

Newsletter of the Jet Pilot's Organization

Contrails

Fall 2016

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Ken Park captured this *Viper* laying down the smoke at ThunderThrust Over Chatham Kent in Ontario, Canada.

President's Report

Bob Klenke



Things are moving forward on the JPO front, a little at a time. Recently, thanks to the efforts of our new District V Representative, Rex Briant, we've made a step forward in promoting the JPO. One of the comments I've heard often is that many jet pilots didn't know about the JPO, or did not know that the JPO was still active. The JPO offices and District Representatives have banners that we display at jet events when we attend to promote the organization. However, those banners are "older" style rectangular banners that do not tend to catch the eye or be noticed. We've been looking at moving to newer style "feather flag" banners that have become popular at jet events. Rex took the initiative and developed a design and lined up a supplier for these new banners. He and I each purchased banners for our JPO positions as an experiment to see what they looked like and how they were received. We both displayed them at Super Jets South in September.



I'm happy to report that the flags look great and were very well received by the pilots in attendance. As you can see, the flags are professionally done, quite large and do a great job in letting the attendees know that the JPO is being represented at the event. We're working towards making sure that JPO officers and District Representatives that actively attend jet events have flags like this to display. I think doing so will greatly increase the visibility of the organization and help grow the membership.

I was able to attend two great jet events to finish out the flying season. In September, I attended Super Jets South (SJS) at the Georgia Jets field in Gay, GA, just south of Atlanta. For anyone who hasn't been there, this is a fantastic dedicated R/C flying site! Club members fly all types of aircraft there, but it's really designed for jets. It has a 1000' long paved runway, a large parking area for RVs and such, and a permanent pavilion with power, internet, a bathroom, etc. It's surrounded by many, many acres of empty forest land, so noise issues with the neighbors is not a problem. The field is run by the Georgia Jets Flying Club (www.georgiajets.org) and for the past several years, Mike Pasco has been the event CD, with the help of the rest of the Georgia Jets gang, of course.... This is the second year I've been able to attend, and in spite of the fact that it's during the school semester which is hard for me to get off, and it's around a 10 hour drive, I'm going to keep it on my list of "must attend" events.

Rex Briant, District V Representative is a member of the club and has more event coverage elsewhere in this issue, but being from District IV myself, I wanted to highlight some of the District IV guys who made it to the event. My apologies to those from District IV that were there that I missed.

First off, Jeff Stubbs and his wife were there with Jeff's big Skygate 1:3.75 scale BAE *Hawk*. Jeff is a regular at many east coast events with his *Hawk*. His specialty is twilight flights that show the impressive light system on the *Hawk* to best advantage.



President's Report (cont'd)

Bob Klenke

Next is Greg Hames, from Hickory, NC. Greg has a thing for big F-100s, as you can see. This is his second XtremeArf F-100D, the first one being a similar scheme, but with a base color of silver. This one, which is overall white, was a custom scheme that he ordered and had just received before he came to SJS.



Greg is a Pastor at the New Life Fellowship Church in Hickory and goes by the handle "PreachHames" on RCU. Note the name on the cockpit rail on his new F-100 shown in the inset in the picture!

A couple tents down from us was the "North Carolina Gang." We get to see these guys at most of the east coast flyins we attend and they are always a fun group to be around. Larry Lewis (AKA "nationally known and regionally recognized Larry Lewis!") and his wife Jackie are usually part of the group. Larry is the CD and main organizer behind the First in Flight Jet Rally (an AWESOME event, too) and Jackie is a maker of fantastic wing bags (<http://www.jackiesacks.com/>).

into Atlanta Hartsfield on Delta Thursday night, flew Friday, Saturday, Sunday, and Monday, and I dropped him off at the airport early Tuesday morning to fly home and go to work while I spent the day driving back to Richmond. Life's tough at the top, as they say!



