

Newsletter of the Jet Pilot's Organization

Contrails

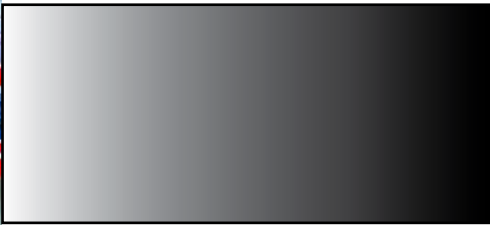
Summer 2017

Volume 29, Issue 3



David Reynolds captured desert, mountain and a landing airplane at Tucson Jets.

President's Report



For some reason I seem to be stuck in fast forward lately – a syndrome I'm sure many of you are familiar with. For me, it's meant that I wasn't able to finish any of my build projects in order to have a new jet for this flying season. I did, however, manage to complete all of the repair work necessary to get my *Panther*, *Euro*, and (small) L-39 back to flying condition.

In May, I attended the First in Flight Jet Rally in Wilson, NC. Once again, Larry Lewis and his crew conducted a fantastic event at a fantastic facility. The accommodations at the Wilson, NC Industrial Air Park are terrific and the City of Wilson and the local population are very welcoming. I was able to get a number of flights on my *Panther and Euro*. The L-39 had some brake issues and wasn't operational.



This year, Larry and his crew did something different in that they provided scales for guys to weigh their airplanes and had several LTMA inspectors available to assist in the inspection and signoff process for models over 55 lbs. This accommodation was generally received favorably by the pilots that attended and there were 4 aircraft that were inspected and given their LTMA permit to fly. Overall, there are over 45 LTMA aircraft on the AMA's Permit to Fly list (document 520-A) out of 130 LMA aircraft certified by the AMA overall. Given the large number of giant scale aircraft vs. jets, this says to me that the turbine community is being very conscientious with regard to the Large Model Aircraft rules. Kudos to those who have gotten their aircraft certified – let's follow their lead. Remember, for the LTMA-1 class (55lbs to 77.2 lbs) it's a self-inspection process, so it's not that difficult. There are also some changes coming to the LMA program that will make the process even easier and more convenient.

I was honored to receive the "Wright Stuff" award at First in Flight for contributions to the jet community. I consider myself to be the "custodian" of this award as there are many folks who have contributed their time and effort to the jet community and the JPO. We all do it because we love this hobby and the fantastic people we meet while pursuing it. Thanks to all of you for your time and efforts as well.

Bob Klenke



In July I attended the Jets Over Kentucky event in Lebanon/Springfield KY. The event is run by Lewis Patton and is held at the Lebanon/Springfield Airport. We have been attending JoK since the first one in 2005. We usually go early and make a week, or actually 9 days of it. It's fun to get some relaxing flights in early in the week and then go into spectator-mode and watch other guys who can't come until later in the week have at it. You can see from the photos below how the tent line changed from Monday of JoK week to Thursday. By Saturday, the scene was so hectic you had to pay attention to walk around all of the aircraft lined up on the taxi way. It was great fun as usual.



Lewis was able to get a flight or two in on his big F100 early in the week, too, but by the end of the week he was running around as usual making sure that all who attended - pilots and spectators, had what they needed to make it an enjoyable event. Hats off to Lewis and his crew for another well-run event. (see next page)

On an official front, you should have seen the email from the AMA, followed by an email from me, describing the changes to the AMA Turbine Waiver approved by the EC in July. The main change is the addition of a "turboprop waiver" to the AMA turbine-waiver program. As a "fixed-wing" waiver

President's Report (Cont'd)

Bob Klenke

holder, you can fly jets AND turboprops. The turboprop waiver is intended for guys who only want to fly a turboprop, and not jets.



BTW, if you did not get the email from the AMA or from me, it means that we don't have your correct email address. If this is the case, *please* contact the AMA *and* the JPO Treasurer, Sid Gates and make sure we both have it, we want to make sure we keep you up to date.

