

Contrails

Spring 2019

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IN CASE OF
EMERGENCY
MY BLOOD TYPE IS
JET-A



Jim McEwen saw this shirt at
Florida Jets.



President's Report

Bob Klenke

elitism – noun, the advocacy or existence of an elite as a dominating element in a system or society. The attitude or behavior of a person or group who regard themselves as belonging to an elite.

considerate – adjective, careful not to cause inconvenience or hurt to others.

empathy - the ability to understand and share the feelings of another.

A number of years ago, when I was a wide-eyed jet newbie, I attended one of the larger jet events at the time. The day was sunny, but the wind was blowing 15+ in a direct crosswind. Not many guys were flying, especially me, so the flight line was often empty, with no jets in the air. During one of those lulls, a guy who was a registered pilot, brought out a hand-launched foamy jet and began to fly it. He was actually having a good time playing in the wind, and since there were no other jets in the air, the spectators were enjoying having something to look at.

About halfway through the foamy flight, another pilot, this one a European attendee of some note, started up his twin-turbine Mig-29 and took off while the foamy was still in the air. The foamy pilot continued to fly as he was before, messing about in the wind at show center, while the turbine pilot was doing standard circuits. After not too long a time, the inevitable happened and the Mig sucked the foamy into one of its intakes. The result was totally predictable – both airplanes were effectively destroyed.

With some of the recent discussions, I've come back to think about that event and who was at fault. I've come to the firm conclusion that it was BOTH of the pilots. The Mig pilot clearly assumed that the foamy pilot would land or otherwise get out of his way, and the foamy pilot clearly assumed that he had the airspace and that someone going up while he was flying was totally responsible for avoiding him. BOTH pilots were wrong, and unfortunately, they both paid a price. As an aside, the SPOTTERS for each pilot ALSO completely failed in their duties.

What does that have to do with the vocabulary lesson? Well, proper operation on the flight line demands that we are considerate of each other and empathize with each other. Some categories of jet aircraft are simply not compatible to be operated on the flight line at the same time. Large differences in speed, differences in the pattern that an aircraft can fly, and differences in maneuvers an aircraft (and pilot) can accomplish mean that if they are flown at the same time in the same airspace, a midair collision is much more likely to happen.

Nobody wants to go home with a pile of parts that were, just moments ago, something that they had enjoyed and worked hard to obtain, be it an investment of hundreds of

dollars and hours, or thousands of dollars and hours. It's just no fun, and fun is why we do this. At the same time, nobody wants to go to a fly-in where they never get a chance to fly, or when they do fly, they are constantly maneuvering to avoid another aircraft that is flying a different pattern, or in a different "style" as they are.

So how do we solve this? Well, the first CRITICAL step, is to empathize with the guys flying the other types of aircraft, and be considerate of their desire to participate in the event in a fun and safe way. Honestly, that requires some segregation in the types of aircraft and pilots that are flying at any given time. Most of us do that by selectively choosing when to fly. Pilots who don't have a lot of experience, are flying a new aircraft, or are new to a given event location generally don't go up when there are already five planes in the air. Pilots with 3D planes try to wait for a lull in action so that they can show their stuff without becoming an obstacle to other planes in the air.

I have small foamy EDF jets that I enjoy flying too, as well as my turbines. I bring those with me to fly-ins, but I generally only break them out when the turbine jets aren't flying, either early or late in the day, or during the lunchtime lull. Other guys I know who have both generally do the same.

However, at some events there is a growing population of pilots who only have these type of aircraft and have not gotten into turbines. If we empathize with, and be considerate of, these pilots, we will make an effort to help insure that they can fly their aircraft at the event often enough, and in a way that they can enjoy themselves. If we are one of those small EDF pilots, we can empathize with and be considerate of the turbine pilots who, like all of us, don't want to have a jet-destroying mid-air collision or have to continuously dodge planes that are flying a different pattern.

We need to communicate and work together to make this happen. At larger events, it might be a good idea to talk to the CD about helping to facilitate this. CDs want their events to continue to attract pilots of all types and they definitely don't want any attendees to leave unhappy and vowing to not attend in the future.

There are 327 million people in the U.S. and out of that, only 200,000 or so are members of the AMA. Out of the AMA membership, probably only around 3000 or so fly jet models of any type, turbine or EDF, big or small. That's just about 0.001% of the population! We HAVE to stick together to continue to enjoy our hobby and we shouldn't be turning anyone away.

Spring is here for us in Virginia and means that the temperature is increasing and the rain is decreasing. Hopefully the wind will lie down soon and we can get back to some serious flying. I'm looking forward to First in Flight, Kentucky Jets, Super Jet South, and the Tiger Meet again this year. I hope to see many of you on the event trail this season!

As always, if you have anything jet-related you'd like to discuss, send me an email at rhklenke@gmail.com.

Bob



Vice President's Report

Jim McEwen

Greetings!