Bob Neal, Richmond VA, at SJS with his new PNP BVM F-16



Louie Klenke with his Composite-ARF Hawk at SJS

Here is one more picture I wanted to show you. Its not a District IV pilot, but it was notable enough that I thought you'd like to see it. I believe that most of you know Larry Kramer and a lot of you probably knew Larry's Dad, Vernon Kramer, before he passed away. It turns out that Vern had built a Sailesh Patel F-86 a number of years back. Apparently the plane was campaigned at Top Gun, I believe, but has not flown in a long time since. Larry was able to obtain the aircraft, modernize it, and he did the (re)test flight at the Georgia Jets field after the SJS event was over. If you've seen any of Vern's work, you can imagine that this plane was absolutely gorgeous! The flight had a few tense moments apparently, as Larry had difficulty in getting the aircraft to turn (I believe he said it was a gyro setup issue), but all was well that ended well, and the flight was a success. Hopefully we'll be able to see this aircraft at events in the coming seasons as this aircraft and its finish are stunning! (Photo on next page.)



The "NC Gang" at SJS, from the left, Don King, Larry and Jackie Lewis, Gary Barnes, Jerry Neel, Kenny Kicklighter, Ken Kaiser, Ken Wade, Mark Farmer, and Josh Brown

Of course from the Richmond, VA area, Bob Neal, my son Louie, and I were able to make it. Louie has a new job, so he didn't have enough time off to make the whole trip. He flew



In October, I was able to attend the 2nd Annual Tiger Meet Jet Event at the Flying Tigers R/C Club near Lake City, SC. The Flying Tigers R/C Club fly off of a former full-scale grass runway that is no longer used by full-scale aircraft. They have a nice hanger to store airplanes overnight, a club house with power, internet, satellite radio and bathrooms, and electrical outlets along the pit area. They have TWO runways, the main one being around 2000' long, 75' wide, and VERY smooth grass, and the second one, back-to-back with the main runway, is smaller, but very nice and a great place to fly those smaller prop planes and helicopters. There were a little over 30 pilots in attendance, and there was plenty of flying going on, but not so much as you couldn't get a flight in pretty much anytime you wanted.



The flight line at the Tiger Meet Jet Event in SC, October 20-22, 2016

Both of my jets, the 12 year old Euro Sport and the 8 year old Panther (scratch-built) handled the grass just fine – as they have in the past. There were a number of other scale jets there that worked great off the grass, including a little Yellow Aircraft A-4 with an MW-44 turbine and a Yellow Aircraft F-18 (twin). In many ways, I like grass better than hard surface as it's more forgiving on the takeoff and landing roll. If you're hesitant to attend this event because of the grass runway, don't be, it's great!



My Euro and Panther had no problems with the grass runway at the Tiger Meet Jet Event

Louie could not make it to this flyin at all – work again, but Bob Neal and I both enjoyed the event. Bob had his plug-and-play BVM F-16 and his Comp-ARF J-10. We had another attendee from the Northern Virginia area, Kwang Ko from Chantilly, VA. Kwang is the owner of the Hobby Hanger hobby shop (<http://hhangar.com>) in Chantilly. Kwang is a superb jet pilot with a terrific stable of aircraft. As you can imagine, his hobby shop is extremely well stocked with all types of R/C gear, including jet-related items. The shop is located just off Route 28 at Route 50, about 5 miles from Dulles Airport. If you're ever in the area and have some time to kill, it's definitely worth a trip over to see his shop – as well as the Udvar-Hazy Center, of course.

Kwang put on a great show with his PNP BVM F-16 with really slow-high alpha passes, low-burner passes, and nice slow-and-point rolls. He even had a routine that was choreographed to music and "radio chatter" that he uses at local airshows. Kwang won the Pilot's Choice award for his flights with his F-16.



I think that's enough for now, I'm not sure how the editor is going to fit all of this into my column space! Next time I'll have more on current happenings with the JPO. Until then, it's time for me to get up to the shop to get the maintenance done on my existing jets and get a few of my new projects completed for next season. See you in a couple of months!

Bob

Vice President's Report

Jim McEwen



Greetings! I'm sitting in a hotel room in Truth or Consequences, NM, as I write this. Yes, that's the name of the town. It's located just outside of Spaceport America where a "Drone Summit" is to be held this weekend (www.spaceportamericadronesummit.com). Don't worry, I'm not going over to the dark side; here's what's going on You may recall how JPO Prez Bob Klenke and I met with the AMA Executive Council during their July meeting in Muncie. It was a great exchange of ideas and information and helped us get to know one another a bit better. Jim Tiller, AMA VP for District IX asked if I would bring a jet to the Spaceport and put on some demo flights. Sure, sounds like fun and, since I work in the aerospace industry, I've always been interested in seeing the Spaceport. It looks like the Summit should be a good show and, hopefully, it will be a big crowd. Who knows, I may convert some drone guys to jet fliers. Either way, the facility has a 12,000 foot runway so I probably won't be "off-roading" my landings.

