

Newsletter of the Jet Pilot's Organization

Contrails

Fall 2017

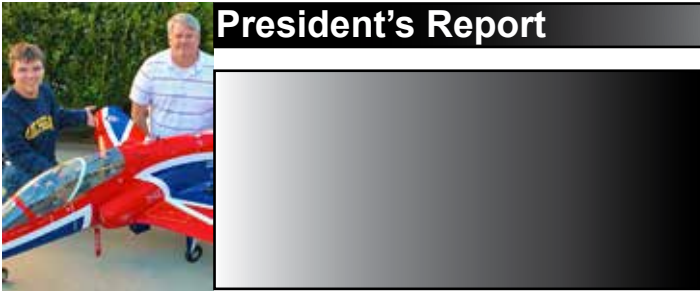
Volume 29, Issue 4



Ken Parks captured this large
ViperJet smokin'!

President's Report

Bob Klenke



It was a busy summer as anticipated. In September, Louie and I attended the Super Jet South event in Gay, GA hosted by the Georgia Jets Flying Club. The CD, Mike Pascoe, and the rest of the Georgia Jets gang host a great event at an incredible facility. The Saturday pilots' steak dinner is not too bad as well! I didn't get any decent photos with my iPhone, so I grabbed a few of the flight line off of RCU for those of you who couldn't make it. I highly recommend this event if you haven't been before. There is a limit of 100 pilots in order to keep the event manageable, so keep an eye out for the announcement and get your registration in early!



Here's a picture of Louie's CARF Hawk alongside Bob Neal's CARF Hawk at Super Jet South. Bob and Louie got a number of flights on them over the week.

In October, we attended the Fall Tiger Meet in Scranton, SC. This event is hosted by Jamie Snipes and the Flying Tigers Club. It's a laid back event held at the Flying Tigers club field. Their field is an old local airport with a grass runway. The club has made many improvements including electricity at each tent location, two parallel runways to allow different types of models to be flown on either side and a fully-equipped clubhouse with a real restroom! The grass runway(s) on both sides, are *very* well maintained and there were a number of pilots who enjoyed the flying from Wednesday to Sunday. Here is a photo that Jamie took of the flight line.



I know that there are a lot of guys who don't fly their jets off of grass, but if you've never tried it, you should. Of course the grass must be very well maintained and reasonably short, as the Flying Tigers field is, but grass offers a number of advantages over a hard-surfaced runway. I've flown my jets off of grass a number of times, and I can testify that I've never flat-spotted my tires on a grass runway. In addition, grass is easier on wingtips and stab tips in those less-than-level landings. Grass tends to slow down a model on touch down, so bounces are less frequent and when they occur, are of a lower magnitude. Of course, a jet flying off a grass runway isn't exactly "scale" for those of us into that aspect of jet modeling, but that's relatively easy to overlook. Grass can also stress your gear and gear mounts more than asphalt on take offs, and take offs are longer. But in general, I find flying off a well-maintained grass runway less stressful than flying off of a hard surface. Heck, if our Motion RC A-4 edf can operate off a grass field, just about any jet can - if the surface is good. Give it a try!

On the AMA front, we have a few updates to share. You may have received an email from the AMA about this, but they have recently approved the addition of a fixed-wing turboprop waiver. This waiver is for guys who only want to operate turboprop aircraft and not turbine jets and allows the waiver flights to be done on a turboprop aircraft. Members who hold a fixed-wing turbine waiver may fly both turbine jets and turboprop aircraft, but fixed wing turboprop waiver holders can only fly turboprop aircraft. This should make it easier for guys who only want to fly turboprops to do so. The idea was first proposed by Mark McCracken our District IV Representative.