As I promised last time, I've gotten the JPO t-shirts printed up. I brought them to First in Flight and Kentucky Jets and offered them for sale there. They have proven to be very popular and it's also gratifying to see the JPO logo showing up at fly-ins again. You can see what they look like below.



I've made the t-shirts available via the website – go to www.jetpilots.org/merchandise to find them. The price varies a bit based on size because the base t-shirt price is more expensive for the larger sizes. The shipping will be via USPS flat rate boxes, which also varies based on the number of t-shirts (and thus the size of the box) you order. When you place your order, I'll get them out to you as quickly as I can!

Next on my list - after starting classes for the fall semester, of course, is Super Jet South in September and the Tiger Meet in October. I hope to see you out there!

Bob

From The Editor

As I have a 2 1/2 year old grandson, I do admit to daily sessions on Facebook looking for new photos or videos of him. Back in May, former President Keith Sievers wife, Robin, did some bragging for/on him and posted a photo of the plaque that he was presented as an AMA Fellow, specifically mentioning his service to the AMA as the President of the JPO.

I feel it is well worth its inclusion here, and to Keith, Hearty Congratulations!

Greg



District VII Report

Tim Toutant



Iowa
Michigan
Minnesota
Wisconsin

Summer is here and the flying season is in full flight mode. Due to family graduations and my now five month old grandson needing a bone marrow transplant, I haven't gotten to many events. However, with my grandson's transplant now complete, I can get to some of my previously planned events.

My first stop, before things got overwhelming, was at the PMAC's (Pontiac Miniature Airplane Club) Michigan Jet Fun Fly, which was well attended. Joe Hass brought out his menagerie of prop jets and flew them all.

There were three FMS 1500mm A-10s including mine which flew well, Herb Mills, and the other by Scott Taylor. Rain was forecasted by late afternoon, and it did come, but not before all the flying was complete.



There was a Navy HSD Turbine *Super Viper* that made an appearance but didn't get to fly as the FOD Screen loaded up with grass, preventing a good air flow.

Upcoming is the Selfridge Air National Guard Base's Centennial Anniversary. The Radio Control Club of Detroit will be on hand to do some flying and to display aircraft. I will be CD'ing the event and showing my Centennial A-10.



The maiden on this aircraft was completed on Saturday August 22nd and scored a perfect 10 on landing. I will be able to get pictures with the full-size aircraft in the same livery at the show. The dates for the festivities will be Aug 19 - 20, 2017. After that, it's off to Iowa for the "Fly Iowa Air Show" and the "AMA Foundation Jet Rally" in Ottumwa, IA, August 24-27. Unfortunately, I will only be able to attend on Saturday as I do have to work. Next up will be the E-Jets and E-Warbirds events in Ohio September 7-10 sponsored by the TORKS model airplane club. I was there last year and had a great time.

So as of this writing August is full and September will follow. Happy landings to all and enjoy the summer.

Tim

District VIII Report

Ron Schwarzkopf



Arkansas
Louisiana
New Mexico
Oklahoma
Texas

Hello from District VIII. I hope you're getting your flying on! It's hotter than a tailpipe out there (well, not really) but lots of flying is going on in District VIII. In fact, I just signed off a new turbine pilot today for his waiver – Mark Reed from Granbury. Hopefully he'll have his turbine model at our next jet rally.

Upcoming events in District VIII

October 20-21: SHARKS Jet Rally, Shreveport, LA, Terry Monroe CD

October 26-28: Jettoberfest, Bomber Field, TX, Robert Bernal CD

Texas Jets: May 11-13

Gus Hudson and the Northeast Texas RC Club ran another great event – the weather was decent, and lots of flying was performed from the approximate 30 pilot turnout. I took several photos, but unfortunately at the time I did much of my shooting, the lighting was such that the models in flight appeared quite dark and almost overcast, so I don't have too many to share. As an example of "you can't win if you don't play," the winner of the raffle (a Pilot Dolphin kit) was won by a lucky club member who won a Kingtech turbine at the previous year's event!



