. You should have received an email from the club Secretary. If you have not already done so, please complete the RSVP.

Finally, October is when we nominate candidates for the board of directors. All offices are open. All Candidates for office shall be nominated before or at the October meeting. Candidates may be nominated and seconded from the floor, by mail or email if received by a member of the board prior to the October meeting. Approval for inclusion on the ballot shall be obtained by a second nomination. I plan to run for another term as Vice President. Please contact a board member if you have any questions about the election process.

I look forward to seeing everyone at the September club meeting and then at the members' day.

Mark

Secretary's Corner: by Robert Solis

Hello Thunderbirds,

We are all looking forward to the cooler temperatures. Thankfully, we were able to get in our inaugural EDF event and no one melted. Everyone came together and pulled off a great event. Thank you Kraig and Derek for doing a great job as CD's. We got to see some really amazing jets and I personally liked watching Grants Habu 32 scream across the airfield. Thank you to all the workers and helpers for braving the summer heat to set up and teardown. It was much appreciated!

I do want to thank all those who helped with the sound and took care of me during the event. I hope to be out of the bed soon and back in action. Thank you all for your patience!

Robert Solis

Here is a summary of the August meeting:

Attendance & New Members

- John Compton introduced himself as a new member attending his first meeting.
- Tom, Dan, and Rob were absent due to illness or other commitments.

Members present: 22

Mark Johnson was acting Secretary for this meeting

Float Fly Event & Future Location/Schedule

- The Float Fly event had 14 pilots and raised \$350 in entry fees and \$550 from the raffle. Total expenses were \$883, leaving a profit of \$91.82.
- Due to extreme heat, options to move the event date/month or host it on the north side of the field off Benbrook Lake are being considered.
- Representatives from the 114th club expressed interest in potentially combining events with the Fort Worth Thunderbirds.

Financial & Membership Updates

- Total Membership: 179 members.
- Treasury Balances: Checking and saving are in good order- members wishing to find out the amounts will need to attend the meeting.
- Notable Income & Expenses
 - \$7,064 was deposited from Mike Sawyer's Jet Classic cash box.
 - Donations: Lee Matthews donated \$730; Hubert Pickett donated \$100.
 - Room rental for the meeting space was \$113 per month.
 - Electric bill came out to \$135.

Field & Facility Updates

- Field Maintenance: The sprinkler system is set to run once daily.
- Large Plane Starting Restraints:
 - A motion passed to core drill and install PVC stanchions/restraints at both ends of the field to secure large airplanes during startup.
- Shop Ventilation: Rick volunteered to research solar and temperature-controlled options for shop ventilation.
- Restroom / Portable Toilet Facilities:
 - Permanent restrooms were discussed, but drilling a well and installing an aerobic system would require significant funding.
 - A motion passed for Craig Rogers to research lower-cost or upgraded portable toilet options to replace the current \$415/month fee.

Club Business & Upcoming Events

- Bylaws Revision: A 30-day notice was issued. Members will receive a read-only copy and an electronic link on October 1st to vote thumbs up/down over two weeks.
- Board Nominations: Nominations open in October. Under the proposed bylaws, board positions will require a staggered 2-year commitment.
- EDF Event (Sept 11–12):
 - Features daily raffles with donated prizes and batteries.
 - Registration includes challenge coins; pit table reservations are \$100 for two days.

- **Joe Nall Event:** Discussion held regarding planning trips to the spring Joe Nall event in Woodruff, South Carolina.
- **STEM / High School Outreach:** Aledo High School has integrated RC aviation into their curriculum. Members are invited to volunteer as mentors.

Safety & Field Etiquette

- Members were reminded to dispose of their own LiPo batteries properly.
- Keep the area surrounding the emergency/medical station clear and do not place items on top of the medical box.
- Issues with smoking near pilot boxes and cigarette litter were raised for board review.

