

Newsletter of the Jet Pilot's Organization

Contrails

Winter 2022

Volume 34, Issue 1



Scott Strimple captured this
F22 at Kentucky Jets.

President's Report

Bob Klenke



For most of us in the northern areas, the 2021 flying season is in the books. It was a great one for us. We made it to First In Flight, Kentucky Jets, and the Tiger Meet in South Carolina in October. In early October, before the Tiger Meet, we attended the October Jet Jam put on by the Buc-Le Aero Sportsmen (<http://www.buc-le.org/>) in Quakertown, PA.

It was an excellent, low-key event on a very nicely maintained grass field. Several of the Richmond, VA based "Team RC Jet Guys" made the journey and we really enjoyed hanging out with our friends from Maryland, Pennsylvania, and New York.



I was able to get a number of great flights on my Aerofoam T-45. It flies great, but I had a few problems with the nose steering on this aircraft on grass fields.



It's not a problem with the grass, it's more of a factor of the two small nose wheels and a tiny, low-power sub-micro servo on the nose gear steering. Having direct-drive with a servo on the nose strut is the best way to do nose wheel steering, but a sub-micro nose wheel steering servo is "No está bien" – at least on anything but smooth hard-surface runways. After fighting with it a few times and replacing the servo once, I decided that a new solution was necessary. I searched around and found the most powerful digital, metal-gear servo that would still fit within the width of the nose gear well – the MKS HV69. This servo has 104 oz/in of torque at 6.0V, which should be enough for this nose gear.



I had to fabricate a new servo mount plate out of two layers of G10 and trim some out of the back of the nose gear well, but I think the result will be worth it. We'll know in the spring....

On the JPO front, it took a while, but the AMA EC approved our recommended changes/re-write of the AMA Jet Turbine Program rules (AMA 510-A) and the AMA Fixed-Wing Turbine Waiver Qualification Guide and Waiver Application (AMA 510-D). The new version of these documents were developed with the input of a number of jet pilots across the spectrum of AMA turbine-waiver holders and we thank you all for your input and assistance. Jim McEwen, our JPO Exec-VP, covered in depth the details of the changes in his column in the Summer issue of *Contrails*.

As Jim also mentioned in that article, he led the effort to develop a Turbine Waiver Preparation Training document. This is an excellent source of information for new pilots wanting to get into jets, and existing waiver-holders who want to help a newcomer get their waiver. The document is available for free on the JPO website at <https://www.jetpilots.org/resources>.

Another issue to consider is the JPO District Representatives. We have a number of dedicated District Reps who do a great job of covering events in their district and discussing other jet-related issues and tips/techniques. However, we have a number of Districts that need someone to volunteer as a District Rep. This includes:

- District I, (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont)
- District VI, (Illinois, Indiana, Kentucky, Missouri)

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Vice President's Report

Jim McEwen

Greetings, I hope that you and your family all had a great holiday season. Here are a few updates as to recent developments in the hobby.

As you know, over the last year or so, the JPO and AMA have been working on a revision to the Gas Turbine Program (GTP) and a revision to the turbine waiver. I am happy to report that the AMA Executive Committee approved the GTP revision (AMA Doc 510-A) and the waiver document which has been renamed to Qualification Guide and Waiver Application (AMA Doc 510-D).

These documents are both available on the AMA website (go to <https://www.modelaircraft.org/documents>) and look in the turbine section at the bottom of the page.

The changes to the GTP program are summarized as follows:

- Maintains the current 12-pound rule for scratch-built models or models which have been converted from non-turbine powered models. This keeps the classic route for "modelers" who have developed their skill set over the years and helps ensure their success since there will no temptation to reduce the weight of the conversion such that the completed aircraft weighs less than an arbitrary number.
- Allows an alternate path whereby models weighing less than 12 pounds can be used to perform waiver flights provided that the model is specifically designed for turbine power and has the necessary features. Due to potential safety and skills issues, this path excludes models converted to turbine power via a conversion kit NOT endorsed by the airframe manufacturer.
- The list of necessary features for models which can be used in waiver qualification flights was expanded to include flaps/flaperons or a speed brake which must be switched inflight to reconfigure the model for landing. This new requirement was added to ensure that the successful

waiver applicant can perform such a reconfiguration while maintaining control of the aircraft. (Please note that these changes only affect models which are used for waiver training and the flight itself. When you have a waiver (and therefore you have acquired some knowledge, skills, and safety awareness) you may choose to develop your own conversion kit, or buy one, and convert a model of interest).

