

Newsletter of the Jet Pilot's Organization

Contrails

Fall 2014

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Greg Moore captured James Smith (R) and Joe Kouzez flying formation with their CARF *Hawk/T-45*s at the Greater Southwest Jet Rally in Waco, TX.



President's Report

Bob Klenke

I love this hobby! I know it's a cliché, but like most of you, I've been doing this for a long time and it's been a big part of shaping my life. Modeling was an early influence in developing my interest in "tinkering" and aviation, which led to my choosing engineering school and the Navy to start my career. After the Navy it was graduate school where modeling provided an outlet and enjoyment during those long days and nights of studying and research work.

Modeling, specifically jet-turbine modeling, has continued to provide these benefits and has also found its way into my career at the university as my graduate students and I have an active research program in unmanned aerial vehicles (or UAS as the FAA calls them). I've also been lucky enough to be able to pass on my love of jet modeling to my son Louie – that's him with his Hawk in the picture. That's right, for you Kentucky Jets and First in Flight regulars, I'm "Louie's Dad!"

When the JPO Board of Directors contacted me about taking on the role of President, I was hesitant at first – lots of the usual time crunches from work, family, etc. The more I thought about it though, the more I came to the conclusion that it was time to give something back. Our hobby is facing lots of pressures these days, and although I'm optimistic that it will turn out okay, I do believe that we need to be active in working to protect our hobby. Thus, after some internal deliberation, I decided to take on the position.

The first task, as I see it, is to answer the question "what should the JPO be?" Many of you were probably, like me, members of the IMAA and also like me, were somewhat surprised to see it go away so quickly and completely. While there doubtless are many reasons for that; as Dave Mathewson said in his column in November's *Model Aviation*: "the heart of the issue was their 'inability to find the one thing that it could offer its membership that was unavailable elsewhere.'" So let's see how that applies to the JPO.

There has been talk and some actual efforts in the past to have the JPO be a repository of knowledge on "all things jet modeling." While this is a noble cause and does potentially offer a service to our members, in the long run, it doesn't seem that practical. Generating, and even maintaining, such a resource is a very labor-intensive task. In our busy daily lives, most of us just don't have the time for that, especially since the demand for information on a given topic may or may not be there. In addition, the hobby is changing

so fast that it's difficult to keep up. New products (Bavarian Demon Cortex anyone?) and new manufacturers (KingTech, Xtremearf, etc.) are entering the jet world at such a rapid pace that being a one-stop shopping place for information on them would be a Herculean task. Also, there are an increasing number of on-line resources (RCU, RC Groups, etc.) where individuals can share their experiences to help keep us all up-to-date.

What about rules? There have been some suggestions that the JPO should be involved in rule enforcement. I think that's a mistake, for several reasons. First, rule enforcement is a touchy subject that often engenders strong feelings and opinions. As an informal community organization of jet modelers, the JPO needs to attract new members and retain existing members. Being the "jet cops" is not consistent with that need. In addition, the JPO has no real authority to enforce rules. That authority rests with the Contest Directors at jet events and with the club members and club officers at AMA fields where jets are flown. They are the ones that have the authority and responsibility to ensure that the rules are followed at their sites.

On the other hand, the development and updating of the rules for jet modeling is one area where the JPO does have unique abilities and a long-standing tradition of involvement. The JPO has been, and should continue to be, one of the primary technical inputs to the jet modeling (primarily turbine-powered jet modeling) rule making process. The JPO can also be a place where the jet community can come to get updates on rules changes and suggest, or lobby for, rules changes that they see are needed.

We are all well aware that some in our government, and even in the public, would like to curtail our activities. While we may believe that they do not have legitimate reasons for this, the fact is, we have to respond to it, or they will succeed. We also all know that in issues like this, numbers count. Our parent organization, the Academy of Model Aeronautics, has over 140,000 members. Of those, a little over 2000 are turbine waiver holders. Do the math – we, as the jet modeling community, have to align ourselves with the AMA in order to survive. We may not always agree with the AMA's position on certain issues (I know I don't always agree), but we have to express our opinions in a constructive, professional way and abide by the consensus-based position they adopt. I believe, the most important function of the JPO going forward is to be a strong community-based organization that is a source of non-biased information on the jet community's opinions, and that is an effective lobby for the continued future of jet modeling in the U.S.

Along those lines, let me ask you: do you know who your AMA District VP is? Is he a jet modeler? If not, consider reaching out to him and inviting him to one of your local jet

President's Report (cont'd)

Bob Klenke

meets, or just a regular day of jet flying at your club field. While he's there, get him some buddy-box time on a jet trainer. Some in the AMA have the opinion that our community is full of elitist snobs who don't care about anyone else in the hobby or the public. That's not what I see when I go to jet events. I see a group of *very* dedicated, passionate modelers who may get wrapped up in what they are doing (whenever he comes to a jet meet, my Dad always comments on how hard we all work at having fun!), but who are also always willing to share their hobby with those who are interested. Let's show that side of the jet community to the AMA leadership.

Let's not forget *Contrails* – one of the main benefits of being a JPO member. *Contrails* is a vital source of information about the goings on in the jet community. Jet events, big or small, should appear in your district's column. If you go to an event, or just have a gathering of your local jet "band," take a few pictures, write a short paragraph, and send it to your JPO District VP. I know they'd be very grateful for the material and you, and everybody else, will get to see what you're up to. Oh, and while you're at it, sign up your buddies who aren't JPO members – every one helps!

These are my thoughts on the future of the JPO and where I think it should be going, but I really want to hear yours. We are working to put together a survey of JPO members to try and get more information about what the membership would like to see. If, in the meantime, you have any thoughts, questions, or concerns, please drop me an email – I'd love to get your perspective.

Last, but not least, I want to thank Keith Sievers for his service as the Past President of the JPO, and for agreeing to stay on as the JPO's representative and liaison to the AMA. He's also graciously agreed to help keep us up to date on rulemaking and regulatory issues with a regular column in *Contrails*. Thanks, Keith!

So there you have it, my first column in *Contrails*! I hope I conveyed some of my thoughts on the direction for the future of the JPO. Did I say that I love this hobby? Please help the JPO work to see it continue.

Cheers,

Bob Klenke

District III Report (cont'd) from page 9



Vice President's Report

Jim McEwen



Greetings from Phoenix! While flying activities in most parts of the country are drawing to a close and folks are getting their winter building projects underway, the flying season here is just starting. Yep, we are backwards. In the summer, it's just too hot (at least 105°F) and uncomfortable to fly, so we'll either hide in our air-conditioned shops or we'll follow Phoenix Summer Survival Guide Rule #1 – Get the heck out of Phoenix in the summer. I took that rule to heart and went on the road this summer, so let's get right to some event coverage.

I had the pleasure of attending Route 66 Jets, which is held at the Litchfield Illinois Municipal Airport the weekend following Labor Day. CD Jerry Crow and Airport Manager Jim Wright really roll out the red carpet. There is plenty of space, dawn 'til dusk flying, tents, and overnight storage in a hanger. Springfield, IL, home of Lincoln is about a half an hour down the road, so this event might just be an opportunity for the whole family to visit the historic sites and the Lincoln Presidential Library and Museum. Check out Dave "Goose" Brawley's District VI report in this issue of *Contraails* for the complete "scoop" on the meet.

Next up was Warbirds Over the Rockies which was held at the Arvada Associated Modelers field just north of Golden, CO. The landscape is both picturesque and wide open for some all-out flying. There was lots of room in the pits for all the planes, large spectator areas, massive RV parking areas, vendors, concessions, plenty to eat, and plenty to watch. Sam Wright, the famed announcer, kept the crowd informed of all the action.

This was my first year attending and it was a blast, literally! In addition to models, the event includes fly-bys of full-scale aircraft as well as a pyrotechnic display and reenactment of the dropping of the Hiroshima atomic bomb.