From the Treasury: *by Chris Berardi*

Temporary Flight Restrictions

Well done everyone on being alert to the TFR a couple of weeks ago during the unusual political convention held in Dallas. You can see how the TFR was portrayed on various charts, maps and apps in the graphic below.

A Temporary Flight Restriction (TFR) is a temporary legally defined restriction on aircraft operations within a specific area of airspace. The FAA establishes TFRs when unusual circumstances create a need to protect people, property, aircraft, or national security. The restriction is published by NOTAM (Notice to Airmen) and specifies the affected geographic area; altitude limits, effective dates/times, and what types of operations are prohibited or permitted.

Importantly, a TFR applies to unmanned aircraft as well as manned aircraft. The fact that an RC model or drone is small, flown at low altitude, or operated recreationally does not by itself exempt it from a TFR.

Remember that an unmanned aircraft is an aircraft operated without the possibility of direct human intervention from within or on the aircraft. The FAA defines a small unmanned aircraft as one weighing less than 55 lbs at takeoff, including everything onboard or attached.

The 250 gram lower limit (.55lb) only applies to the registration requirement. For example, a 2-ounce RC airplane is still an unmanned aircraft but is not required to be registered with the FAA. Therefore, a TFR still applies to a "small UAS" (Unmanned Aircraft System). Think about that for a moment!

For a model-aircraft pilot, a TFR should essentially be thought of as a temporary "no-fly" area unless your operation is specifically authorized by the TFR. You can look at the figure for an example of how a TFR is depicted on aviation maps. This particular one being the TFR that was established earlier this month.

This is particularly important because TFRs can appear over locations that are normally perfectly legal places to fly. For example:

- A model-aircraft field may normally be legal Class G airspace.
- A TFR can subsequently be established over that same field.
- The field can therefore become temporarily unavailable for flight without any permanent change to the airport or airspace.
- The restriction can take effect quickly and may remain in place for only a few hours or days.

The FAA specifically states that recreational flyers must comply with temporary flight restrictions. Current recreational-UAS guidance under 49 USC §44809 requires recreational operators to comply with airspace restrictions and prohibitions, including TFRs.

TFRs can be established for such things as:

SITUATIONS WHY A TFR MAY BE ESTABLISHED: Wildfire Protect fire-fighting aircraft-Disaster Response - Hurricane, Fire, Flood-Protect rescue and recovery aircraft-Major Sporting Events-Protect spectators and participating aircraft-Presidential, VIP Movements-Security-National Security Events-Security-Space Launch, Reentry-Protect aircraft from launch/reentry hazards-Other Emergencies-Protect people and aircraft

A model-aircraft club might operate from the same location for decades without ever encountering a TFR. However, the legality of flying at the field depends on the airspace restrictions that are in effect at the time of the flight, not simply on the field's normal operating status.

For example:

Normal day:

- • the drone is below 400 feet
- The flight is in Class G airspace
- There is no airport nearby
- The drone is registered
- The pilot has completed TRUST
- A normal LAANC authorization is available

A TFR is an additional restriction that must be checked. The FAA's current recreational-flyer guidance specifically requires recreational operators to comply with TFRs and other airspace restrictions.

Before flying, an RC pilot (or drone operator) should check the current airspace status. How do you do that? As I posted on the club's Face book page, the easiest way is to download and install the "B4UFLY" application on your phone. You can also browse to the FAA website and for additional information:

The FAA provides a current TFR listing, and TFR information is also incorporated into FAA resources used by recreational drone operators such as the app noted above.

The FAA specifically identifies B4UFLY as a useful resource for recreational flyers because it provides information about TFRs, airports, special-use airspace, restricted/prohibited areas and other restrictions.

For an RC club, a good operating practice is therefore:

Before each flying session

1. Determine the exact location of the flying site.
2. Check current TFRs.
3. Determine whether the site lies inside the TFR.
4. Read the actual TFR/NOTAM, rather than relying solely on a map symbol.
5. Check:
 - Effective date/time

- Expiration date/time
- Geographic boundaries
- Altitude limits
- Aircraft covered

- permitted exceptions

If the field is inside the restricted area and the operation isn't specifically permitted, do not fly.