The Best in the West Jet Rally was held at Elk Hills-Buttonwillow airport (just outside Bakersfield, CA) from October 6-9. About 120 pilots attended. There should have been 121 pilots, but I got sick with the crud a few days before the event and stayed home so as not to infect anybody else. I was really looking forward to the event not only because CD Joe Castelaio puts on a great event, but several of my Canadian brethren were making the trek to the event and we would all share a tent, "Canada Dry," as we tend to call our bases in the desert.

I obviously missed a great show judging by the photos I managed to see. Two particular jets caught my attention. Brian O-Meara is the latest owner of a Trond Hammerstad-built Airworld F-104. I absolutely love the paint scheme with all the orange to aid in visibility. The jet received the awards for Best Military Jet, Best Military Jet Performance, and Best Craftsmanship. For those of you who haven't seen a BITW award, each is a bronze military pilot figure (complete with flight gear and helmet) mounted on a polished wood base. They are beyond gorgeous; they are EPIC and one day I hope to win one (let alone three at once). Comp-ARF made the long trip from Europe and brought along a B-2 Bomber model they have been developing. The plane looked absolutely amazing in the air and I really wished I'd been there to see it. There were some ground handling problems operating off the asphalt runway (the plane normally flies off grass) that resulted in some yawing and a flip over but with limited damage.



Brian O'Meara's Airworld F-104 (photo by David Hart)



Brian, Trond, and their BITW trophies



Jim Brown, Trond, RC Pete, and Len McIntosh at the awards banquet. Obviously not so dry in this tent!

Vice President's Report (cont'd)

Jim McEwen



Comp-ARF's demo B-2 bomber. Still in development but impressive

Recently I've received a few phone calls from jet pilots who wanted to suggest some new rules for turbine-powered aircraft. I appreciate hearing the viewpoints of everyone in the jet community and you should all feel free to call me anytime (my contact info is on the back page of *Contrails*) if you have something you'd like to discuss. I'd really like to hear about how the JPO may better serve the jet community, about any safety suggestions, or anything else that's on your mind.

As far as the subject of rules, generally speaking I would prefer that we all use common sense rather than writing a bunch of rules. However, some rules (especially safety rules) are needed and can be widely applied (like needing a turbine waiver). Some rules may be needed to address local issues, and need not be applied to a wider base. When proposing a new rule, one must consider several aspects including:

1. What problem does the proposed rule attempt to solve?
2. How will the proposed rule solve that problem?
3. What other problems might be created by the proposed rule?
4. How should the rule be applied (local club, events only, nationally)?
5. How shall the proposed rule be enforced, and by whom?

Local issues can be best dealt with by local clubs. For instance, a few years ago at my home field (Sun Valley Fliers in Phoenix) we were having issues with full-scale traffic from nearby Deer Valley airport overflying our field. Several alleged incidents were reported to the tower and something needed to be done. We instituted a rule requiring that all pilots (even if they were the only person flying) have a spotter to watch for full-scale traffic. It was a good idea, is consistent with the AMA's See-And-Avoid policy, and it helped solve the airspace conflict.

However, just because it's a good idea at my field, doesn't mean this rule is needed at every field. While the JPO, and the AMA can provide some guidance, an issue may best be handled at the club level, as the club leadership should best know the particulars of the situation as well as the answers to the five questions above.

Finally, if a rule is needed, the intent of the rule should be well documented in the club records and the specific wording of the rule should be very carefully considered and thoroughly reviewed. In my 40+ years in this hobby, I have seen several rules that can be misinterpreted, or are essentially unenforceable, or miss the desired intent. I'll give you an example of a rule I miswrote back when I was the president of a local club about 20 years ago...

There had been a series of houses and a school built near our overfly area and we'd had some noise complaints from our new neighbors. The club responded by shifting our runway layout (and the overfly area) away from the buildings.

When designing the new layout, we created pilot stations properly spaced to prevent 3IM interference, which was theoretically possible with the new narrow band radios if you stood too close together. Pilots were required to stand on the pilot stations when flying. Sounds great so far, right? Well, for a maiden flight, a few pilots expressed a preference to stand behind their plane when taking off rather than standing at a pilot station.