Ronnie Dean rotates with his large T-1 sport jet.



Brian Gates departs with his Sabre for another fast flight.



Josh Tamaz floats his landing with his Sundowner-schemed Havoc.

West Texas Jet Rally, June 23-24

The Wings Miniature Aircraft Society held their annual jet rally in Abernathy, TX with a date moved up from the usual one in October. I was fearing it would be really hot out there, but we actually had jacket weather for part of the event. Friday afternoon we were greeted by a bit of wind that slowed down the flying, so the club decided to move the event to an early dinner in Lubbock. Saturday after lunch the weather was great and the pilots made up with steady flying the rest of the day. Many thanks go to John Johnson for use of his house and model facilities during Saturday's lunch! And thanks to Bryan McLarty for CD'ing the event. Pictures are scattered in this column.



Bryan McLarty likes how his PST Reaction looks in it's British Navy color scheme.





After wearing out several engines, Kevin Whitlow departs on his 1500th flight with his BVM BobCat XL.



A venerable Facet taxis out for another sortie.



Mike Danchak's colorful KingCat taxis out for another flight.



A Tornado shares pit space with a colorful KingCat.

Current AMA thrust limits as it pertains to turbine models

Recently I was asked what the current thrust limits are for turbine-powered jet models. Currently, we have three classes of model weights and the max installed thrust limits are based on these classes. These three classes are categorized by the model's maximum weight ready-to-fly with fuel. The classes are "under 55 lbs," "55 to 77.2 lbs (LTMA-1)," and "77.3 to 100 lbs (LTMA-2)."

Turbine model thrust limits are dictated by two documents: Document 510-A Safety Regulations for Model Aircraft Gas Turbines, and Document 520-A (Appendix A) Large Model Airplane Programs Requirements. These can be found in the AMA Documents Section of the AMA's www.modelaircraft.org website.

For models in the "under 55 lbs class," Document 510-A states total installed thrust for a turbine-powered model shall not exceed 50 pounds.

For models in the "55 to 77.2 lbs (LTMA-1) class," Document 520-A states the limitations for Max installed thrust is limited to the model maximum weight ready to fly with fuel PLUS 5 lbs, or 75 lbs – whichever is less.

For models in the "77.3 to 100 lbs (LTMA-1) class," Document 520-A states the limitations for Max installed thrust is limited to the model maximum weight ready-to-fly with fuel PLUS 5 lbs, or 90 lbs – whichever is less.

I've tried to summarize this wordage into a table enclosed in this column, which was correct as of July, 2017. One can go directly to the listed PDF files on the AMA website for updates, and for other limitations (model speeds, etc.).

Thrust limits per weight classes

Fixed Wing Turbine Model Thrust Limits per Weight Category - July 2017		
Model Weight Max, with Fuel	Large Model Waiver needed?	Max Installed Static Thrust
Under 55 lbs	no waiver needed	50 lbs
55 to 77.2 lbs	Need LTMA-1 Waiver	Max Weight with Fuel + 5 lbs OR 75 lbs - whichever is less
77.3 to 100 lbs	Need LTMA-2 Waiver	Max Weight with Fuel + 5 lbs OR 90 lbs - whichever is less

Well, that's all for now. Happy Building and Flying!

Ron S.

District X Report

David Reynolds



Arizona
California
Guam
Hawaii
Nevada
Utah

To start off, my apologies for missing the last issue. I slipped into a magic vortex of travel, work, and deadlines that conspired to have me not get anything written in time.