In addition to these changes, a number of changes were made to the Large Turbine Model Aircraft (LTMA) rules. First and foremost, the rules document itself was simplified and a table was added to help those following the rule to follow the process. Second, the LTMA-1 (less than 77.2 lbs) process was simplified to require the inspection and signatures of the owner and only one CD - vs. the two CDs previously required. In addition, the reinspection and certification interval was lengthened from one year (i.e., annual inspections) to three years. Finally, the top speed limit for LTMA-2 aircraft was increased from 140 MPH to 170 MPH. These are all good changes and we have our representatives at the AMA and on the Safety Committee to thank for getting them approved for us.

Bob

Vice President's Report

Jim McEwen

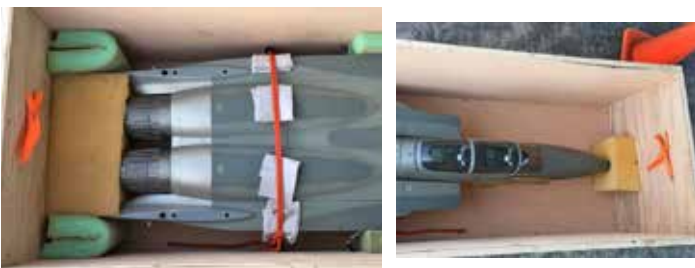


Greetings! As the summer draws to a close, let me express my hopes that you all had a safe and happy flying season. Now, let the building season begin! It's prohibitively hot here in Phoenix during the summer so we either hide in the air-conditioned shop, or get the heck out of Phoenix. In my case, I did both.

In early September I had the pleasure of attending the Fall Jet Classic in New Albany, IN. I highly recommend this event. First of all, it's held at a tremendous facility built by local businessman Bill Beach (Beach Molding). The facility features a smooth roughly 700 ft long runway, covered pavilions, electricity, plenty of manicured grass, lots of parking (the parking area even has numbered slots!), and all the unrestricted airspace you could want. On top of that, CD Bob Belluomini does a great job keeping the event rolling with plenty of flying and good times. I attended for five days and had a great time catching up with jet pilot friends from America's Heartland.



View of the Aeromodelers of Southern Indiana facility taken from the runway. Awesome field! Everything about it is first class.



Of course, I had to bring a jet and that meant building a crate. My new (used) F-15 is my "travel jet" as the removable fins and H-stabs keeps the crate size to a minimum. A sturdy jet crate for about \$100 using 5mm thick poplar plywood and 1"x2" furring strips from Lowe's. When designing the crate, I leave at least 2" of room all around between the jet and the crate. The fuselage sits on, and the side space is filled with 2" foam from Joann Fabrics (who often have a 50% off coupon in the Sunday paper or online). D-rings screwed to the bottom/sides of the crate anchor bungee cords to keep the jet in place. Simple and inexpensive wing bags can be made from two pieces of Mylar-skinned bubble wrap (Lowe's) cut to size and held together with duct tape. A soft cloth between the bungee and the fiberglass prevents abrasion. A 2" foam pad over the aft fuselage serves as a bed for the wings which are stacked in their wing bags with foam between them and another 2" foam layer on top. A couple of more bungees keep the stack in place. Nylon straps for handles at each end make for easy handling. Note: the crate breaks down into the individual sides, top, and bottom at home for easy storage between events.

The pictures show the overall design of the crate which is 86" x 21" x 18". Total weight with the jet is 82 lbs. The crate is just small enough that it can be shipped from any FedEx Office which makes things a lot more convenient.

So more about the Fall Jet Classic. Dave "Goose" Brawley brought out his *Gryphon* for its (after hours) maiden flight. Goose did a fine job at the sticks with the sweetest landing ever and the bird flew many times at the event.



Also, Keith Yates had a Century Jet Models F-106 *Delta Dart* that I really enjoyed. What a little missile and it was great to see this not often modeled plane fly! Well done, Keith.



Vice President's Report (cont'd)

Jim McEwen

Doug Hagy brought a very visible orange *Rebel* that was almost ready to fly. Doug is new to jets and wisely had a few folks look things over and then made a few suggested changes. The net result was a perfect maiden flight with Electric Bob at the controls. I really compliment Doug for having his jet checked by several experienced modelers. Let's face it; it's all about helping one another be safe and successful.