There was a wide variety of both jets and pine swingers in attendance and I saw some really epic flying. Ryan Haldenwanger flew a Mibo A-10 through a series of "attacks" on ground targets while the pyro crew set off explosive charges in the field beyond the runway. CD Brian O'Meara clearly buys his pyrotechnics in volume judging by the size and quantity of the explosions. Big smoke rings would rise into the air and Ryan flew the A-10 up through them, twice. It was awesome!!!



The A-10 in a vertical climb through the smoke ring.

Dino DiGiorgio put on an incredible display of skill in flying "Flak Bait," a Martin B-26 *Marauder*. The full-size aircraft holds the USAAF record for the most bombing missions survived during WWII and is on display at the Smithsonian. I watched as Dino flew beautiful long, low curving approaches to land and touched down on the centerline perfectly. Then to prove it wasn't a fluke, he did it again on the next flight. During the pyro show, he dropped a "dummy" bomb from an altitude of about 600 feet (with a crosswind) and made a direct hit onto the hole for the pyro charge. Unbelievable!!!!



"Flak Bait" with pilot Dino DiGiorgio and builder Phil Clark.



No, that's not one of Jim's famous landings; it's an explosive charge at WOTR.

Vice President's Report (cont'd)

Jim McEwen



A fine example of a BAC *Jet Provost* done in 1:1 scale. Excellent surface texture and scale details could be seen in the fly past.

There were plenty of jets at WOTR with Larry Laughlin, aka "Captain Salami," flying his F-18 in colorful Australian livery as well as breaking the model sound barrier with a P200-powered *Lightning* in a demo for the crowd. Meanwhile, Shaz Kiampour was busy burning as much kero as possible with his fleet of jets and his F-100 looked particularly great in its FliteMetal finish. Vin Difabbio of Scottsdale, AZ managed to put in several excellent scale flights with his Me 262 painted with Model Master authentic colors.



Shaz's *Super Sabre* on a picturesque fly-past.



Larry Laughlin's F-18 making the turn to final.



Vin DiFabbio's Me262.



Jim and Sam Wright checking out the jet action in the pits.

And finally, an event back in my home District X, with The Best in the West Jet Rally held at Buttonwillow Elk-Hills Airport just outside of Bakersfield, CA. BITW is the major "left coast" event with 138 pilots registered this year. CD Joe Castelao and the BARKS crew do a magnificent job and the action on the flight-line was non-stop. Here are a few planes that caught my eye.

Barry Hou and Ali Mashinchy took turns flying Barry's twin Kingtech-powered Skymaster F-14 in some sensational flights. Nope, they certainly didn't baby the *Tomcat* around the circuit, but flew an aggressive series of maneuvers with multiple wing-sweeps/extensions per flight. A spectacular smoke-on high-speed demo flight was performed by the Buttonwillow "Hillclimbers": Doug Anderson, Tony Quist, Barry Hou, and "Smokin" Joe McBride. Here's how it works.....take several C-ARF *Flashes*, stuff in a big engine (preferably a 160, but in Barry's case a K-210), add smoke and some very steady hands, stand shoulder to shoulder, and advance the throttle. Tight formations, BIG vertical climbs with smoke, and precision display passes are the norm. Rather than just doing a "bomb" burst smoke maneuver, they kicked it up a notch with three planes performing a climbing tight spiral while one flew up the center.

Vice President's Report (cont'd)

Jim McEwen



Barry's *Tomcat* arriving home in the CA evening sun.



The Buttonwillow "Hillclimbers" with their *Flashes*.

The State of Florida was well represented with Dustin Buescher, Rei and RJ Gonzales, Pablo Fernandez, Randy Clark, and Lukey Martinez, who drove all the jets from the Sunshine State. RC Pete made the journey from Canada and Jack Diaz travelled from Venezuela. The Composite-ARF team of Andreas Geitz, Marc Froehn (also the IJMC Chairman), and Thomas Singer made the trip from Germany. Lukey looked the most road-weary though, especially in Facebook posts during the long drive home.

There were plenty of *Shockwaves* in a wide variety of color schemes at Buttonwillow and Scott Marr donated to the auction a complete go-fly *Shockwave* in a custom scheme with matching wing bags. I'm sure that this was the most generous and expensive item ever to sell at a model airplane auction. Many thanks to Scott and congrats to new owner Dave Magoo.



Lukey with his customized *Shockwave*.

Kenny McSpadden and Mike Adams put on several sensational formation flights with their matching *Viperjets*. The jets feature simultaneous intermittent smoke trails which really adds a flair to the display. Many folks were wondering how the smoke in the jets were perfectly matched to turn on/off every few seconds. I don't know whose clever idea it was, but here's how it's done. Each plane has their own receiver bound to the pilot's transmitter (as normal). A second receiver which controls only the smoke pump is fitted into Mike's plane and bound to Kenny's transmitter. To get the intermittent on/off, the smoke channel is run through the sequencer in Kenny's DX-18. Simple but absolutely brilliant! The *Viperjets* of Kenny McSpadden and Mike Adams.



Smoke on.....off.....on.....off....

I spent some time hanging with Bobby Carbajal, his brother Jobe, and both their families. They are really nice people. Bobby was showing off their recently completed airplane trailer that is fully furnished with workbenches, LED lights, a solar package, TV, stereo, air-conditioner, etc, etc. Suffice it to say, this baby is NICE. Apparently they will make the trailers to order so if you are looking for a sweet new ride for your jets, give him a call. Bobby also brought his brothers great looking A-10 in desert camo to fly. Sorry I didn't get a picture.

There were 38 awards given out and they are truly unique statues of a fighter pilot on a wooden base. Very classy! "Team Florida" certainly brought home their share of hardware as seen in the picture.

Vice President's Report (cont'd)

Jim McEwen



Team Florida's haul from the BITW award ceremony.

On the way home from BITW, I stopped off at the Coachella R/C Club (Home of the Monster Invitational Jet Rally) and had a relaxing morning burning some kero with club president Dan Metz who was practicing for an upcoming airshow. The CVRCC has a beautiful facility and the club has some of the friendliest people ever. I'll certainly be looking forward to attending Monster in February.

OK, so that's it for the event coverage. As I mentioned at the beginning, the flying season is over for many folks and you may be looking forward to a long cold winter building season. If you are looking to keep it to a budget, consider an upgrade to one of your older existing jets. Adding lights, scale details, or even a new paint job is a great way of breathing new life into a plane not to mention exercising/developing new modelling skills.

A realistic cockpit and pilot figure really adds to the overall appearance of the model. Try taking things to the next level. If you don't have a cockpit, add one. If you have a simple cockpit, add some details like bezels, gauges, and switches. If you have a detailed cockpit, add lights or working multi-function displays. If you have a totally scale perfect cockpit complete with working multi-function displays, cut it out and mail it to me; I'll put it to good use!

I'm deeply vested in scale jets but I also have a PST Composite *Reaction* that I really enjoy flying. It's my "travel jet" as can be disassembled in about 10 minutes and fits into surprisingly small crate for easy shipping around the country. With over 350 flights, it was starting to show its age and was ready for a major refit. John Weaver from California had dressed his *Reaction* as an F-4 *Phantom* in a VF-84 Jolly Rogers scheme and it looks great.



I opted for a VF-111 Sundowners scheme *Re-Phantom* complete with lights, gear doors, two-person cockpit with canopy frame, pylons, drop tanks, etc. I rushed but didn't get it quite ready for BITW so it made its debut in rattle-can primer, which is a surprisingly close match to light ghost grey. Regardless, it looks a lot better than it did before and the refit didn't break the bank



JWM Update: Route 66 is normally preceded by the Jet World Masters (JWM) US Team selection/qualifier, but that wasn't needed this year as the rules allow for a team size of up to six pilots who have previously competed at the JWM and two rookies. The 2015 US Team comprises Andy Andrews (Captain), Jason Bauer, Dave Brawley (Manager), Scott Harris, myself, David Ribbe, Rod Snyder, and Roger Shipley (Chairman). The team is hard at work getting new models built, planning, budgeting, and fundraising. It is a solid and experienced team with all pilots having been involved with at least two previous JWM competitions so we are hopeful for a strong showing in Germany next August.