Maiden flights are typically done with only that plane in the air, so the 3IM issue wasn't relevant, and the request seemed reasonable. I brought the issue to the board and we voted in a rule change. I quickly rewrote the rule from "Pilots must stand at a pilot station when flying" to "When multiple models are being flown, pilots must stand at the pilot stations." Problem solved, right? NOPE! By specifying that the rule to stand at the pilot stations only applied when multiple planes were being flown, it suggested that when only one person was flying, the pilot could stand anywhere they wanted. OMG, we had guys fly from the pits, from the bleachers, and even from the parking lot. Needless to say, the rule got rewritten (again).

I learned several lessons from that situation and I hope you can learn from my mistakes. Rules are serious business, and can be complicated. Take your time, consider all the possibilities, seek the opinions of all parties concerned, use common sense, and don't compromise safety.

Remember, it is time to renew your membership!

Until next time,

Jim

District III Report

Mark McCracken



Ohio
Pennsylvania
West Virginia

Over the past year or so, It has been quiet here in District III, or, at least it has been for me. One of the items I am working on will hopefully be complete by the Spring of 2017.

We have several categories for turbines, fixed wing, rotary wing and control line. I am writing a new category that I feel will bring a new light to turbines - for turboprops. As it is now, if you want to fly turboprops, you have to go through the standard waiver test with a jet. I hope to make it a bit easier for a skilled AMA pilot to earn his waiver for turboprops.

What sparked me to write this is that at several events I have been to in the past year, I have flown my turboprop, and after my flights, I spoke with modelers that would love to advance to the next level, but did not want to spend the money on a jet just to get a turbine waiver to fly turboprops.

It is going to take a few months to get everything onto paper and go through the proper channels to get this approved and so far I am on the right track and headed in the right direction. Stay tuned and watch for updates in *Contrails*. Contact me if you would have any input on this turboprop category.

For many of us, when we travel, we have always looked at large empty fields and thought wow that would make a great site to fly, we have and always will.

A few months ago I had the chance to see just a place like that. It is Pennsylvania's best kept secret, until now. Out in the middle of God's country there is a local airport just outside the small town of Titusville, PA.

At the end of September 2016, Titusville Airport hosted the "Fall Edition of OC-Turbo Fest." As for the airport? It is a wide open, 4,902 foot long strip of asphalt and 75 feet wide. There is plenty of pit area, camping is allowed overnight (no hook ups), and there is a shower on site that is there for us to use.

Rich, Jack and Bob are the three pilots that put this event together a few times a year at Titusville Airport. When I pulled into the event, I was directed to the taxiway where we were to park and set up our pit area. Before I set up camp, I took the time to meet a few old friends and meet new ones and looked around at just how large this airport is.

The flight stations are about a third of the way down the runway from the right end, and while there is a tree line, it

is far out in front of you, so that it does not come into play. There are no big party tents at these events, so bring your own. As of this year, there were no food concessions, but we all had grills and coolers, so no one went hungry. There is a local, brand-named hotel just a few miles away in the town of Titusville for those of you who do not want to camp.

As for me, I camped out at the field, woke up at sunrise and took advantage of the shower in the main building. Overnight storage is a few feet from the pit area, and there is no registration; but donations are accepted and all is given to the airport. There were pilots at the event from OH, PA, NY and NJ.

If you get a chance to attend any events in 2017, make sure Titusville Airport, PA is the one on the top of your list. In the end, all I can say is Titusville Airport is PA's best kept secret and in 2017 come out and enjoy a great location and a great bunch of guys....

Remember to renew your membership for 2017!

Mark





Treasurer's Report

Beginning Checking Account Balance			\$4,569.18
Income			
Dues	\$297.65		
Transfer from Pay Pal	\$288.25		
Total Income		\$585.90	
Expenses			
Contrails Pulication and Mailing	\$1,021.17		
Top Gun Trophies	\$556.00		
Total Expenses		\$1,577.17	
Ending Checking Account Balance			\$3,577.91

Respectfully submitted: Sid Gates

District V Report

Rex Briant



Alabama
Florida
Georgia
Mississippi
Puerto Rico
South Carolina
Tennessee



This is my first report as the District V Rep, and I am excited to be a part of such a great organization as the JPO. This has been a great year for our district's events for sure. Lots of sun and very little rain makes for great flying, great attendance and great times!