- The clarification that turbine waiver qualification flights, maiden flights, or test flights after a major repair may not be conducted during events (but may be conducted before/after official event hours). This information has been in other AMA documents (but has moved around) so it was included in the GTP. A major repair was defined as "those which substantially modify or repair portions of the model such that the result differs from the original form and/or installation. Replacement of parts with the same or equivalent parts is not considered a major repair."

- A new requirement was added for the waiver flight stating that "Prior to the qualification flight(s), the applicant must have completed a buddy box flight, of the model to be used in the qualification flight(s), under the supervision of one the experienced turbine pilots (ETP) who will supervise the qualification flight(s)." This ensures that the applicant is vetted by one of the supervising pilots that the applicant is ready for the waiver flight (which is conducted solo i.e., without a buddy box). In most cases, the applicant's instructor is one of the ETPs supervising the waiver flight, thus practically, this new requirement only rarely will apply.

- The waiver document itself was updated to include all GTP requirements that are applicable to the waiver. This saves the applicant from having to go through the entire GTP and determine which requirements are applicable. Also included in this document is a checklist which can be used to guide the ground-based and flight portions of the waiver. The applicant and/or supervising ETP will likely find it useful.

- A variety of minor changes including grouping of related items, clarifications, rewording (without changing intent), and formatting consistent with other AMA documents.

Many many thanks to the folks from across the country who assisted in developing, reviewing, or approving the revision package!

Regards,
Jim

President's Report (cont'd)

Bob Klenke

Cont'd from Page 2

- District IX, (Colorado, Kansas, Nebraska, North Dakota, South Dakota, Wyoming)
- District X, (Arizona, California, Guam, Hawaii, Nevada, Utah)
- District XI, (Alaska, Idaho, Montana, Oregon, Washington).

In District X, our current Rep, David Reynolds, just let us know that he has to step down from the position due to work obligations. We thank David for all his work for the JPO as District X Representative.

If you are, or know, a jet pilot in one of those Districts that might be interested in becoming the District Rep, please encourage them to let us know, or if you are comfortable doing so, send us a nomination for the position. Being a JPO District Rep does take a little bit of your time, but it's worth it to help publicize the jet-related activities in your district. You can even encourage the event CDs in your district to help put together event reports/pictures and offer them JPO

Top-Gun trophies for their events. Please consider getting involved in the JPO for 2022.

Finally, **ITS TIME TO RENEW YOUR MEMBERSHIP FOR 2022!** We're still out here, working for you on all things model jet related and **WE COULD REALLY USE YOUR SUPPORT.** You can renew/re-join easily online at <https://www.jetpilots.org/join-jpo>.

As always, if you have any questions or comments about the JPO, the AMA, or the FAA and model aircraft, feel free to reach out to me at (rhklenke@gmail.com). If I don't know the answer, I will find out and I'll continue to follow the goings on in this area and voice the unique concerns of the jet-modeling community.

Stay safe and keep flying!

Bob



District III Report

Mark McCracken

Ohio
Pennsylvania
West Virginia

In the past year, there has been a lot of new jet aircraft coming to market and Boomerang Jets have a few that come to mind. I have always had an *XL* in my hangar that was my "go-to" jet. I started out 2021 with a new *Elan* with a Kingtech 100 and my DX20 radio and it is a blast. Another jet I picked up in the fall of 2021 was the *Ranger*.