Team USA patch for the 2015 Jet World Masters.

Alright, so that's it then. Until next time, keep the shiny side up and the dirty side down, at least while landing.

Jim



AMA Liaison

Keith Sievers

AMA Update

With Bob Klenke taking over the President's position in the JPO, I am fortunate to be able to stay on with the organization in the newly created role of AMA liaison. I have chaired the AMA's insurance committee and am now serving on the Safety Committee, so I have a long history of working with the staff, the president and many members of the EC. In my new role, I will hopefully serve as a reliable and credible source of information on AMA issues that involve the jet community.

In my first column, I will briefly cover Federal Aviation Administration (FAA) regulation and the AMA's quest to become a Community Based Organization. In my next column, I will tackle First Person View.

The AMA as a Community Based Organization: The FAA Modernization and Reform Act of 2012 was passed by Congress and enacted into law. In short, one of the principal intents of this legislation was to exempt model aircraft from FAA regulation in most instances, as long as model operations are conducted in accordance with the rules and regulations of an FAA-approved Community Based Organization. The AMA has been working with the FAA for well over a year to gain approval as the CBO for model aviation. You should be aware that the AMA has been very supportive of all aspects of the modeling community, including turbines, which are understandably a hot topic for the FAA, and we should appreciate the AMA's position of "leaving no segment of the modeling community behind" in their quest to protect our hobby as we know it. The JPO will issue an update to the membership at such time as the AMA gains approval as the CBO.

FAA Recent Regulatory Action: On June 23, 2014, the FAA published a rule that clarifies the agency's interpretation of the Special Rule for Model Aircraft provided by Congress

as part of the FAA Modernization and Reform Act of 2012. This interpretation significantly alters the congressional intent of the Special Rule that was designed to protect model aircraft from onerous regulation, and it dramatically impacts the aeromodeling community by establishing new criteria and operating standards that model airplanes have never been subject to in the past. The public comment period ended on September 23, and as *Contrails* goes to press, we are waiting to see if any changes are forthcoming from the FAA.

In the interim, a number of groups, including the AMA, have filed a lawsuit to combat the FAA actions. The AMA believes that the Interpretive Rule is contrary to Congress' stated prohibition from creating ANY new rule or regulation regarding model aircraft. Also, by creating new standards and operating criteria, the proposed FAA interpretive Rule is effectively a legislative action and is not in compliance with the rulemaking procedures mandated by Congress in its Administrative Procedure Act.

To confuse matters further, on October 10, the FAA announced that Advisory Circular 91-57, "Model Aircraft Operating Standards," published in 1981 was cancelled. While the FAA does plan to cancel AC 91-57 and replace it with the current sUAS policy and the "Special Rule for Model Aircraft" mentioned above, this can't occur until the special rule is enacted and the lawsuits resolved. The FAA quickly communicated that the announcement was premature and the cancellation notice on the FAA webpage was posted in error.

The implications of this rule are too complicated to cover here and due to publication lead times, there may be breaking news by the time you read this. The best source of information is the AMA governmental blog at: <http://amablog.modelaircraft.org/amagov>

My email address is pilot114@aol.com, and I would gladly respond to any issues or questions you have relating to AMA policies, issues or regulations as they apply to the jet modeling community. This includes any and all forms of jet modeling, including turbines, EDF, ducted fans and pulse jets.

Keith



District III Report

Mark McCracken

Ohio
Pennsylvania
West Virginia

Our 2014 flying season is coming to an end, but the building season is getting under way for just about every jet pilot, whether it be fixing up one of our favorites, replacing one of our favorites, or just spending many hours searching for something new. As many of you know, I have flown just about as many flights on my Boomerang XL that I can get away with, and have decided to replace it with an *Ultra Flash* from Comp-Arf.

As for the build? I am halfway complete and it has been an easy one. Elevators, rudder and the wings were an easy process, now to tackle the fuse. But this is where I stopped, as I am waiting on a package from Austria.

I wanted to add lights to the *Ultra Flash* and spent a lot of time deciding where to purchase the lights needed to fit the few jets I am working on.

uniLIGHT. Please remember the name of this Austrian company. At the last jet rally, I had the chance to look at these lights as Sean McHale was installing them in his F-104. So, next time you are sitting in front of your computer look up uniLIGHT.at and click on "International WEBSHOP," it is a candy shop for all types of aircraft. Controllers, spotlights, lights, afterburners, and much, much more.

Taking my own advice, I sent an e-mail asking a few questions. Being halfway around the world, I expected I would get a reply in a few days, however, the next morning I had a reply from Ulrich at uniLIGHTS. We ended up trading a few e-mails over the next couple of days and I placed my order. Lights for three jets are now in the mail, a new set for the L-39, drop out spotlights for the *Ultra Flash* and landing lights for my *Turbo Raven*.

Payment was easy, as Paypal is their preferred method, which I used. But next time, I will have to make sure I send it in EUROS instead of US dollars. Here's the best part, after I made my payment, later that day I had a confirmation e-mail and a "Fed-Ex" tracking number. After looking at the tracking site, I should have my package within a week.

In the next issue of *Conrails*, I will write about the uniLIGHT products and how they were installed in my three projects.

As always, I have to give a big shout out to the guys at the Farview field in Hamburg, PA. Hosting two jet rallies a year, let alone only eight weeks apart with a three-day Giant

scale event in between the two, and do an amazing job hosting them, is tough to do. Both events have about 70 pilots attending, with tent set up on Wednesday and non-stop flying through Sunday late afternoon.

Even though the weather gods were not in favor of the October event, there was still plenty of flying, all while having conversations with many friends to tide us over as this will probably be the last time getting together until next season begins.

Winners from the October event are as follows; Harold Little won Best Electric for his BVM *Bandit*, Paul LaTorneau won Pilot's Choice with his Flite Metaled T33, David Wo got Best Scale Jet with a Jet Legend L39, Scott Bonomo got Best Sport Jet for his *Avanti S*, and Nir Schweizer took home the JPO Top Gun Award for his tireless help that he gave to others over the weekend. Several photos follow at the end of the text.

I hope everyone stays warm this coming winter/building season. As I have stated before, if you are building something new and would like to share, send me your info.

Have a building tip? New tools? New trailer set up? Let's share it in the next issue, just send me your info and pics.

Enjoy the upcoming Holiday Season!

Mark



Continued on page 3.

District V Report

Danny Diaz



Alabama
Florida
Georgia
Mississippi
Puerto Rico
South Carolina
Tennessee
US Virgin Islands

It's that time again and before I get started, I want to thank Keith Sievers for a job well done during the years he spent as President of JPO! His dedication to the organization has continued to keep our passion moving ahead, and I also would like to welcome the new President! He has a great vision and will continue to move JPO forward.

As the flying season winds down, well, for the guys up north, we continue to plan and fly down here in HOT Florida. It is exciting to see how the hobby continues to grow and even though there are issues to be worked out between FAA and the AMA, hobbyists continue to have great spirits and continue to have fun!

I attended Super Jet South where the crowd is both welcoming and always in great spirits! I was able to see old and new friends and I was able to present the Top Gun Award to a pilot who showed an excellent attitude towards helping anyone who needed a hand, great flying skills, and beautiful aircraft. He was flying the Tomahawk *Viper Jet*, Mr Scott Farris.

The event had nearly 90 registered pilots and beautiful skies! We had a great time and got to see some fine jet flying! Steven Hoyt brought one of the two J10s flown in a pairs-demo at the last two Jet World Masters. Steve is known to think his jets are helicopters, and J.C. Little captured him in a hover.