I wanted to spend some time discussing the AMA Gas Turbine Program (GTP) and the associated turbine waiver. The system has been around for about 25 years and there have been a variety of changes over that period. The "old-timers" among us will remember having to attend "ground school" training. Each manufacturer offered their own training because the startup, operation, and maintenance procedures were very different from turbine to turbine. I recall my training for the Golden West FD3/67 (spun up with a modified hair dryer, started with propane, manually ramped to white gasoline) and the RAM750 (spun up using a scuba tank, started with propane, ramped to kerosene). The training was offered at major events or shows and that did put a travel burden on anyone wanting to get a waiver. As turbine development progressed, designs became "standardized" with an integral electric starter motor, propane ignition ramping to kerosene, and ECU control of the entire startup process. There was relatively little variation between manufacturers and the manual tasks had essentially been eliminated. As a result, there was little need for manufacturer-specific ground school and this requirement was dropped circa 2004.

Although ground school was dropped, the new waiver pilot would still need training on the proper setup, operation, and maintenance of turbines. However, the applicant would be able to receive this training from their instructor (an experienced turbine pilot) regardless of which turbine was being used because the skills needed had become standardized across the manufacturers. There were a few differences in details (e.g. oil content, Learn R/C procedure, etc) but those were comparatively small details which were covered by the turbine manual.

Speaking of an "experienced turbine pilot," it has come to my attention that there seems to be a bit of confusion about this title/status. The GTP defines an "experienced turbine pilot" as a pilot who has completed 20 or more turbine flights during the preceding 24 months and has a turbine waiver issued by AMA. Per current AMA documents:

1) Any non-waivered AMA member may fly a turbine-powered model using the slave transmitter of a buddy box, provided that the master transmitter is controlled by an experienced turbine pilot. Since this is the **ONLY** way that a non-waiver holder can fly a turbine (other than performing the waiver flight itself), this means that turbine flight training can only be provided by an experienced turbine pilot.

2) The experienced turbine pilot will assist that applicant with as many flights as necessary until satisfied that the applicant is prepared for the qualification flight after which the experienced turbine pilot will declare the applicant qualified to perform the qualification flight flying solo without buddy box assistance. In other words, only an experienced turbine pilot can declare a non-waivered pilot as being ready

to fly the waiver flight (which must be flown solo - without a buddy box). Presumably, this experienced turbine pilot would be the applicant's instructor.

3) Waiver flights are performed under the supervision of two experienced turbine pilots (one of which must also be a CD). In other words, a waiver flight can **ONLY** be authorized by experienced turbine pilots, and two of them are required (one whom is also a CD) to supervise the flight. Only if both the experienced turbine pilots agree that all required elements of the flight were met, is the applicant signed off. If the applicant is unsuccessful, he/she must return to training via the slave transmitter of a buddy box (per items 1 and 2, above).

4) The first five solo flights (of a newly-waivered pilot) shall be supervised by an experienced turbine pilot. In other words, the first five solo flights of a newly-waivered pilot must be supervised, and **ONLY** experienced turbine waiver pilots can perform the supervision.

To summarize, **ONLY** experienced turbine waiver pilots are authorized to:

a) Provide flight instruction or familiarization flight(s) of turbine-powered models to non-waiver holders and these flights can only be done via a buddy box with the experienced turbine pilot controlling the master transmitter.

b) Authorize waiver qualification flights, supervise these flights, and sign waiver applications.

c) Supervise the first five solo flights of a newly-waivered pilot.

Although an experienced turbine pilot is defined by the GTP, there seems to be some confusion when this requirement is not met. If you have a turbine waiver, but you haven't done 20+ turbine flights in the last 24 months then you are not an experienced turbine pilot and you are not authorized to do items a) to c) above. You attain experienced turbine pilot status (or re-attain, if you had lost it) by flying 20+ flights over the current 24-month period. There is no need to reapply for a waiver or fly a waiver qualification flight(s).

The AMA has asked the JPO (as the turbine SIG to the AMA) to examine the GTP and make recommendations for potential changes in two areas:

- Revisiting the 12 lb minimum (dry) weight of the models used to perform the waiver qualification flight
- Consider suggestions and clarification requests made by a group of turbine pilots and instructors in AMA District I who are developing a turbine training program.

The JPO board is reviewing potential changes to the GTP and will make recommendations to the AMA for their review. A massive overhaul of the GTP and waiver are **NOT** expected; the system has been working for ~25 years. However, some minor changes may be in order as well as adding some clarifications (such as those given earlier in this article) and editing the documents for consistent language/terminology.

The existing GTP turbine waiver rules require that an experienced turbine pilot "will assist the applicant with as many flights as necessary (on a buddy-box) until satisfied that the applicant is prepared for the qualification flight." One

Vice President's Report (cont'd)

Jim McEwen

NEW rule being considered is that one of the experienced turbine pilots who will supervise the waiver flight must have supervised a buddy box flight by the applicant using the aircraft that will be used for the qualification flight. In the majority of cases, the applicant's instructor is one of the experienced turbine pilots who will be supervising the waiver flight, in which case this new rule is satisfied by the buddy-box flight training the applicant received, as usual. However, in the rare instance where an applicant desires a waiver flight and his/her training history and readiness is not known to the supervising pilots, this new rule requires that the applicant satisfactorily perform a buddy box flight in front of the supervising pilots before performing the qualification flight solo. This new requirement (which only affects new waiver applicants and those experienced turbine pilots who provide flight instruction or who supervise waiver flights) ensures that the applicant has the necessary skills required to safely fly the waiver flight solo (without a buddy box) before undertaking the qualification flight.