We just finished hosting one of the very best "Super Jets South" events ever at my home club, Georgia Jets Flying Club just north of Peachtree City, GA. This venue makes for a spectacular gathering of pilots from all over the southeast and even the UK! Contest Director Mike Pascoe, his leadership team, and our club members hosted a fantastic event over four days of sunshine, with 108 pilots attending, plus our awesome event sponsors: Jet Central, JR America's and BVM Jets.



It seems that F-16s have become the "popular" military hardware these days, seeing several of the new BVM PNP and Skymaster 1/5 scale F-16s on the flightline and in the air all day long. We saw everything from *KingCats* and *Rebel Pros* to the Team Futaba guys flying their Tomahawk *Viper XXL*. Our own Craig South (GA) with his Skymaster 1/3 scale BAe *Hawk* flying tandem with Jeff Stubbs (VA) and his CARF SkyGate *Hawk* right before dark made for a spectacular smoke-filled sky each evening. It was awesome to have tremendous representation of pilots from all of our states in District V: FL, GA, TN, AL, MS and SC.



This was a "kickoff event" of sorts for our district, flying our new JPO Banner high, meeting with pilots over the four days, asking for feedback and trying to build community, awareness and membership. We currently have 41 JPO members in our District out of 400+ Turbine Waiver holders. It's my goal to see 200 JPO members by the end of 2017.

We also had the privilege of handing out the JPO-Sponsored Top Gun Trophy, myself along with our JPO President Bob Klenke, to Robbie Lynch for some of the best flying out there with several different airframes, including his 1/6 scale F-16. I think he burned 50 gallons of JetA!



Please enjoy the event photos, and remember to renew your membership for the coming year!

Rex



I have asked Gary Jones, one our JPO members in District V to write an article of his choice related to his recent build and completion of his Skymaster 1/5 scale F-16.

Ultra High Flow Fuel System for 300N Turbine

I recently completed and flew my new 1/5 Skymaster F-16. My F-16 has a B300F turbine installed with an ultra high flow (UHF) 1/4" ID fuel system from vent to pump. As of October 2016 I have 20 successful flights and the UHF fuel system has been flawless. It gives me confidence the big turbine will keep running under all conditions.

My first attempt at a high-flow fuel system was in 2005 with a P200 in my first 1/6 F-16. After hearing all the concern about cavitation and flat UAT bottles, I installed a double system using standard and available 1/8" Dubro tank parts. The system used two clunks and two lines from each saddle tank to the header tank and two clunks and two feed lines from the header tank to the UAT. The UAT never sucked in and I flew this system with my P200 for 9 years with no issues.

With the 300N turbine I wanted a better way. Fuel system parts are now available that were not 10 years ago. I am not an engineer, just a modeler, so I looked to smarter folks to help out. I found Olivier Nicolas's blog "Fuel System For Jets" and this was very educational. In addition the recent RCU jet forum thread "ultra high fuel products", started again by Oli, led to my selection of fuel system parts.

I used all UHF 1/4" ID fuel system parts from vent to the pump provided by Ultimate Jets. Vent fitting, tank nipples in and out, Viton and brass tubing inside the tanks, all clunks, Tygon tubing, and the extra large JMP air trap are all 1/4" ID. There is a 6mm ID brass tube transition into the fuel pump Festo intake and there is a taxi tank fitting that docks into the 1/4" ID vent fitting when needed. This system allows max fuel flow with low vacuum pressure upstream of the pump and eliminates worries of cavitation and air in the system. So far after 20 flights there has been no air at all detected in the air trap tank.

Based on my experience, I can highly recommend this UHF fuel system for engines larger than 220N. Photos and details of all the parts are available on the links below and assembly of my fuel system is documented in the RCU build thread for the Skymaster 1/5 scale F-16. Email me at viper1gj@gmail.com if I can help. Gary Jones.

References:

<http://www.ultimate-jets.net/blogs/fuel-system-for-jets-considerations>.

<http://www.rcuniverse.com/forum/rc-jets-120/11625405-ultra-high-flow-fuel-products.html>.

<http://www.rcuniverse.com/forum/rc-jets-120/11613452-skymaster-1-5-scale-f16-build-thread-14.html>.