J.C.Little caught Scott's Viper Jet both coming and going.



The flight line was packed and jets were flying non-stop!



District V Report (cont'd)

Danny Diaz



Our Top Gun Award recipient is a study in concentration as he and his father fly the Tomahawk Viper Jet.

In this article, I also wanted to talk about the end of the sale of an iconic airframe. Right after Georgia Jets, I spent a few minutes talking to Charles at Yellow Aircraft and he confirmed the news that he would no longer be importing airframes and the one that I think will be missed amongst all the great kits is the Yellow F18-twin. I have flown and owned the F18 and boy, what a beauty it is. I also was able to pick up one of the last two kits available before they were gone for good and I am excited to build it and will thoroughly enjoy doing something that I feel is a dying art with the advent of ARF's, and now, even plug and play jets.

The jet hobby has progressed very quickly through the years and ARFs have become pretty reliable for the most part. However, they still require knowledge in the construction and safety of these airframes to make sure everything is how it should be and that your airframe is air worthy. Many of today's jet pilots who have experienced having to build airframes in the past, have gained a great amount of knowledge and as we inspect an airframe that is purchased as an ARF, that experience allows us to know what we are looking for and to properly assess any abnormalities or deficiencies in the ARF so we can make appropriate repairs or upgrades.

The ability to purchase an airframe and get it up in the air has become simpler than we could have ever imagined. Companies are now offering airframes that have servos, wiring, retracts, and pipes installed. All you have to do is install your radio and turbine. Having said that, it is still our responsibility as pilots to inspect the work that has been done with the understanding that it is our responsibility to make sure that the aircraft is assembled correctly and that the airframe and its components are going to perform as needed for a safe and successful flight.

These advances in availability of almost complete, and complete airframes, allows pilots to focus on enjoying the flying portion of the hobby leaving the building work to the manufacturer. Having said that, new jet pilots who come into the hobby will need to take it upon themselves to self-educate by researching, reading, and using local resources such as the internet and current jet pilots for advice and suggestions. Maybe even an inspection of their airframe by a more experienced pilot could save a lot of grief.

Well, that is it guys until the next issue! I look forward to attending a couple of events and will bring you some coverage of these events.

Thanks!

Danny

District VI Report

Dave Brawley



Illinois
Indiana
Kentucky
Missouri

Hi, I'm Dave Brawley, recently elected as the rep for District VI. I'm both a full-scale jet pilot, and a model-jet pilot; and I'm addicted to speed - what can I say? I fly mostly sport jets and am a rep for Wren, Jeti, and Bavarian Demon Cortex. This is my 7th year flying r/c jets.

It's near the end of the flying season for us, and to finish up our season, we held Route 66 Jets in early September at the Litchfield Illinois Municipal Airport. We had a grand time flying basically non-stop for several days straight. Roger Shipley is the Organizer and host, Jerry Crow, the CD, and Ron Colbert, the Deputy CD so of course everything was well organized, well briefed, and ready for us all when the pilots arrived. Jim Wright is the airfield representative, and they basically close the main 75' x 4000' main runway just for us to fly so it's an absolutely superb flying site. We'd like to thank the airport management for hosting us each year. They go the extra mile to provide hangars for airplane storage at night, and security for all. The weather cooperated pretty well, although we had a few periods of rain, overall it was good with a touch of crosswind, but that just makes you better. Not a problem with a wide runway though, just be wary of the taxi lights.

We had pilots from as far away as Arizona, Oklahoma, Arkansas, and Canada, and even the Chicagoans showed up. Needless to say, there was lots of flying each day. Thank you to all the pilots who made the trip.

The Litchfield community supports the event very well, and everything we need is available. R66 is always one of my favorite events because of its wide open, nonstop action with lots of jets, electrics, foamies, and night flyers. You never know what you will see there. We line up the campers along the taxiway and have fun.



Pilot meals were provided by Keith Yates and his wife, and if you left hungry it was your own fault.



It was especially neat to see continued upgrades to the awesome SR-71 of Lance Campbell and Jerry Crow.



It was great to see Keith Yates maiden his *Dolphin* after hours,



and Rich Miller with his. Rich has since joined Team Jeti.



Joe Funk's HUGE *Panther*.

District VI Report (cont'd)

Dave Brawley



Jim Hiller's DerJet Vampire.



So many other beautiful planes!



We even had a surprise visit from an old friend, Lynn Elston with his F-15 double ducted fan that's been hangared for seven years. What a cool blast from the past!



Andy Andrews loaded up his entire fleet including his awesome Jet World Masters Metal Morphed F-86.

The award winners were:
 -Electric Jet: Ryan Robertson – *Habu32*
 -Sport Jet: Jerry Bowling – *Flash*
 -Military Jet: Jim Hiller – *Vampire*
 -Scale Jet: Roger Shipley – *Hog*
 -Best of Show: Lance Campbell – *SR71*
 -Special Recognition: Andy Andrews- with his entire fleet of *UltraBandit*, *F86*, *Lightning*, and *Rafale*.

Thanks to Roger, Jerry, Ron, Jim, and the Gang. I hope to see you all next year

Dave



District VIII Report

Ron Schwarzkopf

Arkansas
Louisiana
New Mexico
Oklahoma
Texas

Hello again from District VIII. Our district is in full swing with jet events - some of which I was actually able to attend. It seems I currently have more airplanes in maintenance mode than in the preferred flying mode, so I have some work to do.... My MiG-21 project still occupies the building table - since once I've got a project going, I prefer not to stop to work other stuff, lest I lose my momentum! The clock is ticking for the next event I plan to attend, so I better try to slide the MiG over for at least a couple days to get my PST *Reaction* ready for Arizona Jets.

MiG-21 Project

Work continues on my Fei Bao MiG-21 that I picked up quite a while ago and the rivet work on this beastie is finally done. It is much easier to apply rivet (or fastener) detail on Flite Metal than onto a painted fiberglass surface - that is for certain! I've sliced/diced and butchered a military pilot from www.militarypilots.com so that the little guy fits into the MiG cockpit.

I have discovered (the hard way) that one thing to you must realize when stuffing a pilot into a model is that the *scale* of the model, and the *scale* of the pilot might be as similar as a DC3 and an F22. With the pilot being 12 inches tall (or rather, he USED to be) which corresponds to a 6 foot tall pilot (the pilot is 1/6 scale), I didn't think I'd have an issue fitting him in a 1/6.5 scale cockpit, but I still did. Perhaps next time I'll go down a bit smaller in scale with the pilot. Then again, never having sat in a MiG-21, I'm sure it is cramped quarters. Then again, good luck finding a 1/6.5 scale pilot! Lucky for me the pilot did not complain too much as I belt sanded his biceps and shoulders, and then removed everything below his beltline so we can squeeze him into the bang seat.

I am a bit disappointed with the inlet ducting on this model. For such a long length, the duct wall has very little thickness, and I'm concerned with possible duct collapse - although I have not heard of any reports from current owners. I will likely use a FOD screen on the turbine, then perhaps segment the ducting and remove portions, while adding some fiberglass layups to stiffen the duct in certain areas. I'm also surprised the bypass included in the kit doesn't fit very well in this model. I may go ahead and lay up my own bypass. These issues can all be resolved.

I felt that for a scale or semi-scale model, not a whole lot

of attention was paid to the very aft end of the model, near the exhaust. To help address this, I modeled up a representative exhaust nozzle on a CAD program, and arranged to have the cad part made with rapid prototyping material. From here I can use this resin printed part to make a mold that can be used to create a fiberglass flight-weight nozzle shape. I've used a similar process on my F-107A, and although the F-107A plug was more of a hand-tool shaped task, it turned out reasonably well.