I had the good fortune of having a meal (or two) with the Nashville Jet Band. Chef extraordinaire Glen Shephard really serves up quite a spread. Later that evening the band got out the instruments and regaled us all with some lively music. Scott Harris (banjo) and Goose (guitar) even did "Dueling Banjos." This was the first time I ever got a close up look at a banjo – yes, I've led a sheltered life. The Nashville crew are a great bunch of guys. I was particularly pleased to meet Hank Miklich who is building, you guessed it, an Airworld *Gripen*. Woo Hoo, another *Gripen* lunatic!



Hank Miklich and pilot Randy Moore with Hank's BVM Mirage F1 in the Spanish Tiger scheme.

There was lots of flying at the event with little, if any, waiting time. Horizon team boss Craig Greening did a dawn patrol each morning (just as the fog was clearing) with his DH *Vampire*. Randy Moore put on a high-alpha slow-flight routine with his F-15 (Hmm, I wonder if mine will do that). Mike McConville put on several outstanding flights with a KingTech 210 powered *Havoc*. We were all particularly impressed with the inverted low passes with full landing flaps deployed. Speaking of fancy flying, Tim Redelman and Scott Harris put on several WOW flights with their big 1/5 scale F-16s in Thunderbird colors. These planes have incredible presence in the air.

Handy Tools: When installing fuel tubing onto tank fittings, I ALWAYS secure the tubing with safety wire. It's no problem when the tank is accessible (sitting on your work bench), but it can be very difficult to when the tank is buried down in a plane. Safety wire tools are quite large and you simply might not have the room. In this case, I use a special tool that I made from a cheap small slotted screwdriver.

Heat the blade with a torch and let it cool (to remove any temper in the blade), then drill a 3/32" hole through the blade. Now slide a piece of brass tubing over the blade and onto the shaft of the screwdriver loosely crimping the tubing so it can't fall off. The tool is then used as shown in the photos below. You can really get into some small and hard to reach places with this tool.



Route the safety wire around the tubing and through the hole in the screwdriver blade. Push the brass tube forward to hold the safety wire in place on the screwdriver. Excess wire cut away and bent over to prevent the sharp edge from cutting something/you.

Building update: I've been working on my BVM *Rafale* rebuild with the new paint scheme and learned about yellow paint. It doesn't have much pigment and doesn't cover very well (even over light grey primer) even with four coats. As it turns out, the trick is to first lay down a coat of white and then one or two thin coats of yellow. At least it was easy to strip off the ModelMaster acrylic paint with a few wipes of lacquer thinner but unfortunately the thinner took the primer too so it was a bit like starting over. At least I can console myself knowing that the yellow will really "pop" and when I'm done. I also have been getting some work done on the B-58 *Hustler*. Rather than machining the pylon and hatch plugs from tooling board, they were made using a 3D printer. I've used additive manufacturing at work, but this was the first time I've tried it for molding a model. This new technology offers tremendous possibilities for making scale parts.



Well, that is it for this issue. I hope that you all had a safe and wonderful year of jet flying.

Until next time,
Jim.



District III Report

Mark McCracken

Ohio
Pennsylvania
West Virginia



My schedule has been so busy the past few years that my flying has been limited. In the summer of 2014 I bought an *Ultra Flash* at an event and this year I *finally* got a chance to test fly it. Thanks to Robert it is a good flying jet, fast even with only a P-80 for power.



A few weeks ago, my fiancée's 10 year old granddaughter, who is very interested in flying the different aircraft I have, showed real interest in the trainer I have hanging on the wall ... and has taking claim to it. She even wants a quad copter for Christmas!

I have been in the hobby for over 30 years and the schools, kids and the rest of the younger generation are not showing any interest in the hobby like they once did. It will be a real joy teaching younger kids once again.