An important distinction: TFRs vs. permanent restrictions

It is useful for RC pilots to distinguish a TFR from other types of airspace restrictions.

TYPE CHARACTERIS TIC Class B/C/D/E/G

(See airspace chart) Normal FAA airspace classifications Prohibited Area Permanent prohibition unless specifically authorized Restricted Area Permanent/scheduled area associated with hazardous activities Special Flight Rules Area (SFRA) Special Operating Requirements TFR Temporary restriction established for a particular situation Local "No Drone Zone" May be a local restriction on takeoff/landing rather than FAA airspace. This last distinction is particularly important. The FAA explains that a local "No Drone Zone" can prohibit takeoff or landing from particular property without necessarily prohibiting flight in the airspace above it. A TFR, on the other hand, is an FAA airspace restriction.

Bottom line for an RC pilot

The simplest rule to remember is:

Before flying your aircraft or drone at Thunderbird Field or anywhere else, check whether a TFR is active where you intend to fly. If the site is inside the TFR, don't fly unless the TFR specifically permits your operation or you have the required authorization.

- This applies even to a traditional RC airplane, glider, helicopter, or multi-rotor flown purely for recreation. Under current FAA rules, recreational unmanned aircraft operators are responsible for complying with applicable airspace restrictions, including TFRs.

There you have it. My hope is that this got you a little more cognizant of your responsibilities. After all, "ignorance of the law is not a defense," and being "forewarned is forearmed," serve to keep us aware and compliant while we enjoy our hobby.

This is a complicated regulatory environment and I've tried to touch on several key areas that you might not have been familiar with. If you have any corrections or suggestions, please let me know.

2027 Officer Nominations

Throw your name in the hat! All Individual and Life members can take a position on the 2027 board. Family and associate members are not eligible. All you need to do is contact any board member with your candidacy or that of someone you are nominating. The nominations will be accepted and seconded at the club meetings prior to election.

In addition, if you would like to nominate a member for Thunderbird of the Year, follow the same process by contacting any board member. Be sure to mention why this member meets the bar.

Membership Update

Here is the Membership count as of 9/23/2026. At this point in the year, it doesn't make sense to have potential new members pay for a couple of months of membership. Our approach going forward is to encourage these candidates to pay for a full year's membership beginning in 2027. And to make that more palatable, we will provide a gate key for the remainder of 2026. The idea being to secure a new member for the entire year rather than for just a few months where they might not renew for a full year.

In November, the 2027 renewal process can begin though we won't send keys out until December. This simplifies the Welcome Letter and key mailings into fewer trips to the Post Office and fewer hours behind the computer. Once again, the New Year's Day membership meeting at Thunderbird Field is an opportunity to pay your dues and receive your key.

Membership subscriptions paid January 1st and earlier will be rewarded with an entry into our 2027 Member Renewal raffle. This was a hit last year and we shall do the same again.

Membership Type Count: Individual150 - Family9 - Associate5 - Life17 TOTAL181

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

SITUATION	WHY A TFR MAY BE ESTABLISHED
Wildfire	Protect fire-fighting aircraft
Disaster Response - Hurricane, Fire, Flood	Protect rescue and recovery aircraft
Major Sporting Events	Protect spectators and participating aircraft
Presidential, VIP Movements	Security
National Security Events	Security
Space Launch, Reentry	Protect aircraft from launch/reentry hazards
Other Emergencies	Protect people and aircraft
TYPE	CHARACTERISTIC
Class B/C/D/E/G (see airspace chart)	Normal FAA airspace classifications
Prohibited Area	Permanent prohibition unless specifically authorized
Restricted Area	Permanent/scheduled area associated with hazardous activities