Southwest Jet Fly, Waco TX

Early September was time to head South about 90 minutes, to this event held at the Heart of Texas Model Airplane Club field. This has been our district's "big event" for several years, and this year it attracted just under 70 pilots, from Arizona in the west, Colorado in the north and Mississippi in the east. The weather was a bit hot, but it has been worse in the past - we just had to pant a bit more! Lots of flights were made from the 800 foot runway and we saw some newly finished projects show up - including Derrick Martin's nicely detailed BVM F-100.



The work-in-progress A-6 Intruder of Ray Thompson and Elmer Harris that I mentioned in our last column also showed up - farther along than the last time we saw it in Mt. Pleasant - with the first parts having been pulled off of the molds. It is of a size where one could make it into an EDF, if desired. I hope progress continues! Maybe we'll see a

District VIII Report (cont'd)

Ron Schwarzkopf

flyable version early next year - the A-6 is always a model flyers inquire about.



Back to the event, the club did a great job providing plenty of food onsite, from pizza to hamburgers to shrimp boils. Another "hats off!" to Larry Garrett - CD of the event, and all of the club members for allowing this event to happen at their field.



Ad Clark flew his venerable *Bandit* with tip tanks this flight.



Scott Marr in the flair with his Aviation Design *Diamond*.



Greg Moore's colorful *Flash* was in the air constantly.



This Aviation Design *Scorpion* was painted in digital camo.



Joe Kouzez does a slow fly past with his CARF T-45.



David Elizondo smokes on past with his Skymaster T38.



Jimmy Smith does a knife-edge pass with his CARF *Hawk*.



The AZ gang brought several DV8Rs.



Buck Garza, ever the Marine, painted his *KingCat* in Spinach camo so that he could say: "find me if you can."



Bob Brubaker's *KingCat* is complete with lights and smoke. He flew it seemingly from dawn 'til dusk.



Barry Raborn's very large Tomahawk *Hawk* casts an impressively large shadow.



Ron Schwarzkopf's *Bandit* seemed to always be *SMOKIN'*!



The Houston gang's large *Panther* and *Crusader* getting ready for a day of flying.



Vernon Montgomery's Skymaster *Cougar* is impressive.



Ad Clark shows us how an F16 is supposed to land.



District VIII Report (cont'd)

Ron Schwarzkopf

T-38 Jet Rally, Lubbock TX

The T-38 Jet Rally used to be held at what was once Reese AFB (then closed for full-scale operations), and the club operated off of one of their 10,000 ft runways. The Wings Model Aircraft Society has since relocated to Abernathy - located on the Northeast side of Lubbock TX, for their current model field. They have about 1000 feet of runway that is usable (who really needs 10,000 feet, anyway?) John Johnson did a great job of CDing the event, along with other club members assisting. I believe 26 flyers showed up at the event.

I was told the weather was quite nice until I showed up on Friday - then the winds picked up to what seemed 25-30 mph and got to be a bit on the cool side, which really tapered off the flying. Saturday's weather was much improved, and any remaining wind was almost right down the runway, so that was the busy day for flying. On Saturday night, John Johnson invited the attendees to his house for some tasty fajitas and for the awards. The club is working hard toward getting the runway resurfaced, so next year should be even better. We saw some impressive flying from several attendees, including Nick Johnson with his BVM "plug-n-play" *Thunderbird* F-16 (below), as well as Les



which appeared to fly as if they were rocket-powered! It was also the first event for Bryan McLarty's new PST *Reaction* (below).



Powered by a JetCat P-90, it appeared to be a great power match. Bryan took the time to repaint the model to give it a color scheme inspired from a British *Seahawk* aircraft, and the result was wonderful. Seeing his model convinced me I should do the same for my *Reaction* one of these days. So, once again, bottom line for this event, is I hope to go again next year!



Mark West's colorful Stars and Stripes *KingCat*.

Jetoberfest, Houston, TX

I really was planning to attend this event, but due to maintenance issues on a few of my jets, and other reasons mentioned earlier in this column, I had to pass on making it. I really hope to make it down to the Houston area next year for their events.

Happy Landings

Ron S.



Morrow's recently finished 2 x JetCat P-100 powered Skymaster F-4 (below) and several *Ultra Flashes* - some of



District IX Report

Mike Warren



Colorado
Kansas
Nebraska
North Dakota
South Dakota
Wyoming

The end of Summer has arrived, bringing with it the September surge of events. In Colorado we had "Warbirds over the Rockies" held at the Arvada field, as well as the Love-Air Jet Rally near Fort Collins.

To fill out the month there is the jet fly in Waco, TX. and for the bucket list you have JetPower in Bad Neunhar, Germany. It would be grand to be able to attend them all!

Rocky Mountain Regional Jet Rally

Flying somewhat beneath the radar, this is an event overlooked by many - which means more uncongested air for the pilots! Held at the Love-Air Field outside of Fort Collins, CO from September 26-28, the weather subjected the 14 pilots to 70 degree temperatures and lots of sun ... not to mention lots of flights!

Planes ranged in size from a *foamy* twin 70mm edf Me262 to a Boomerang XL and Comp-arf *Lightning* - so there was plenty of variety! With a long 900-foot runway, there is room for most everything and is an event that is posed to become a nicely-sized regional event. Look for this one next year and make plans to attend - it's worth it! Keith Davis and Phil Nuckles (the CD) provided some photos.



Greg Moore's Dynam Me262 twin-EDF poses for the camera.



Ken Montblatt's DV8R flew well, and often.



Jim Emory's large BAE *Hawk* departs for another flight (above) and then smokes on past the flight line (below).



Larry Laughlin taxis his *Lightning* out for a flight.



Bob Motazediz smokes through a Cuban-Eight.



Early arrivals setting up in the morning chill.

District IX Report (cont'd)

Mike Warren

Scale-Model Ejection Seats:

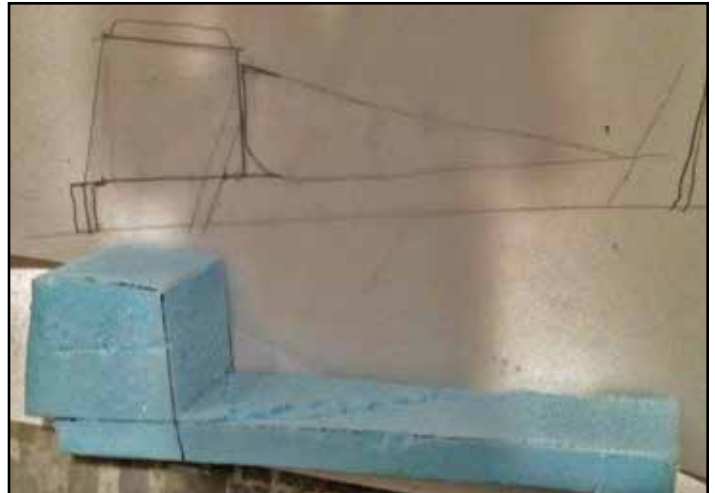
How many of you have a scale-model, often an ARF, that comes with either no cockpit detail or a cartoon embarrassment of an ejection seat that is undersized, not scale, and lacking in any scale detail? For models of typical fighter types the canopy is huge and a proper pilot and ejection seat can be a focal point for a scale model "looking right" versus just having a basic plastic pilot bust and vacuformed "sort of" ejection seat.

Global Jet Club has a few nice cockpit offerings for its more popular scale subjects such as the F-15, F-16, *Hawk*, and *Mirage* series. What about the older British "classics" like a Hawker *Hunter* or a vintage Mig? A suitable 1:6 "fast jet" pilot is reasonably available from the likes of BlueBox Toys, so that is not insurmountable. But what about a proper (and very recognizable) M-B Mk3 seat for a Hawker Hunter or any of the '50's to '60's era British fighters?

I was faced with this very dilemma when I got my Flying Legends/Global Jet Club Hawker *Hunter*. So, the question becomes, what to do? My answer was to build a one-off to suit. It can be a bit time consuming, but it does make a perfect winter project and is dead simple (not to mention lightweight) to do. So, following is a quick and dirty of my build.