One last item and I would like to send a BIG Thank you to a good friend. Six months ago I had an issue with my *Boomerang XL*, so I contacted Larry Roper from Boomerang Jets USA, and the issue was taken care of overnight. Quick and outstanding service is something we do not see too much of anymore. Thank You!

I hope everyone has the best of holidays during this season and see you next year.

Mark

Treasurer's Report

Sid Gates

Beginning Checking Account Balance (as of 1/1/2017)		\$ 3,610.86
Income		
Member Dues for 2017	\$ 4,009.10	
Member Dues for 2018	\$ 122.94	
Member Dues for 2019	\$ 25.00	
Total Income	\$ 4,157.04	
Expenses		
Colorado Incorporation Fee	\$ 50.00	
Bank Fees	\$ 18.00	
Web Site Hosting	\$ 155.00	
Contrails Printing	\$ 1,989.49	
Trophies (Top Gun)	\$ 1,319.40	
Mail Supplies	\$ 203.30	
Total Expenses	\$ 3,735.19	
Ending Checking Account Balance		\$ 4,032.71
Current PayPal Balance	\$ 261.89	
Total Cash on Hand		\$ 4,294.60
Unpaid Invoices		
Estimate 3 Top Gun Trophies @ \$ 106.00	\$ 318.00	
Total Cash Assets (as of 11/1/2017)		\$ 3,976.60

District VII Report

Tim Toutant



Iowa
Michigan
Minnesota
Wisconsin

This past summer has been really great. The only problem is that it had to end. But then comes the building season and time for repairing the birds that need some TLC.



Then it was onto the Selfridge ANG Base Air Show with the USAF Thunderbirds and some really fantastic jets.



**E-Jets and E-Warbirds Ohio (Formation of Freewing A-10s)
Mark Stermer, Pete Foss and me.**

I want to thank all my Freewing/ Motion RC blog friends for the well wishes for my grandson who was born with a rare genetic disease. He is finally home but still has a long road ahead as he still has no vision. He is now 7 months old.

I've been to several events this past summer to include the AMA Foundation Inaugural Jet Rally in Iowa where a great time was had by all who attended. The full-size airshow was awesome with a B-25 and P-51 with aerobatics after the morning RC jet flying. Also, the BVM Team was present with their large F-16s and other aircraft. Saturday night included an awesome hangar sit down dinner with wait staff bringing the food.



Also on the agenda was a trip to Baldwin, MI for a jet fly-in. It was well attended with many great looking aircraft, including a really great looking T-33 built by Miss Jordan Hall of the Flying Pilgrims. She did a masterful job on this model! Larry Peterson's *Rebel* was also in attendance and man, can he fly! A superb looking aircraft also.

Next, it was the Monroe Custer Airport for a scale fly-in event. There were many jets including an Aviation Design *Diamond* turbine-powered jet flown by Peter Douppnik of Canada. This aircraft flew very well and looked awesome in the air.

Tim

District VIII Report

Ron Schwarzkopf



Arkansas
Louisiana
New Mexico
Oklahoma
Texas

Hello from a busy District VIII. We've had several jet flies in our district this quarter – I hope you've been able to make at least one event! In fact, as I start on this column, we have one more to go to in Houston, but I'll cover that in the next issue of *Contrails*.

Note regarding the events I list in this column – unless I know firsthand of the event happening, I always check on RC Universe to see what District VIII events are coming up, so I can advertise here. Since this is a quarterly newsletter, I likely can't get the word out in *Contrails* if there is less than 2-3 months heads-up on RCU. If you have an event coming up in the next few months, please contact me and I'll gladly add it to this district event list.