So, stepping into the way back machine, we have some photos of the 2017 Tucson Jet Rally. This year's event was once again a family affair with a small group of jet enthusiasts, including AMA President Rich Hanson, coming together to celebrate jets and the memory of Ryan Sherrow. Along with the usual eating, the dinner this year included an auction with items donated by Paul Stenburg of the House of Balsa and the local HobbyTown, to name a few. Another highlight of the auction was yours truly doing his best Vanna White impersonation and no, there is no photographic evidence. This year also saw the addition of the JPO Top Gun trophy which was won by Neal Smiley in recognition of his support of both the Tucson Jet Rally and the scholarship fund.

I'll start this issue with something that granted, has a paint stirrer on the front, but is cool nonetheless. Recently, while hanging out at the local field an interesting airplane showed up. What made it interesting was not what it was, a basic high-wing trainer, but rather what it was made of. The entire airframe, all the way down to the wheels, was 3D printed. The design was downloaded and printed in sections that were then assembled. The time for printing was four days and the cost of materials was "less than a roll of Monokote." It's not a bad looking model and it seemed to fly well, with the only real problem I saw was that the printed wheels were not too strong in the traction department causing some ground handling issues. This expands the world of what can be done with a 3D printer to a higher level.

That's all I have for this go around, mostly 'cause it's too friggin' hot to do anything else here in Southern Arizona right now.

So 'till next time, keep the low passes where they belong.

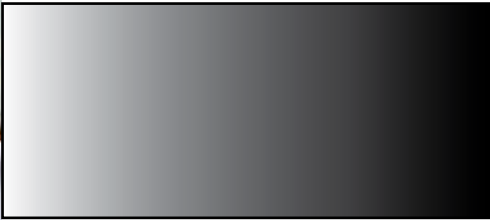
Dave





Canada District Report

Jeff Daly



Hi again folks. The weather has slightly improved up here in central Canada, allowing me to get in a couple jet rallies. On top of that, a number of us maiden'd quite a number of new jets and got our jet thumbs back after a cold and long winter. For this *Conrails*, I have reported on Ottawa Valley Jets and Wingham Jets, both successful events in the Ontario region. Here's an update to the remaining forecast of events in Canada:

UPCOMING JET EVENTS in CANADA

September 28-October 1: Princeton Jets Fall Event, Princeton, B.C.

September 21-24: Thunderthrust over Chatham-Kent, Chatham, ON

Ottawa Valley Jets, Ontario, 17 June 2017

This rally was hosted for the second time in the town of Carp, located at the west end of the Nation's capital, Ottawa. The facility was perfect for jets with a 100 ft wide runway, hangar storage, and camping on-site. As many events have their challenges, this event struggles to convince the airport authority to use the facility for longer than one day. Consequently, this detracts pilot attendance, except for those local pilots. To offer some additional flying time, another local club, the Phelan Club in Ottawa kindly opened up their private facility for the pilots to use all day Thursday and Friday. Their facility has a paved strip, RV parking, shelters, and was a good site for flying lighter weight jets and electrics.

Despite the one day opportunity, 21 pilots showed up from the Montreal and Ontario areas and surprisingly, from Toronto (thanks for coming Sandro Novelli and Blair Howkins). CD Ken Park did an excellent job organizing the event, and entertained the spectators as the announcer. Larry Ingram was on-site and took some amazing photos, as always. The airport was also so generous as to offer free Jet-A ... that was well received.

Trophies were sponsored by Altecare RC (thanks Peter Ayache), and took the form of large glass beer mugs that were engraved with these awards:

- Best in Scale: Jeff Daly of Ottawa, Skymaster F-4E *Phantom II*
- Best in EDF: Chris Trump of Montreal, BVM *Aggressor*
- Best in Sport: Mike Pescue of Vermont USA, Pirotti Models *Rebel Pro* with smoke
- Best in Airshow: Elckar Monslave of Ottawa, Pirotti Models *Rebel Pro*

Photos by Larry Ingram, TimeCapsules Photography.



Sandro Novelli's Skymaster F-14.



Jeff Daly's Skymaster F-4E was awarded Best Military aircraft.



Chris Trump was awarded best EDF for his excellent flights with his BVM Aggressor.