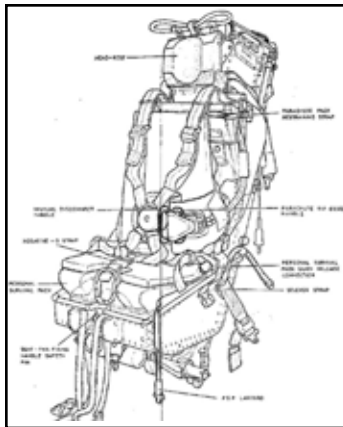
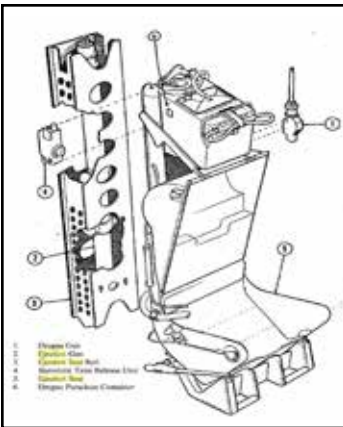
As in any scale modeling project the first order of business is to gather as much detail as possible of the subject (previous column). Photos, drawings, and smaller resin or plastic kit offerings are all a great resource. Now get out your drafting paper, pencils, straightedge, French Curves, and imagination so you can draw a (in my case very crude) 2 or 3 view plan at the chosen scale to fit your pilot and model. My effort was a bit easier since the Hunter is 1:6 and conveniently a "BlueBox" F-18 pilot is about the same, so a suitable-size pilot was fairly easy.

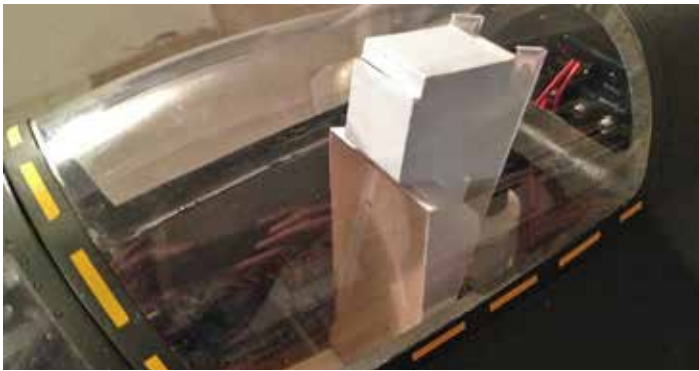
Next comes transferring the plan dimensions to a chunk of blue foam (as in blue foam sheet insulation from Lowes or Home Depot) to create a crutch, which becomes the foundation for the rest of the build. The balance of the materials were 1/64 and 1/32 ply, 1/32 G10, then styrene sheet and various styrene shapes like round, square, and I-beam from the local hobby shop.



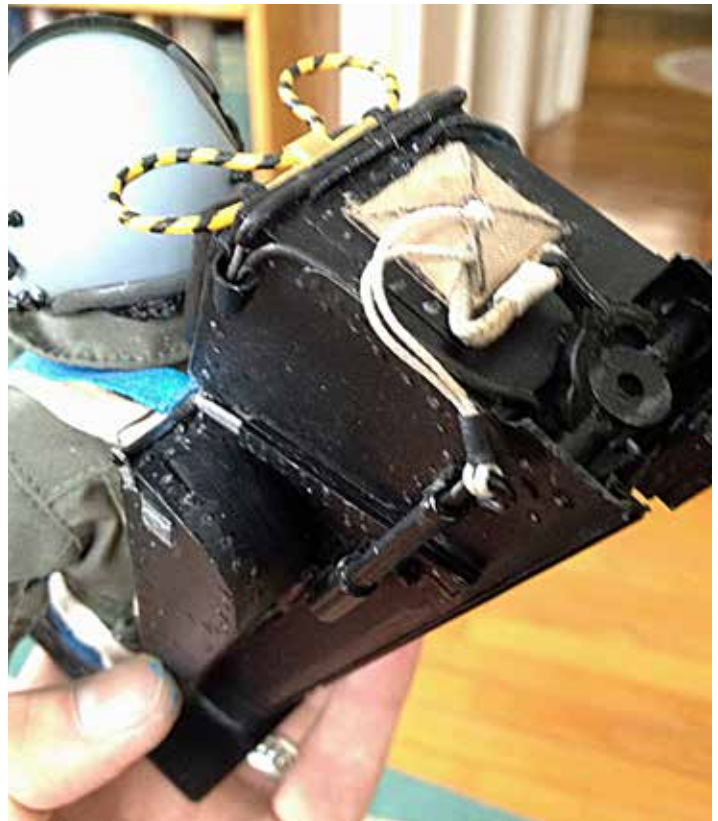
The blue foam "crutch" is then laminated with sheet styrene using contact cement to form the basis for the frame and headrest of the seat, and the G10 was used for the seat bottom and a "spine" to provide the necessary strength to support a pilot and chosen mounting method into the cockpit.

Fabrication of the seat pan and parachute pan are of ply and styrene sheet, which are then cemented to the frame of the seat. Now you have something that looks like it could be an ejection seat, and the total time involved is maybe two hours, less the glue drying time, if that.





Detailing the seat is where your desire and patience are the limit! Using those photos and bits of styrene shapes, music wire, even lengths of solder, you can replicate the baro-timer, drogue gun, face curtain, and other obvious details. My solution to the rivet detail was small pinhead dots of RC56 canopy glue applied with a toothpick. The whole was lightly sprayed with satin black then very carefully dry brushed with ModelMaster aluminum acrylic and a fine point brush to bring out the rivet detail and general wear and tear that a seat in service would show.



One last note: unless the poor guy is about to eject, his head and shoulders are NOT back against the headrest in the brace position ... he should be leaning a bit forward against the harness with his head looking around!



I raided the local Michael's craft store fabric section for suitable color and texture cloth to fabricate the drogue chute cover, harness, back pad, and parachute pack. The back pad and 'chute pack were carved from the same blue foam, then the cloth was stuck on with contact cement.....no sewing involved!

Total effort? Probably less than 10 hours. And since this is mostly foam and thin-sheet styrene, the seat assembly does not weigh much. Radical limb and body amputation on the poor pilot eliminated some of his weight, and his shape was restored with a carved blue foam body and Dacron stuffing here and there.



Check 6 mate! Now off to the Officers Mess for Bangers & Mash with a pint.

Mike

District X Report

David Reynolds



Arizona
California
Guam
Hawaii
Nevada
Utah

As I write this Best in the West has just wrapped up. I planned to go this year, but the transmission in my truck decided otherwise. Judging from the videos and pictures posted online, it looks like it was another great event. Fortunately, I had a few photos sent to me (I think it was to rub it in that I was not there....) You can find a nice video of the event at: www.youtube.com/watch?v=650j9bFG07I, which is also up on the Jet Pilots Organization District 10 Facebook page.



JPO VP Jim McEwen shows off his *re-Reaction*.



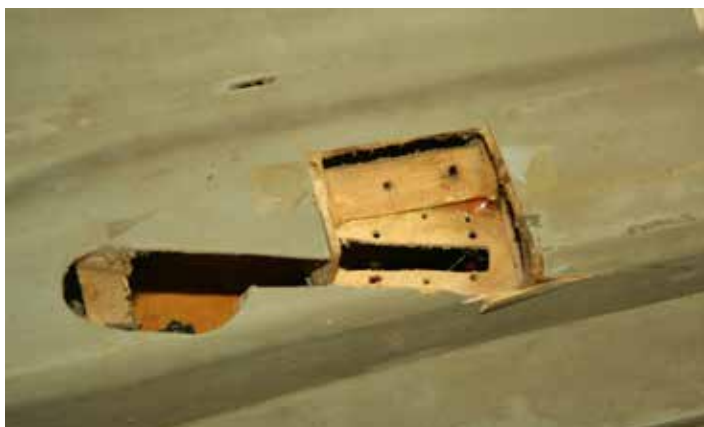
District X Report (cont'd)

David Reynolds

Way back in the day, my dad and I flew control line, including a few ducted fans. He even flew one of them, a scratch built *Viggen* at the second Arizona Jet Rally. The *Viggen* met an early end during a demo flight when it was caught by wind shear. His second effort, an F-15, had some issues with retracts and ended up living in the rafters collecting dust.