Special Flight Rules Area (SFRA)	Special Operating Requirements
TFR	Temporary restriction established for a particular situation
Local No Drone Zone	May be a local restriction on takeoff/landing rather than FAA airspace
Membership Type	Count
Individual	150
Family	9
Associate	5
Life	17
TOTAL	181

Safety: by Fred Neal

No Report This Month

Field Manager: Rex Anderson

No Report This Month

Members' Hints

Canopy Fog: A tiny hole or two in your bubble canopy will prevent it from fogging on a hot day. But don't drill the holes because this can cause cracks. Heat up a straight pin with a torch and use it to melt a hole in the clear plastic. Hold the pin with pliers so that you don't get burned.

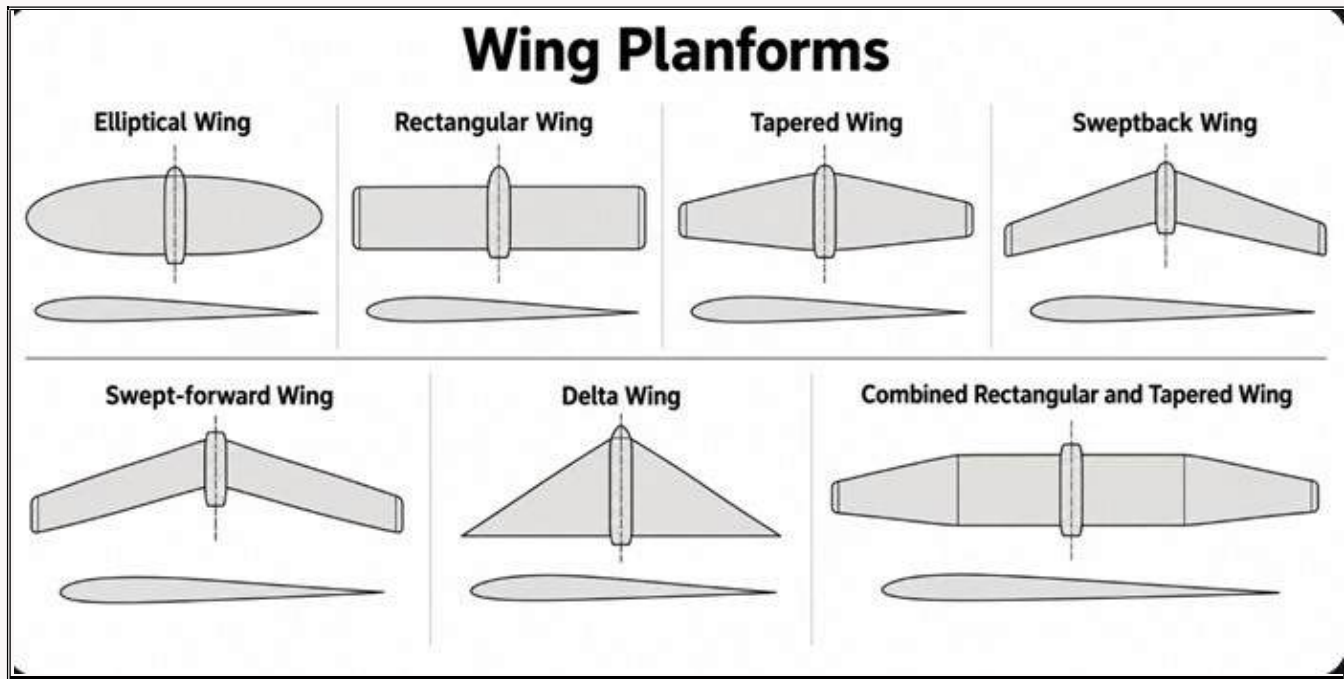


EDF Jet Blast





Wing Shape, On a Wing and a Prayer



■ **Elliptical wings.** This is the “ideal” wing planform. It has the lowest induced angle of attack AoA and induced drag and stalls evenly across its span. These factors increase its performance over tapered or rectangular wings. For example, a rectangular wing of Aspect ratio (AR) 6 would require an induced AoA (Γ) 17 percent higher and an induced drag (δ) 5 percent higher than an elliptical planform. Structurally, the elliptical wing is difficult to produce. Each rib is different, and wing skins all have a double curvature, chord wise and span wise. The Spitfire’s elliptical wing is a classic example.