Greater Southwest Jet Rally – Sept 7-9

This was the 35th year for the Greater Southwest Jet Rally. In the past, the event had moved from one site to another around Texas, but for the last 10 or so years, the HOTMAC club in Waco has hosted the event. Larry Garrett once again did another excellent job of CD'ing the event, as well as the rest of the club members helping out with the event. Some of the standout models that appeared are Scott Marr's large L-39, with an elaborate dragon on the vertical fin, and everyone thought Keith Davis' F-14 was quite impressive, with the blue splinter camo. We even had an F-35 model get in a flight on Saturday.



David Rosado poses with his F-35.

Bob Covish forwarded to me an article he kept from a *Model Airplane News* article Rich Uravitch wrote on the first Greater Southwest Jetfly in Lockhart, TX. Many of the attendees mentioned in the article have moved on to other things and places, but Rich still writes for *Model Airplane News*, Tom Cook still sells his Jet Model Products items (and came to this 35th event!), and Larry Wolfe still runs Jet Hangar Hobbies on the West Coast. It seems Bob and Tom were the only attendees at this 35th event that were at the first event in 1982. Back then, all models were glow-powered ducted-fan jets, several were scratch-built, the remaining few being kits from Jet Hangar, Byron, and JMP. Most of the action from the first event was probably centered around getting their ducted-fan models running properly, and getting around the patch in one piece Turbine-powered or electric-ducted-fan models were then only a dream, but now it is quite commonplace.



Joseph Kouzev flares his T-45.



Robert Bernal does a touch-and-go with his Rebel Pro.



Brian gates large F-16.

Louisiana Jet Rally, Oct 20-21

The SHARKS RC Club in Louisiana hosted their 3rd jet event in recent years at the C.E. "Rusty" Williams Airport, located just south of Shreveport. At first, I was concerned the event might be cancelled due to the weather forecasts, but the weather gods cooperated, and allowed for a lot of flying on the full-scale runway. There was wind for most of the event, but it was right down the runway, and very few were kept from flying. Weather forecasts probably kept attendance low, but final turnout of 20-25 pilots made for a great event! Two large tents were provided by the airport to provide shelter to the pilots and models. A wide array of models showed up, including a new 1/3.6 scale Skymaster T-1 Hawk, and Pete Lawton's Boeing 727 in Donald Trump's private jet color scheme. Andy Andrews brought and test flew a nice Mirage F-1 – a rarely seen model. Thanks goes to John Judice (CD) and the SHARKS RC club for organizing this event!



Andy Andrews Mirage F-1.



Ronnie Dean's F-16.



The busy flight line at LA jets.



LA Jets CD John Judice happily preparing his *UltraFlash*.

I will be attending the Arizona Jet Rally, and I'm going to try to make the Wingate, OK event if I can squeeze it into my schedule. Then I'll be switching to building mode! That's all for now. Happy building and flying!

Ron S.



District X Report

Arizona
California
Guam
Hawaii
Nevada
Utah

I have a confession. I like odd airplanes. It's all my dad's fault really, he showed me my first odd airplane when I was a child and I've been on the lookout for the strange and wonderful ever since and the internet has only made it worse.

Odd Aircraft Appreciation Disorder (OAAD) can strain friendships. I can almost hear editor Greg groan in Colorado all the way from here in Arizona whenever he sees an email from me with the title "lost on the internet again." I send them to my father also but as another enjoyer of OAAD he joins me in the joy of discovery. OAAD also causes countless lost hours looking into the dark corners of the internet for yet another different way to fly. It causes you to become thrilled by things that most would find boring at best. Kinda' like my recent find at the local used book store: a collection of patents for flying cars. That's all it is, patent drawings. But boy, talk about strange flying (or not) stuff!

What brings this on this confession is a news story I saw a few weeks ago about Scaled Composite's latest, the Model 401. Just look at it - V tail, wing shape similar to a B-2, intake on top of the body, a little bit on the awkward side.... How could you not like it and think about making a model of it?



Of course, no conversation about Scaled Composite and jets should rule out the *ARES*, Burt Rutan's answer to how to pound mud and not be an A-10. Canards, air intake on one side, just plain ol' funky. And a movie star too!