I have been eyeing it for conversion for some time now and finally went to battle with the cobwebs and dust bunnies for another project. Some basic stats: a 39-inch wingspan, 51-inches long and an empty weight of 30.5 oz with balsa and ply construction. It's long been legend that my father has an army of specially-trained termites that live in his shop, but the fact that he takes his postal scale with him to the hobby shop to buy wood might also have something to do with it. It was powered with a Kress RK740 fan unit and an O.S. .46VRDF. Other than problems with retracts constantly breaking, it flew quite well.

Current plans are to convert the fan over to electric and make it R/C. There are more retract options now than twenty-odd years ago, so that one issue should be easy to solve, and a 4-inch EDF system is an easy thing to accomplish. For control, I will simply run tailerons for ease of conversion. I'm shooting for an all-up weight of around four to five pounds.



That is all for this time around the patch, next time I will have pictures from the Arizona Jet Rally plus whatever you send me.

Until then, keep the low passes where they belong.

Dave



District XI Report

Bob Brusa

Alaska
Idaho
Montana
Oregon
Washington

Jets Over Whidbey was a great success at the end of August, as well as Princeton Jets in Princeton, Canada in the middle of September. I apologize for no photos as I was late with my report and had only enough time for this short report. I'll have some pictures in the next *Contrails*.

As a reminder, it is once again time to renew our dues for 2015, so if you haven't done so yet, please give it some consideration. Dues are still just \$25.

I'm looking for someone to take over the role of the JPO representative for Dist XI. The secretary/treasurer position that my wife has is a very time consuming role, and I assist her with it. I would like to devote more time to that position with her. Please contact me if you are interested and we can discuss it.

Have a great holiday season this year and hope that everyone has a healthy and joyous new year.

Bob

Treasurer's Report

Beginning Balance as of June 30, 2014	\$4,279.90
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Income

Dues - Cash/Check	\$0.00
Dues - PayPal	\$275.00
Total Income	\$275.00

Expenses

Postage	\$67.54
Stamps	\$9.80
Trophys	\$955.80
Contrails	\$983.64
Total Expenses	\$2,016.78

Ending Balance as of Sep 30, 2014	\$2,538.12
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Official Ballot

Vice President:	Jim McEwen	_____	Other: _____
District II:	Len McIntosh	_____	Other: _____
District IV:	Ron Stahl	_____	Other: _____
District VI:	Dave Brawley	_____	Other: _____
District VIII:	Ron Schwarzkopf	_____	Other: _____
District X:	Dave Reynolds	_____	Other: _____

Ballots to be sent to JPO Secretary/Treasurer
7433 McCormick Woods Dr, SW
Port Orchard, WA 98367

All Ballots must be received by January 31, 2015.

Canada District Report

Jeff Daly



By the time you all get this edition, winter will have set in and most of our jet flying will have to wait until the spring thaw. That usually means the famed building season is underway ... oh yeah, and work around the house that was put off during the flying season.

Big news for JPO is that we have a new President, Bob Klenke. Bob is passionate about jet modelling and I look forward to meeting and working with Bob. I know that Bob will build upon what Keith Sievers had well established as the previous President of JPO. Thanks Keith for all your efforts with leading JPO for many years, and sticking around as the AMA liaison.

So, back to building season. After many months of waiting, I took delivery of a 1:7.75 scale Skymaster F-4E painted in a custom European camouflage paint scheme that was actually a QF-4 from Tyndall AFB. I think it's cool looking, even if it's sorta ugly green with grey. My intentions are to write a build article on it, more or less to update the build review that Keith Sievers did on his F-4 a few years ago (see knowledge base on the JPO website). My F-4 will have the triple tanks, two triple ejection racks, Details For Scale lighting system and drogue chute, and a big block Jet Central *Mammoth* with full bypass. As of November, it's still sitting in my shop staring at me, but I've been disciplined to finish a non-jet model ... sorry, but it is a very nice giant scale P-51B.

Looking back at this past flying season, I wish I had gotten out to more events. That work thing gets in the way, and my family and I went on a relaxing trip down east to the Canadian Maritimes. Nevertheless, I did get to Kentucky Jets, Wingham Jets, and to Thunderthrust over Chatham Kent, and I had a lot of fun (probably too much fun at Thunderthrust)!

For this edition of *Contrails*, I have event coverage from the Thunderthrust over Chatham-Kent jet rally, of which the event organizer, Peter Doupnik, has prepared a report for me...thanks Pete. Also, Paul Dries from British Columbia has submitted an interesting article on pilot complacency. I hope you enjoy it and remember to find your own repeatable routine as prevention against lining up "the holes in the Swiss cheese" causing a catastrophic accident.

For the Canadian pilots out there, don't forget to renew your JPO membership for 2015!

Jeff

ThunderThrust Over Chatham Kent Municipal Airport - September 2014

by Peter Doupnik, CD, MAAC Jet Committee Member, Deputy Zone Director

This event was held from September 19-21, 2014 and was the last scheduled jet event in the Southwest Zone of Ontario. From all indications it was a doozy.

30 pilots from Ontario and Michigan made the voyage to bring the jet season to an end. There were over 60 jets and one turbine helicopter with the usual mix of scale, sport airplanes and turbine-powered gliders. Some of the more memorable models were Doug Boyle's A-10, Richard Muller's F-15, Mike Block's F-4 *Phantom*, Jeff Truemner's Mig 15 and Brad Metcalf's *Tutor*. On the sport side Jeff Daly's *Super Bandit* and Jeff Decaluwe's *Flash* were very fast and graceful.

There was one pilot that struggled all year to get his F-16 dialed in. Well, it all came together for him and he had an excellent flight. Talk about one happy modeller. Way to go, Brian!

I brought my DV8R and F4D *Skyray*. Both were sold at the end of the event and there were a lot of good deals to be had.

The JPO Top Gun Award was received by Doug Boyle and it was well deserved. Doug is an interesting fellow, and the more I get to know him, the more I like him. He is always there to help and has that sharp sense of humour that keeps the laughs coming.

The formal dinner and prize presentation was held at T Bones Restaurant on Saturday night and some of the prizes that were given out were:

Worst Shaky Knees - Brad Metcalf
Most Landings in One Flight - Jeff Truemner
All Talk - Rick Bruce
The Runway Taxi Champ - Ted Anton
Most Toys - Blair Howkins
Fastest Lowest Pass - Jeff Daly

These guys were so happy that they continued to celebrate well into the morning hours. I would like to say more about that, but I was sworn to secrecy.

A very big thank you to all our sponsors: Altecure RC, Jet North, JR, Big Boys With Cool Toys, and McGrail Farm Equipment Chatham.

In closing, I would like to thank Marion Smith (Airport Manager) and the Chatham Aeronauts Club for helping me put on a great jet rally. Next year we plan on making this a four-day event. Hope to see you there.

Please enjoy some photos from the event.



Peter Doupnik's F-4D Skyray on take-off roll.



Richard Muller's F-15 taking off.



Paul Sousa and his F-84 Thunderjet Thunderbird.



Jeff Squire and his *Rookie*.



Blair Howkins' massive Tomahawk *Viperjet*.



Maddog's smart looking Snowbird *Tutor*.