■ **Rectangular wings.** This is the easiest type to design and build. All ribs are the same, and wing skins have a single chord wise curvature. While it suffers in comparison with the elliptical, for small models, it maintains a constant run across its span, whereas a tapered wing of the same area could have tip Reynolds numbers in the high drag/lower lift and stalling-angle range of low Reynolds numbers, leading to premature tip-stalls at low speeds.

Structurally, the wing roots need reinforcing, owing both to narrower root chords and higher bending moments. The center of lift of each wing half is farther from the centerline than an elliptical or tapered wing.

■ **Tapered wings.** A tapered wing with a tip chord of 40 percent of the root chord comes closest to the ideal elliptical planform in both induced AoA and induced. For wings of smaller models, this taper ratio results in narrow tip chords and undesirably low Reynolds numbers at low speeds. Increasing the taper ratio produces larger tip chords. The resulting loss in efficiency is so minor that it produces the “lesser of the two evils.”

Structurally, the tapered wing has lower root bending moments, and the wider, deeper root chord provides the greatest strength where it's needed most—at the root. A tapered wing can be lighter yet stronger than a rectangular wing of the same area.

■ **Sweptback wings.** This causes similar behavior to decreased taper ratio (smaller tip chord) and leads to early tip-stalls with a nose-up pitch, since the tips, being behind the CG, lose lift. It has a dihedral effect; 2½ degrees of sweepback (measured at 25 percent of the chord) is roughly equivalent to 1 degree of dihedral. It also promotes directional stability; if yawed, the advancing wing's center of drag moves away from the CG, and the opposite, and retreating wing's center of drag moves inward. The resulting drag imbalance works to oppose the yaw. Large sweepback angles increase induced drag and lower the wing's maximum lift.

Wings of moderate taper ratios (0.5 to 0.6) with straight-across trailing edges and sweptback leading edges are popular for pattern ships. These wings tip-stall readily for easy entry into wing-stalling maneuvers such as snap rolls, spins, etc.

Structurally, a sweptback wing's lift tends to reduce the wingtip's AoA, particularly at high speeds and high centrifugal force loads. A stiff wing structure will prevent potentially damaging wing flutter.

■ **Swept-forward wings.** These tend to stall at the wing root first. The unstalled tips promote good aileron control at high angles of attack. The root stall reduces lift aft of the CG, causing a nose-up pitch.

Forward sweep is destabilizing in yaw. The centers of drag and lift of the advancing wing panel move inboard; on the opposite, retreating panel, these centers move outboard. The unequal drag moments increase the yaw, while the unequal lift moments cause a roll, but in a direction opposed to the yaw. Control of this instability calls for increased vertical tail surface area and effectiveness, along with generous dihedral.

Structurally, a wing very stiff in torsion is required to overcome the wingtips' tendency to increase their AoA. Any flexibility could be disastrous at high speeds.

In full-scale airplanes, modest sweep forward moves the wing's main spar aft, out of the way, and improves the pilot's forward and downward vision.

■ **Delta wings.** The triangular shape of a delta wing is so called because of its resemblance to the capital letter delta (Δ) in the Greek alphabet. These have very low ARs. Low-AR wings stall at high angles of attack—but with high induced drag. Vortex flow is high, since a delta wing is virtually all “wingtip.”

Deltas don't need flaps for landing owing to their high AoA capability, but should be landed with some power-on to overcome their high induced drag. Power-off, they have the glide characteristics of a brick!