District VIII Report

Ron Schwarzkopf



Arkansas
Louisiana
New Mexico
Oklahoma
Texas

Howdy from District VIII. Well, I've finally finished an old prop-powered model that has been covering my building table for the last few months - now that it is flying, perhaps I can get onto other jet projects. I have a *Rebel* waiting in the build corner, plus a list of changes I need to implement on the MiG-21 that I have not gotten to yet. I'll probably ramp up to these projects after our flying season winds down. Looks like our district has a new event recently announced for OK - I'd like to travel to this one but I'll be in AZ the following week, and won't be able to make both trips... As I've been told before, "You can't make them all....!"

Greater Southwest Jet Rally - Waco, TX

Larry Garrett and the Heart of Texas Model Airplane Club (HOTMAC) again hosted the club jet rally September 8-10. Once again, the weather gods smiled upon Waco and the nice weather allowed for about 48 registered pilots to fly the entire weekend, with most of the AZ gang showing up extra early in the week. Several *Rebel Pros* flew over the weekend, as well as *Shockwaves*. David Shulman even showed up at the event to do a bit of flying, with one of Scott Marr's large F-86s. Some neat dusk-hours flying was performed with models using appropriate lighting, but my camera didn't work too well with the dimming light.



A Motion RC F-14 ready for another flight



Woody Lee taxis his Aviation Design Scorpion



A Shockwave on short final



A busy runway with take-offs



Scott Marr with his twilight (low light) flyby: low and slow



Scott Marr and Joey Tamez ready for takeoff

Jetoberfest Jet Rally – Bomber Field, TX

The Bomber Field club hosted this event from October 27-29, with Robert Bernal CD'ing the event. (Bomber Field is a model flying site about an hour west of Houston, TX.) 35 registered pilots showed up and enjoyed almost perfect flying weather. The club has tons of covered pitting areas for putting your models together – no tents required here! The club also fed the pilots lunch both days I was there, so all you really needed to bring was your jet and fuel, and then go fly! Chris Hogg is making excellent progress on tweaking his Skymaster F-14, and seems to have it pretty much dialed in for wings-out flight. It will be great when we see some fast flights with the wings back! Robert Bernal did a great job of not only CD'ing the event, but flying several of his and other's models, along with being lunchtime cook. He seemed to be all over the place – I wonder if he was using a clone?

On Friday of the event, I noted David Kucera brought a scratch-built jet. He does not have a name for it yet, but it appeared to be a design influenced by an F-4 *Phantom*, and an F-101 *Voodoo*. I suggested calling it a *Phoodoo*, but perhaps there are better names for it! It seemed to fly quite well with a 100-sized turbine, and it appeared pretty tame on the landings. Hopefully we'll see this airplane at more events! Another trend noted, was at this event there were three edf F-14s that showed up. They seem to fly quite well, although limited to the mostly typical 4 minutes or so of flight time. Not including flight times, it shows edfs have come a long way, from the NiCad-powered brushed motors that struggled 20 years ago.

As I write this column, my last event of the year will be Arizona Jets, the weekend before Thanksgiving. After that, it will be back to building season. Good luck getting your newest projects ready for first flights in 2017! Happy flying and building!

Enjoy the rest of the photos and remember to renew!!

Ron S.



The busy flightline at Bomber Field



Bob Covish smokes on by with his Boomerang XL



Chris Hogg on final approach with his Skymaster F-14

District VIII Report (cont'd)

Ron Schwarzkopf



"Boomer" Alley at Bomber field



Robert Bernal on final approach with his F-18



Ronnie Dean in the flair with his large F-16



David Kucera brought along his scratch-build (I'm prone to the name *Phoodoo*) which looks like a cross between an F4 Phantom and an F-101 Voodoo. Powered by a 100N turbine, it flew quite well! Shown both above, and below



Kevin Thoele makes a fly-by with is large F-18





District IX Report

Mike Warren

Colorado
Kansas
Nebraska
North Dakota
South Dakota
Wyoming

This short missive will mark my last column as the District IX Rep. While I will remain a dedicated JPO member; work, family and the real fact that I am now living pretty far removed from any major flying sites has limited my opportunities to attend jet meets or to even fly jets on a regular basis.