I had the chance to receive my *Ranger* by direct mail rather than going the container way of shipping so I had it in my hands quicker. The *Ranger* was packed nice and was a great fit when I started putting it together. When I did get the time to start building, the manual wasn't even written yet, but it is a very easy build. I started out with the servos and used Hitec's 5645s with a Spektrum 20-channel power safe receiver. For power I went with Kingtech's 102 G-4 turbine. I'm just waiting on warmer weather for the test flight.

The *Ranger* has been fitted with tip tank lights from Sky Candy since Sal Apice thought their lights would look great. I sent the tip tanks to William Stevick, and he did a great job of molding lenses, modifying the tanks and installing the lights.

For this coming year I have made some changes in my radio and receivers as I am going with the Powerbox Core since I managed to pick up a used radio with a few receivers. The Core will be interesting to learn all the ins and outs on since my first jet to be fitted with a Powerbox and Core will be my Elite Aerosports *Viper* Sport Jet.

The summers here in the eastern part of PA are picking up with jet activities. BCAM, also known as Berks County Aero Modelers, has a giant-scale event each summer and tends to draw in more and more large-scale jets as well as large-scale gassers. Campers are welcome as well as guests for this two-day event.

Another club that is growing in jet participation is in Quakertown, PA. It is the Buc-Le Aero Sportsman club. The past few years Buc-Le has hosted a jet rally with pilots from as far away as Texas with there usually being about 40 pilots in attendance.

At the 2021 event, both CDs, Erik Rudjord and James Ellis, presented the JPO trophy, which is not awarded to the best jet, nor the fastest jet, but it is awarded to the pilot who really represents what the hobby is all about. So, this year's 2021 JPO trophy was awarded to Mike Casey.

Proceeds from the jet event at Buc-Le Aero Sportsman club, both their jet event and their giant-scale event, which also has a lot of jet flyers, benefit the Trumbauersville Fire Company and the Bucks County SPCA.

For future issues of *Contrails*, any pilot/builder that has any jets, projects, building tips, lessons from your FIRST jet, or anything else that is jet-related please contact me.

Please enjoy the photos!

Happy New Year, Happy Building and stay warm!

Mark



District III Report (cont'd)

Mark McCracken



***Remember to renew
your membership!***





District IV Report

Scott Strimple

Delaware
District of Columbia
North Carolina
Maryland
Virginia

Campbellsville KY and the Taylor County Airport became the new home of Jets over Kentucky this year. Despite some inclement weather and an FAA interpretation of rules that led to some frustrating conditions and limitations on flight times, the 2021 Jets over Kentucky was a great success! The RC Jet Guys were once again present along with hundreds of other pilots. Once again, I will defer to the pictures in sharing the experience with y'all! As 2022 starts to unfold I hope to see many of you at the various Jet events!

Scott



District IV Report (cont'd)

Scott Strimple



Treasurer's Report

Marty Gurewitz

JPO Financial Status - June 2021

Beginning Checking Account Balance 7/1/2021		\$5,640.59		
Beginning PayPal Account Balance 7/1/2021		\$0.00		
Total Cash on Hand 7/1/2021		\$5,640.59		
Income	Member Dues	\$1,620.85	Total Income	\$1,620.85
Expenses	PIP Contrails printing/mailling	\$701.03	Total Expenses	\$701.03
Ending Checking Account Balance				\$6,560.41
Current Pay Pal Account Balance				\$0.00
Total Cash on Hand 12/31/2021				\$6,560.41

Respectfully Submitted, Marty Gurewitz.

District VIII Report

Ron Schwarzkopf



Arkansas
Louisiana
New Mexico
Oklahoma
Texas

Hello District VIII'ers! Even though I'm still mostly in build mode, the weather hasn't really gotten cold yet. We've had plenty of good weather for flying this season, even though there are no upcoming events. I'm sure it won't last, so enjoy it while you can!

39th Greater Southwest Jet Rally, Sept 9-11, 2021.