Mike Pescue and Elckar Monslave (right) with their matching Rebel Pros. Elckar took Best in Show.



Jim Brown and his awesome T-One.



Peter Ayache of Altecure's generous awards...the double handed beer mug.



Richard Mueller prepares Mike Warner's RCAF F-86 Sabre for another flight.

Wingham Jet Rally, Wingham, Ontario, 21-23 July 2017

The Wingham Jet Rally (WJR) just finished and was another don't miss event! Lots of flying and hanging out with our buddies. The terrific CD, Blair Howkins, arranged another successful event with the help from his family and friends, and from volunteers from the Guelph Gremlins and the Sky Harbor model clubs ... thanks Blair! 70+ registered pilots and 150+ jets set another record this year with pilots coming from Quebec, Ontario, Pennsylvania, New York, Illinois and Michigan. Trond Hammerstad came again from Norway and was a pleasure to watch him fly his Airworld F-104, especially at dusk. Larry Ingrahm photographed it all.



Never seen before was Marcel Lahaie's scratch-built large-scale *Stinger!*

Again this year for the third time, The Wingham Jet Club Smackdown Aerobatic Challenge was held and was designed for fun and for any jet aircraft. A repeat champion won the challenge against some stiff competition.



A couple A-10s lounging around in the circuit.

This year, we received special attention from CTV News London, that did a nice piece on our jet hobby. Have a watch: <http://london.ctvnews.ca/video?clipId=1172706>



Jorge Escalona takes-off with his Der Jet F-16.

- The deserving award winners for WJR were:
- Best Military:** Jeff Daly, Skymaster F-4E
 - Best Civilian:** Peter Doupnik, Aviation Design Diamond
 - Best Electric:** Rick Bruce, electric jet
 - Best Sport Jet:** Scott Geller, Redwings Leonardo
 - Pilots Choice:** Trond Hammerstad, Airworld F-104
 - JPO Top Gun:** Trond Hammerstad
 - WJC Smackdown Aerobatic Champion:** Brian Mailloux



Jeff Daly presented the JPO Top Gun award to Trond Hammerstad for his exceptional contribution to many modellers at the event. Congrats Trond and come on back next year!



Trond Hammerstad blasts by with his Airworld F-104.

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

Sid Gates
2380 S. Holly Place
Denver, Co 80222
(720) 346-7970
sid@sidgates.us

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
570-825-0713 (H)
jpnepa@hotmail.com

DISTRICT IV

Vacant

DISTRICT V

Rex Briant
225 Chadwyck Lane
Canton, GA 30115
678-327-3530 (C)
bxbear44@gmail.com

DISTRICT VI

Vacant

DISTRICT VII

Tim Toutant
22000 Avalon St
Saint Clair Shores, MI 48080
520-873-7709
tcoltpilot56@yahoo.com

District VIII

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

DISTRICT IX

Vacant

DISTRICT X

David Reynolds
6234 E. 31st St.
Tucson, AZ 85711
520-790-1086
dsr100@dakotacom.net

DISTRICT XI

Vacant

CANADA

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

Treasurer's Report

Financial Status as of 7/30/2017

Income:

Member Dues for 2017:	\$3,912.56	
Member Dues for 2017:	\$97.94	
Member Dues for 2019:	\$25.00	
Total Income:		\$4,035.50

Expenses:

Bank Charges:	\$15.00	
Web Site Hosting:	\$155.00	
Spring Contrails:	\$1,570.20	
Top Gun Trophies:	\$1,319.40	
Mailings (Stamps and Envelopes):	\$194.60	
Total Expenses:		\$3,239.20

Ending Checking Account Balance:	\$4,464.16
Current PayPal Balance:	\$47.64

Total Cash On Hand **\$4,511.80**

Respectfully Submitted, Sid Gates.



Ron Schwarzkopf captured Scott Marr creating a large shadow with his *Havoc* in this low-and-slow pass at Texas Jets in May.