David Reynolds

You want more canards? The *Proteus* has nice big canards, more of a bi-wing actually. It's almost like a praying mantis, you can't help but stare at it though it would definitely present some challenges to make a model of.



Another challenging Rutan design is the *White Night*, a true form follows function airplane created to launch a space ship. (Knowledgable sources revealed that our fearless Editor created plans for, and flew this one.)



And then there's the what ifs. The contract losers. The A-10 is funky, but it is well known and modeled. Now the Northrop A-9? Odd and different. Would it have become as loved as the plane that beat it? Who knows, though it does look like it would make a nice flying model though.



District X Report (cont'd)

David Reynolds



A more famous Northrop what if, almost bordering on main stream, is the YF-23. Interesting shape with a bit of a challenge, however you can find ARFs of it so you almost need to take it off this list. A loser with a face only it's mother could love is the Boeing JSF concept. It wouldn't be too hard a model to make. I was lucky enough to see it in flight once as it was landing at Davis-Monthan here in Tucson and almost caused an accident pulling off the road to get a better look. I blame the OAAD.



Prototypes and experimentals! The mother lode of strange jets to dream about modeling. On top of that list for me is the Boeing *Bird of Prey*. Tailless, very strange from all angles, and yet they got it to fly. I actually have plans for making a park flyer out of flat foam that I pull out from time to time and

consider where I would stuff a 64mm fan in it. Or think about blowing the plans up and putting something like a 90mm in it.



No wings? No Problem! The Lunar Landing Research Vehicle (LLRV) has long been on my list of jets I would like to model someday.



It doesn't even have to be real. Not too long ago I was watching *Despicable Me* and I caught myself looking at Gru's jet with a critical eye. A fan up there in the pod, it's basically a flying wing, balance point may be a bit on the critical side, narrow wing tips will make tip stalls an issue, but lots of vertical area!



So many strange airplanes, so little time. Sigh. Next time I will have a report on the Arizona Jet Rally. Until then, keep the low passes where they belong.

Dave

District XI Report

Rob Skiba



**Alaska
Idaho
Montana
Oregon
Washington**

Greetings from the Pacific Northwest! My name is Rob Skiba and I have been in RC modeling since high school (almost 35 years ago). A few years back, I moved from Omaha to Richland, WA with ConAgra Foods. A lot of family stuff has happened since that move but finally work is settling down so I can get back to modeling and mainly JETS!

I started my jet adventures like many others on BVM and Jet Hangar Hobbies ducted-fans back in the '90s and when gas turbines became available, I was 100% hooked. I became a field rep for Crow Aviation (since defunct), and I had great times flying at events like the Superman Jet Rally put on by Jerry Caudle, and with pilots like Lewis Patton, Joe Grice, Scotty Boulduc and other key figures in the hobby at the time! Fast forward to modern day and I am flying a Red Wings *Gryphon* and have a BVM L-39 *Albatross* pnp on order to arrive somewhere near the end of November. I am also hoping to put on a new event in eastern Washington next year, but more on that later.

Back in August I was able to attend Jets Over Whidbey. I must say it is a really nice place to fly and all the pilots attending welcomed me to the event as well as gave me encouragement as the new JPO District XI V.P. Being new to the PNW jet scene, I don't have captions as to whose jets were whose, but nonetheless, I do have some photos that capture the event. I was only able to stay one day, so these are all from Saturday. After talking with Bill Rietzel I learned that this year's event almost didn't happen as the Navy has become increasingly difficult to work with. Seems that local residents would like to use the Navy base property for other activities and instead of dealing with these other groups individually, the base has become inclined to deny use for all public groups. I hope that Bill and the gang in Whidbey can work things out and keep this long-standing event happening in future years.