Dawn Ellzey CD'd this event at Bomber Field (outside of Houston) due to temporary altitude restrictions at the HOTMAC field in Waco, TX. Woody Lee also assisted in the running of the event. We all thank the Bomber Field Club for allowing this event to be held at their field! The event drew in 60 pilots, which was more than I thought we'd get, due to the location change. The weather also behaved, with moderate temps, and light wind (although a bit crosswindy). It should be mentioned James Hillin donated most of the trophies that were awarded, along with some raffle goodies – thanks a lot, James!

It is expected that next year, the event will return to Waco.



Andy Davis brought this pretty F16 and colorful foam L-39.



This nice CARF Bolt flew at the event.



In a blast-from-the-past, Steven Ellzey assists Vernon Montgomery getting this Byro-blasted Top Gun F-15 started.



Eddie Bernaldez brought his *Turbinator* and *Boomerang Sprint*.



James Hillin's F-14 ready to taxi out.

District VIII Report (cont'd)

Ron Schwarzkopf



Team Tomahawk Sabre's of Vernon M. and Eric B.



In addition to his L-39, James Hillin also brought this T-1 Models F-22.



Joseph Kouzez shows how an F-16 should be landed.

2nd Thunderbirds Jet Rally, September 25, 2021

The second "Thunder over Benbrook" event was well attended this year with 40 pilots showing up. The EDF'ers made a good showing, with Freewing models being the vast majority of the models attending. The weather also behaved, with light winds. Several *Havoc* models attended, and were flown very well. Minimal carnage occurred during the event, and that is always good.



Since the amount of turbine flying at this field has been slowly increasing, turbine model safety had become a concern for the club officers (even though I am not aware of any fire incidents). The club officers initially interpreted the current turbine rules to indicate each turbine flier should bring their own supply of water to the field in case of fire (along with appropriate fire extinguishers). Discussions with the club members and officers resulted in the club being proactive, and the decision to locate backpack type water extinguishers at the pilot stations, enclosed in large plastic outdoor "cabinets" was made. In case of a fire (from any type of model), these water backpacks can be rapidly deployed at the location of the accident (assuming the event is near the runway or pilot stations).



Thunderbird Field storage cabinet for fire-fighting backpacks.

This project was also assisted by a local Boy Scouts troop, who were working on their Aviation Merit Badge. The scouts helped install the cabinets, and in turn, the scouts received a model demonstration from the club. This turned into a win-win to all involved. A big thanks to the officers of the Thunderbirds RC Club for undertaking this smart safety upgrade at Thunderbird field!

7th Annual Louisiana Jet Rally, October 15-16, 2021

Last year's event at the airport was cancelled (like many others) due to Covid 19, but this year, the event returned to Minden airport. Terry Monroe once again CD'd the event (representing the SHARKS club in Shreveport), and improved on the layout of the pit areas, whereby this year we were flying closer to the middle of the runway. Traffic control was monitored with radios to ensure a clear runway and airspace for any full-scale traffic that had to takeoff/land. Thirty-seven pilots showed up. The airport manager Steven Burdeaux and the airport staff were very accommodating at the facility – in fact, the runway had been recently repaved or sealed and was in great condition. Spectators were allowed to visit, and the weather behaved, although we had a bit of rain Saturday afternoon, which interrupted the flying for a bit. Terry has indicated it looks good for the event returning next year!



Some of the Houston Gang's Jets awaiting flight.

District VIII Report (cont'd)

Ron Schwarzkopf



A pair of BVM F-16's waiting patiently for more fuel.



Nick Morrow shows Jeff Opel how to fly a Tutor.