A tailless delta-wing model, with the whole trailing edge composed of elevons, is highly maneuverable and will not spin, but requires symmetrical or reflexed airfoil sections for longitudinal stability.

Structurally, deltas are very strong. The deep, wide center chord promotes strength, and the low AR reduces the bending moments at the wing's center.

■ **Combined rectangular and tapered wings.** This planform is rectangular for roughly 50 percent of the semispan (inboard) and tapered for the remaining 50 percent to the wingtip. Piper Warriors and Cessna 172s typify this planform. It comes close to the elliptical in shape and efficiency, yet is more easily produced than a tapered or elliptical wing. The comments earlier regarding the hazards of low Reynolds numbers of narrow wingtips apply. The rectangular inner portion is wider in chord, which provides a strong wing root, and bending moments are lower than for a rectangular wing.

Tricks of the Trade

Decal Alignment: When it's time to apply your aircraft markings, proper positioning and alignment can be one of the most challenging parts of the finishing process. Even beautifully printed decals can look off if they aren't straight or evenly spaced, especially on curved fuselages and compound surfaces.

One simple trick I've found extremely effective is using the sticky edge of standard office notes. With a sharp pair of scissors, cut a narrow strip along the adhesive edge and use it as a flexible, low-tack "ruler." Because the adhesive side lightly sticks and

naturally conforms to most surfaces, it stays in place while you work without damaging the paint underneath.



Once positioned, the strip provides a clear visual guide for aligning decals consistently from one side of the aircraft to the other. It's quick, inexpensive, and surprisingly accurate. With a little patience, this method will help you achieve crisp, professional-looking markings and end up with a model that looks clean, sharp, and perfectly dressed on the flight line!

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

DATE

October 10
October 24

EVENT

Members Day
T.E.X eXpo

POINT OF CONTACT

Board Members
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

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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

More Photos From Our EDF Jet Blast



Flight Training

LEARN TO FLY RC

FREE TRAINING



FORT WORTH THUNDERBIRDS

- Equipment and aircraft provided by the club
- Partnered with an instructor pilot who will train you to fly using a “buddy box” system

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**FOR MORE INFORMATION ON TRAINING
CONTACT: TRAINING@FWTHUNDERBIRDS.ORG**



Thunderbirds Events

Members Day

The Thunderbird board will be hosting a Members Day on Saturday, October 10th at Thunderbird Field. Festivities will begin at 9:00 AM and last until 1:00 PM. The event is open to all club members and their guests. The Board will provide food and drinks. So, join us for a day of fellowship and flying. There will be raffles and open flying, so bring your favorite plane.

We will also be holding our annual toy drive for Cooks Children's Hospital. So, please bring a new undraped toy to donate.

Please RSVP by October 5th using the RSVP LINK below so we can plan accordingly.

Thank You and we hope to see you all there!

The Fort Worth Thunderbirds Board of Directors.

NOTE

Rumor has it, from a reliable source that a celebrity that starred in a well known airplane movie may be in attendance. Photo OPS will be available.



THE FORT WORTH THUNDERBIRDS PRESENT

T.E.X.



TEXAS ELECTRIC EXPO

AND TAILGATE SWAP MEET

OCTOBER 24, 2026



ALL TYPES OF
ELECTRIC AIRCRAFT
ARE WELCOME!



EVENT HOURS:
9AM - 4PM
PILOT BRIEFING AT 9AM



AMA REQUIRED



BRING YOUR UNWANTED
RC STUFF FOR A
TAILGATE SWAP MEET!



LANDING FEE: \$25.00
INCLUDES LUNCH FROM
THE THUNDERBIRD GRILL!



THERE WILL BE A
GREAT RAFFLE!



EVENT DIRECTOR:
TOM BLAKENEY



817-734-1917



tomblakeney26682@yahoo.com



DIRECTIONS & FIELD INFO:
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