Yearly events? ... that brings me to something that I think is very exciting. I am working with the officials that manage the Richland, WA airport to hold the Inaugural Atomic City Afterburner Jet Event June 1-3, 2018! As many know, first year events take quite a bit of effort to get approval for and I have been meeting with the officials regularly. Lewis Patton and Larry Lewis have been great contacts in our national jet community who have been guiding my meetings with the airport officials and have also been gracious in sharing their airport contacts to allow their counterparts in Richland to gain information about our hobby. I have also spoken to BVM and they are willing to attend the event if we can

confirm the dates by end of January 2018. Chief Aircraft has also expressed some interest. Things are shaping up but nothing is set in stone – yet! Hopefully, I will have a solid commitment and be able to confirm dates and details in the Winter *Contrails* edition.

Until then – as the *Tomcat* pilots say “keep it in ZONE 5”!

Rob





From the Prez

JPO T-shirts are Available!

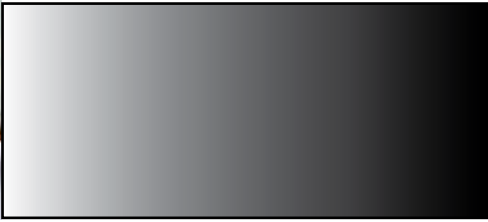


Quality Gildan white t-shirts – sizes Medium through 3XL
Prices: Med-XL \$12, 2XL \$14, 3XL \$16
Shipping via USPS Priority mail: \$8 per order

See: <https://www.jetpilots.org/t-shirts> to order through Paypal
Email rhklenke@gmail.com to order and pay by check

Canada District Report

Jeff Daly



It is wind-down time up in Canada for the jet season. Reflecting back, it was a decent flying season, although a little wet here-and-there with some unfavourable winds. But we all know that flying in less than ideal conditions makes us better pilots and makes for lots of fun stories to tell. One trend I have noticed this past year that caught a couple pilots by surprise were low level flame-outs that sadly resulted in the loss of their aircraft. There are a number of jets on the market that have very good slow speed characteristics that are impressive to see when flown low and slow. But pilots should have a plan for the worst case when the turbine flames-out and there is "no where to go" ... so try to avoid this situation by planning ahead to ensure you know where to put the jet down during a low level flame out.

5th Annual ThunderThrust Over Chatham Kent Jet Rally

I attended the 5th annual ThunderThrust jet event from September 21-24, 2017. I could not believe the weather at this event ... just fantastic! Bad weather normally plagues this event with hurricane winds and rain, but CD Peter Douppnik must have made some sacrifices to the gods, as the conditions were great for flying. The event was well attended with 39 pilots from across Canada and the US, flying 110 jets ranging from sport to scale, and both turbine and electric fans. Each night there was a group dinner outing to different local restaurants and entertainment afterwards. Once again Peter Ayache from Altecure RC was most generous as a sponsor ... much thanks Peter!

10 fun prizes were awarded to recognize the wide ranging skills of our pilots. One award that stood out was for "worst shaky knees" that was awarded to Brad "Maddog" Metcalf. A JPO Top Gun trophy was awarded to Richard Mueller for his untiring efforts helping others and for demonstrating excellent shows with his Airworld F-104. Congrats Rich! ThunderThrust is definitely a must for pilots in Ontario and the northern US! Enjoy the photos.



Mike Warner's BVM P&P F-16. Photo by Bill Mitchell.



Peter Ayache's new Mig. Photo by Bill Mitchell.



Larry Peterson from the USA brought out his Skymaster T-33. Photo by Bill Mitchell



Richard Mueller's Airworld F-104. Rich won the JPO Top Gun. Photo by Bill Mitchell.



Tim Reddeman giving flight instructions to Mike Warner. Photo by Bill Mitchell.



Peter Doupnik (right) readying his Diamond for a flight.
Photo by Dave Penchuk.



Dave Penchuk had some great flights with his Boomerang.
Photo by Dave Penchuk.