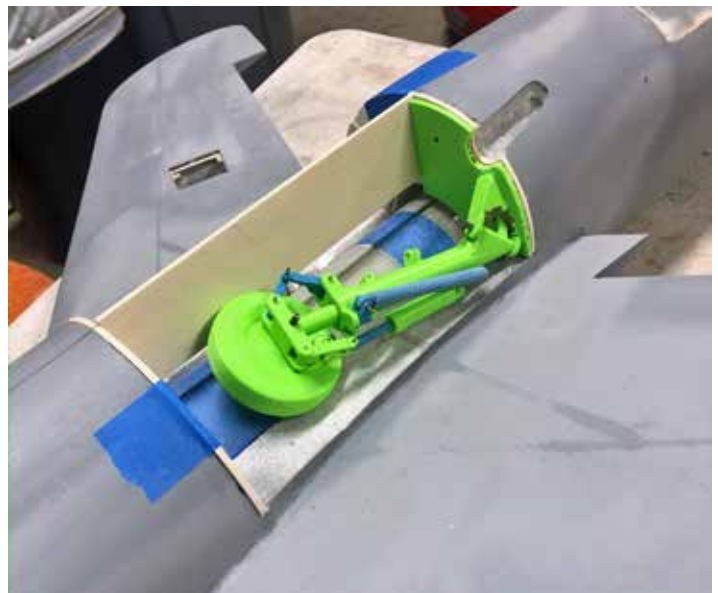
My Current Build Project – Sukhoi Su-17 Fitter

I'd like to wrap up coverage on this model to make space for other builds. For the first five flights of this model, I concentrated on flyability of the model with the wings in the forward swept position. After that, I felt comfortable going to the various wing sweep positions (wings to mid-sweep, then full aft-sweep), and so far, the sweep mechanism has been dependable, but could be a bit faster. The mid-sweep position seems the most comfortable to fly for me, and using independent trims for each flight condition (or mode) for the three different wing positions has been working great and the pitch trim adjustments are much less than I thought they'd be. The model did have to be signed off as LTMA-1, with dry weight being 51 lbs, but I think future builds I should be able to shed a bit of its weight. If I could press a button, and have this model lose 5-10% weight and gain 5-10% thrust I'd do so; but instead it will take more time and money. For now, I'm happy with this setup, and I now have 16 flights on the model.

It had been a bit of a challenge test flying the model, while trying to stay within the 400-foot ceiling at my "home" field. Maybe next year when our field ceiling gets lifted officially (we hope), I can try some vertical maneuvers. Until then, I'll be adding more surface detail to the model, add more markings, and hopefully get to the point where we can start to weather the model. And, we can get started on Fitter model #2!

A New Build – Grumman F11F Tiger by Paul Stelly

Paul Stelly, another Texas modeler, has been knocking out some neat EDF models lately, and I wanted to give coverage to a project he has started. The *Tiger* is a seldom modeled subject - even though The Blue Angels flew these for several years. Paul started modeling up the basic model shape in Rhino (CAD system), then used a CNC router to essentially cut out the components to assemble a foam model. The model is being made at around 1/10 scale, which results in a 39" span, and is built around the much used 80mm Freewing ducted-fan unit. He made foam plugs for the inlet ducts, so he can layup smooth fiberglass ducting to the fan unit.



Paul seems to like laying out landing gear retractions, and for this model he made a nice scale-looking main landing gear, with functioning pivot points and cylinders. This would allow him to do check fits into the model, and I wouldn't be surprised if some of these parts make it to the actual model. These mockup parts were made on a Prusa FDM printer.

Paul is doing this build with another modeler - John Ebert, and has traded ideas and design information with Jorge Escalona. The current plan is to have the model ready for test flights at the St. George event next year, and afterward, time for paint. I'll see if I can get another update for my next column - keep up the great work Paul!

Happy Building and Flying,
Ron

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IT'S TIME TO RENEW YOUR MEMBERSHIP!

Membership/Renewal Application

Please add/renew my JPO membership!

Name: _____ AMA Number*: _____

Address: _____

City: _____ State: _____ Zip: _____

Email Address: _____

Home Phone: _____ Cell Phone: _____

*AMA membership is required for U.S. Residents. JPO Annual Membership Fee is \$25.

Renewal can be online at: www.jetpilots.org via PayPal or credit card; or you can fill out and send with check or money order made out to: "The Jet Pilot's Organization" to: Marty Gurewitz, JPO Secretary/Treasurer, 40 Oval Place, New City, NY, 10956



*Scott Strimple captured this
pass at Kentucky Jets.*