My two annual events the "Arizona Jet Rally" in November and the "EDF Jet Jam" in June will for sure remain on my "to do" list, but those are hardly an extensive resume of events attended and resultant exposure to the community.

Unfortunately the population growth in Colorado and the resulting chaos & congestion on the I-70 mountain corridor has made it very difficult to go to the Denver and Front Range area for recreational flying unless I can break away for a minimum of 3 days.

My only event so far this year has been the EDF Jet Jam located across the river from Louisville, KY. My attendance at the Jet Jam brings up my thoughts for this column.

Most of my R/C model acquaintances know that I have my hat in both rings of the R/C jet section of the hobby, ie: turbine as well as electric ducted fan. Notwithstanding that, there is a segment of the jet hobby that aren't too accepting of edfs as "real jets," even though it is the currently growing segment of the hobby due to a somewhat lower price point, generally more portable-sized models, and in some areas that have fire danger problems, the edfs can be flown where turbines are banned.

My observation over the term of my District IX representative function is that unfortunately there is little-to-no interest in JPO amongst the rank-and-file electric ducted fan jet enthusiast.

This begs the question of "why" and "is there anything that can be done to remedy the situation?"

The "why" is as multi-faceted as there are modelers. I think the issue is much like the AMA's thing trying to recruit the park flyer guys. The park flyers see no reason to join AMA because they aren't forced to use dedicated flying sites, and as much as most edf jet models are fairly small and don't usually need much more than a grass expanse, the average edf jet flyer feels fairly removed from large model & turbine issues, and hence the eye of the FAA and other government regulatory agencies.

True there are relatively large edf jets in the 60-120 turbine size regime, but these are a small subset of the edf jet hobby and usually those guys are already large model and JPO oriented and inclined.

More "why": Simply based on the small JPO membership percentage of total active turbine-qualified modelers it does not surprise me that most, if not all, edf jet enthusiasts are a hard sell. I have heard everything from the "what does JPO offer me" to "I am too cheap to pay \$25" to "it doesn't matter, this is only a small foam model."

End conclusion? My own opinion is that (like the AMA park flyer issue) most edf jet flyers simply will not be reachable and likely not receptive to the need for JPO. The bulk of the models are small, disposable, and suit the weekend wonder guys who never expect to progress on to larger jets.

My feeling is that JPO will continue to be largely a turbine-oriented special interest group, and that may not be a bad thing given the FAA and Homeland Security's concerns about kerosene-burning model capabilities.

Moving on: The **EDF JETJAM** last June was enjoyable, the flying venue impressive and the people just great. Bob Belloumini does a super job of honchoing the event. There were a fair number of large, as in over 10 lbs, models flown which included my own 72" span CGRC A-10 which weighs in at 26 lbs as well as my Airworld Me-262 which weighs in at 23 lbs.

A smattering of vintage BVM sport jets converted to electric as well as newer BVM *Bandits*, F-86s, and T-33s rounded out the larger models. Lots of increasingly sophisticated and larger 90mm fan-sized Chinese "foamie" jets were in attendance, some of those could be converted to Wren 44 or Kingtech 45 turbin-power with little trouble.

Heading to Mesa, AZ for the Arizona Jet Rally the 18-20th of November, maybe Greg Moore can convince me to write a "guest" report for the next *Contrails*?

I will leave you with a couple photos of our newest turbine-qualified guy here on Colorado's Front Range. Stan Anderson, welcome to the club!

Thanks for the opportunity to be a Rep, and as I will be doing, remember to renew your membership for the upcoming year!

Mike Warren

District IX Report (cont'd)

Mike Warren



Mike and Daniel Schübler just before the maiden flight of Mikes CGRC A-10 which is powered by two of Daniel's 90mm fan units



Dinner on Friday night, Daniel Schübeler and his production manager Christian Wileschek came over from Germany for the event



Our "hero" accepting the Pilot's Choice Award for his GCRC twin Shübeler 90 mm fan-powered A10

District X Report

David Reynolds



- Arizona
- California
- Guam
- Hawaii
- Nevada
- Utah

After a few attempts and false starts I managed to make it to Best in the West. Even though I could only make it for one day I did get to watch some impressive jets fly and enjoy the Friday night dinner at the field. I got a few flights in with my Taft Hobby *Quantum*, a 90mm edf biplane, and the flight line was well run and organized. The two standouts for me at the event was, first, a twin turbine T-2 that I unfortunately did not get the name of the owner and, second, Ali Machinchy's Jet Legend Yak-130. The Yak was a very impressive machine that flew with a full ordinance load and in Ali's hands, it was great fun to watch! Thanks to CD Joe Castelao for running the event.