Technical Article - Spot Welding

The ingenuity of some modelers is so impressive at times. The tailpipe in my Skymaster F-4 had suffered some broken welds and some damage to the leading edge of the bifurcated splitter. After realizing that Tam Nguyen no longer fabricates tailpipes, a friend of mine, Dave Penchuk offered to take my pipe to a local welding shop to repair some the cracked areas in the stainless pipe. Unfortunately that did not work out. So, Dave said, let me try to fix it by spot welding it. I thought, OK ... you have a spot welder? Dave said no, but I can make one!

So Dave is now my MacGyver hero! He made an electrode from home wiring and found that a gel-cell 10A-h battery provides just the right current when shorted across the electrode to weld the thin stainless material. Our technique was for one person to hold the electrodes on the material to be welded, while a second person briefly (approx 1.5 seconds) connected the wire from the electrodes to battery terminals. It provided just enough current shorting through the circuit to heat up the area at the electrodes causing a pretty good amateur-weld. You have to exercise caution and not apply too long a duration, or the electrode will burn

through the material. The end results were that the welds were as good as factory quality and have held up nicely! Here are photos of what we used. Good luck if you would like to try yourself.



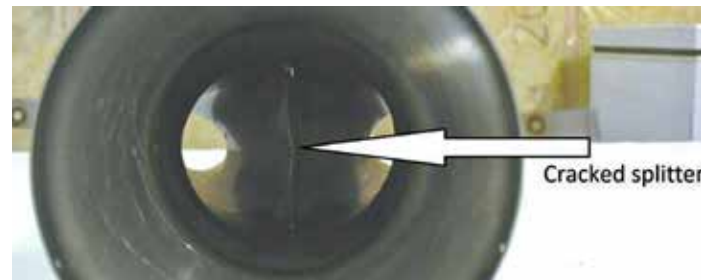
Spot welder equipment.



Close-up of the home-made electrodes from household wiring.

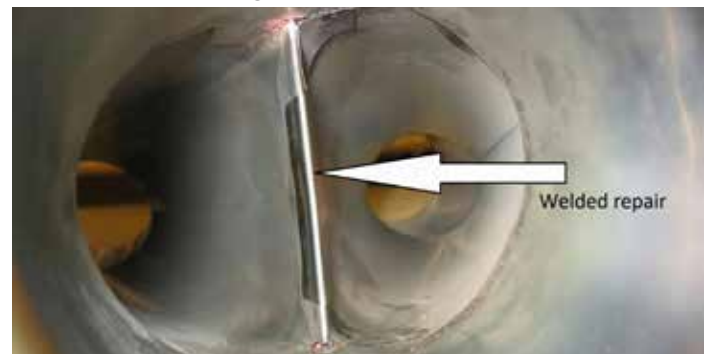


Sample weld.



Cracked splitter

Welded repair of a stainless patch over the splitter leading edge, welded on it sides.



Welded repair

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Vacant

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DISTRICT VI

Vacant

DISTRICT VII

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District VIII

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DISTRICT IX

Vacant

DISTRICT X

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DISTRICT XI

Rob Skiba
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CANADA

Jeff Daly
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K2SOA4
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613-836-7330
dalyfamily4@bell.net

IT'S TIME TO RENEW YOUR MEMBERSHIP!

Membership/Renewal Application

Please add/renew my JPO membership!

Name: _____ AMA Number*: _____

Address: _____

City: _____ State: _____ Zip: _____

Email Address: _____

Home Phone: _____ Cell Phone: _____

*AMA membership is required for U.S. Residents. JPO Annual Membership Fee is \$25.
Renewal can be online at: www.jetpilots.org via PayPal or credit card; or you can fill out and send with check or money order made out to: "The Jet Pilot's Organization" to:
Sid Gates, JPO Secretary/Treasurer, 2380 S. Holly Place, Denver, Co 80222



Ron Schwarzkopf captured Buck Garza's BVM *Rafale* making a screaming pass at The Greater Southwest Jet Rally.