Complacency

by Paul Dries, JPO Western Canada

I recently was at an event where a beautiful scale jet was lost on takeoff in seemingly perfect conditions. Clear skies, nice temperature, no other aircraft in the air and a 75 x 4000 ft runway, so there was zero pressure on the pilot to make a mistake. The pilot in question has plenty of years of flying experience, including at least 10 flying jets of various types and configurations. After the crash, there was no evidence of radio equipment or turbine failure, so why? Essentially, it came down to complacency.

A friend of mine who flies commercial aircraft for a living had a discussion about pilot training and complacency. One of the issues he highlighted was that crashes, or incidents, where weather or equipment failure were not a factor, could usually be contributed to a chain of 3 or more events. A simple error led to another, compounding on the last, increasingly putting stress on the pilot, and reducing the pilot's ability to make sound judgements. He mentioned that part of the training he received was to recognize those chain of events early and take actions to break the chain.

Most will recall the recent crash of a Korean Air lines 777 jet landing at San Francisco's airport. The 777 has become known in the industry as one of the most reliable passenger aircraft and the weather conditions on the day of the flight were close to ideal. I watched a YouTube video by the NTSB which graphically illustrated the chain of events leading up to the crash. The basis of the problem was the automated guidance system, that many IFR pilots rely on for landing procedures, was offline for maintenance. The airline knew this before the flight plan was filed, and even though the pilot in command had seniority, he had very little experience on this aircraft without the guidance system. Mistake #1. Due to an error in the settings of the autopilot, the aircraft, when flying the approach, was too high on the glide-path and in response the pilot reduced the throttle settings to increase the sink rate. Mistake #2. Following landing procedures, the co-pilot added additional flaps as the aircraft approached the threshold of the runway, further reducing the airspeed. At this time, the pilot noticed they had now sunk below the glide-path and pulled up on the elevator in an attempt to correct. Mistake #3. I think you can see where this is going, but by now the flight crew was in trouble. The airspeed had dropped well below aircraft limits, warning systems were going off and the spool up time of the engines plus the added drag of the flaps meant the aircraft was not able to accelerate and the aircraft struck the rocks a few hundred feet before the threshold of the runway. Thankfully, the aircraft skipped over the rocks and crashed along the runway as the situation could have been much worse.

What's really sad is there was no contributing factors to the crash other than pilot error. The pilot knew before he took off that the automated system at the destination airport was offline and he had in excess of 10 hours to review the flight procedures, have a discussion with his crew about the landing and make a plan. In my opinion complacency was the major contributing factor.

So back to our models. We fly these planes with little to no feedback of the aircraft's operation other than visual

feedback. This limits our ability to foresee problems, such as a stall induced by airspeed and attitude conditions, until it's usually too late, especially in the takeoff and landing modes where you don't have the luxury of being "three mistakes high." So this puts additional emphasis on ground checks to ensure everything is in order. How many of you can honestly say you inspect your aircraft for problems before each flying session? As a buddy of mine said, "is your aircraft talking to you?" How will you know unless you are doing a thorough inspection?

Many events have a checklist where an inspector must sign off on your aircraft before you are cleared to fly. So why doesn't everyone have their own checklist to use on their own? To me, these checklists should be twofold, one for the aircraft inspection at the beginning of each event or flying session, plus a flight plan checklist before each flight. I once saw a suggestion made by a fellow flier with his preflight checklist laminated and glued to the underside of his canopies. I thought this was an excellent idea as it was an easy way to ensure you had the checklist with the airframe and it should be located in a convenient place to check it before every flight.

For the airframe checklist, paste it into the back of your logbook. You do use a logbook, don't you? It could even be a generic one that covers all your airframes and skip over the ones not relevant to that particular airframe. Even if you don't use the item, it will get you thinking about the task you are performing. Another suggestion is buddy up with another pilot so you use the same assistant/spotter every time you fly. You do use a spotter, don't you?

Back to the airframe that crashed. The crash happened at the end of a four-day flying session at a jet rally. The cause of the crash was that the flap setting on the aircraft was full flaps, which was left there from the previous flight's landing. The airspeed dropped dramatically after rotation and the crash happened within seconds of liftoff, but control was lost almost immediately. At that point, the pilot had no chance to recover. I truly believe that complacency had set in over several days of flying and the pilot simply forgot to check his transmitter before takeoff. You might say that the pilot should have noticed the flaps, but it's common with the airframe in question to use take-off flaps, so the difference between take-off and landing flaps might not have been immediately apparent.

Of course, in practical terms every situation and airframe is different, however the fundamentals remain the same. I'm guilty of taking much less care with my Boomerang *Elan* vs. some of my other jets, as the *Elan* requires minimal assembly at the field, and therefore gets less attention before a flight. The events that took place will definitely change my approach.

For more details and accuracy on the Korean Air crash: http://youtu.be/QVaQYhd_Qy0

Cheers,

Paul Dries

Officers and District Representatives

President

Bob Klenke
11620 Parsons Walk Ct.
Glen Allen, VA 23059
804-901-2666 (C)
rhklenke@gmail.com

VICE PRESIDENT

Jim McEwen
338 E. Larkspur Lane
Tempe, AZ, 85281
602-790-1695
ubereng1@gmail.com

SECRETARY/TREASURER

Carol Brusa
7433 McCormick Woods Dr, SW
Port Orchard, WA 98367
360-874-1517
carolbrusa@live.com

CONTRAILS EDITOR

Greg Moore
790 Royal Crown Lane
Colorado Springs, CO 80906
719-576-3781
jetflyr@comcast.net.

DISTRICT I

Brian Lloyd
184 Long Pond Drive
Dracut, MA 01826
978-979-5128
brianxx2@yahoo.com

DISTRICT II

Len McIntosh
51 Jesse Street
Freeport, NY 11520
516-623-1780 (H)
516-551-1819 (C)
mcintoshl@verizon.net

DISTRICT III

Mark McCracken
180 Blackman Street
Wilkes-Barre, PA 18702
570-760-6987 (W)
570-825-0713 (H)
jpnepa@hotmail.com

DISTRICT IV

Lee Reightler
108 W. Heather Road
Bel Air, MD 21014
410-838-4208 (H)
clrmd@msn.com

DISTRICT V

Daniel Diaz
6470 Buckingham Rd.
Ft Myers, FL 33905
954-993-1337
District5Danny@aol.com

DISTRICT VI

Dave Brawley
6626 Hursh Rd.
Fort Wayne, IN 46845
260-312-4078
dnbrawley@gmail.com

DISTRICT VII

Fredrick "Doc" Gambino
530 Marywood Dr. NE
Grand Rapids, MI 49505-4149
616-363-7390 (H)
616-485-6628 (C)

DISTRICT VIII

Ron Schwarzkopf
10436 Rancho Viejo Way
Crowley, TX 76036
682-208-6455 (C)
ronschwarzkopf@sbcglobal.net

DISTRICT IX

Mike Warren
102 Private Drive
Redstone, CO 81623
970-963-7447 (H)
505-453-2182 (C)
mwarren777@gmail.com

DISTRICT X

David Reynolds
6234 E 31st St.
Tucson AZ 85711
520 790-1076
dsr100@dakotacom.net

DISTRICT XI

Bob Brusa
7433 McCormick Woods Dr. SW
Port Orchard, WA 98367
360-874-1517
jpobob@gmail.com

CANADA

Jeff Daly
457 Landswood Way
Stittsville, Ont.
K2SOA4
Canada
613-836-7330
dalyfamily4@bell.net

AMA Liaison

Keith Sievers
pilot114@aol.com

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.

Send with check or money order made out to: "The Jet Pilot's Organization" to:

Carol Brusa, JPO Secretary/Treasurer, 7433 McCormick Woods Dr, SW, Port Orchard, WA 98367



Greg Moore
790 Royal Crown Lane
Colorado Springs, CO 80906

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**Greg Moore captured Derrick Martin's gorgeous BVM F-100
against the clouds at the Greater Southwest Jet Rally in
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