Enjoy the photos!

Dave



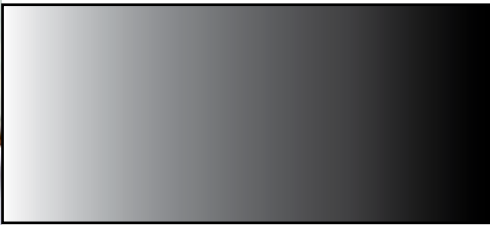
District X Report (cont'd)

David Reynolds



Canada District Report

Jeff Daly



Well, flying season for jets has pretty well ended up in my area. It was a good flying season and great to see friendly faces and the new jet pilots this year.

On the topic of the FAA UAS Registration Program, it is now possible to register online from Canada for the Canadian pilots desiring to operate R/C jets in the US. I was able to register from my home in Ottawa and use my Canadian credit card as well, so there appears to be no barrier for Canadian pilots with this policy in place.

Here's a report of the ThunderThrust over Chatham-Kent jet event from back in September, an event I highly recommend for next year.

4th Annual ThunderThrust Over Chatham Kent Municipal Airport

I attended the 4th annual ThunderThrust jet event held September 22-25, which was the last scheduled jet event in Ontario for 2016, held at the Chatham-Kent airport. It was an excellent turnout over the four days with 44 pilots and 85 jet aircraft. Pilots came from Quebec, Ontario, and MI. The facility was great with wide runways and there was a good crowd of spectators. Event organizer, Peter Douppnik and the Chatham Aeronauts pulled out the stops and took care of the pilots with great hangar storage and social arrangements each night. Peter Ayache from Altecure R/C was most generous as a sponsor and for also picking up the tab for the pilots on Friday night at the restaurant...much thanks Peter!

For the JPO Top Gun award, Peter and I were very impressed with Doug Matthews flying his Skymaster F-104 that was finished in the Canadian Red Indian scheme from 421 Sqn, Canadian Forces Base Baden-Soellingen in Germany. As part of the fun, Peter also recognized the pilots in unique ways with special trophies that were awarded at the banquet on Saturday night:



Rick Bruce took the "Worst Shaky Knees" award with his BVM Electra



Rick also received an "anti-shake" device to help him at other events



Blair Shruballs' DV8R that sustained (and survived) the most landings in one flight



Paul Souza demonstrated sheer courage with some amazing take-offs with his F-84 earning him the Hero to Ground Zero award

Canada District Report (cont'd)

Jeff Daly



Ted Antonopoulos was not pleased to receive the Best Body Language award after pranging his *Hawk* on landing



One of Mike Warner's many beautiful flying machines, the *Elite Aerosports Rebel*



Mike Stephenson's Skymaster A-10 has a flame out on one engine, earning him the Pucker Factor Champ Award



Pilots Choice Military Jet award went to Richard Muller for his Skymaster F104



Mike Block won the Most Interesting Landing award with his *Flash*



Larry Peterson from MI took home the Pilots Choice Sport Jet award with his *Shockwave*



Ken Park was voted the most improved pilot with his fine flying Boomerang *Sprint*



Lowest Successful Pass award was won by Chris Tucker with his *Navy Cat*



Top Gun Award winner Doug Matthew's Skymaster CF-104 taking off for another flight

Other awards were:
 All Show & No Go: Peter Doupnik (CARF Tucano)
 2016 Pickled Pilot Award: Jeff Daly

Thank Peter for another great event! Here are some photos from the event, thanks to Larry Ingram and Ken Park.

Until next time!

Jeff



Jeff Daly's Skymaster F-4E on take-off



Chris Trump's high scale Skymaster *Hawk 100*



Dave Penchuck makes an impressive show-pass with his Skymaster *Cougar*

Canada District Report (cont'd)

Jeff Daly



There were three *Diamond* jets from Aviation Design at the event that went up together for an impressive show





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Membership/Renewal Application

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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



David Reynolds caught Ali Machinchy and his YAK 130 using its desert camouflage to good use at Best in the West