If you have any comments/suggestions for the GTP and/or waiver process, please contact your JPO district VP.

In other news, I had the pleasure of attending my first Florida Jets in almost twenty years since I moved from Florida to the western desert. Frank Tiano puts on a great event and it was filled with plenty of epic jet flights. I dropped by the Kingtech/Pacific RC Jets tent to check out Kris Gunter's T-1 *Eurofighter* as I recently purchased a kit and wanted to check out his installation (no sense reinventing the wheel). Well, the *Euro* was certainly not the only item of interest as Kris had brought the new huge F-22 *Raptor* twin. The plane looks great and has lots of scale features (such as openable ordnance bays and molded-in details). Jeff Tolemao brought the new T-50 in *Golden Eagle* livery which really impressed me. The plane has a high level of prefabrication and is easily assembled/disassembled for transport. I see one of these in my future!

Greg and Jenni Alderman (of HeliDirect and Electron Retracts) bought a gorgeous BVM F-18 that was expertly maiden by Rob "Goldfinger" Lynch.

see. The Comp-ARF team put on a demo of *Mephistos* including simultaneous hovering. The BVM team including AZ's Cole Thornton (voted Mr Super Sauve by the Fly Girls) and 3rd generation rep Joshua Clark put on phenomenal demo flights. There were quite a few vendors in attendance too and I did so much "retail therapy" (especially at BVM and Dreamworks) that I had to pay the overweight luggage upcharge on the flight back north and that wasn't including the new jet that I bought at the event. If it ever stops raining in Connecticut, I may get a chance to fly it!



Tim Len with his gorgeous A-4 Skyhawk. Top Gun ready!



Jeff Tolemao with his T-50 Golden Eagle prototype and Kris Gunter with the big F-22 twin.



Tim Len brought an A-4 *Skyhawk* that he had fully decked out with plenty of scale details in preparation for Top Gun. Jase Dussia put on a tremendous show with his EA Aerosports *Havoc* SS. The rolling loop really blew me away (like I'm ever going to do that with one of my jets) but Jase made it look easy. I tried to get a photo but it was rolling so fast that I couldn't get the wings in focus! There was a demo flight of five or six *Havocs* that was quite a thrill to



3rd generation BVM rep Joshua Clark with his dad, Addison.

Continued on Page 10



District III Report

Mark McCracken

Ohio
Pennsylvania
West Virginia

As most of you know, I have been flying R/C for 34 years and turbines since 2003. I have flown mostly gassers and anything that went fast on glo-fuel.

As for the turbines, I have flown *Facets* (both 2300s and the RG1700 which is one of a kind). The RG 1700 is the mid-size *Facet* with retracts. Had a few *Boomerang XLs*, a Skymaster *Hawk* and their L-39, and a Comp-Arf *Ultra Flash*.

Last summer I started to look for something different in the turbine class. After a few months of searching it came down to two models that caught my eye. First one was the T-3 sport jet and the other one that I took an interest to, was the *Viper XXL* from Skymaster. So I ordered it!

Now, I wish it was as easy as typing in my CC number online and getting the boxes dropped off at my door....The first step was to find the best price for shipping. I almost fell over as I looked for the best price. Seems standard shipping from overseas was an average of \$2,600. Just for shipping! Then I found a *Viper XXL* that had cheaper shipping. Now, a word of advice: if you can find a dealer that has a container coming in, deal with them. For me, that was the way to go.

I had many phone calls with Steve from Chief aircraft. It seems they had one already ordered with all the extras coming in via container ship. In giving Chief Aircraft the go ahead to mark it sold to me, I paid half up front and the balance when it came in. My total shipping cost was around \$900.00, half that for the container and the other half from Florida to PA via FEDEX, which I had delivered to my shop's warehouse. The *Viper* arrived and I had to unpack and inspect it while FEDEX waited to verify any damage. Let me say, Skymaster knows how to pack a jet! It took a while to unpack, but we found ZERO damage. The jet arrived in four large boxes.



When I got the *Viper* back to my shop, I gave her a very close examination and found it to be a really nice jet. Now a few months before I received the jet, I started ordering everything I needed. First I needed to find a (THE) radio system to handle this very large jet.

The radio system I chose, is in my opinion, the only choice: POWER BOX. I spoke with Danny Diaz and he pointed me in the direction of the Power Box Royal SRS system. Danny also led me to MKS 777A+ servos. With Power Box, I was able to get everything I needed for the radio system, a spool of servo wire, connectors and more

Chief Aircraft had a great selection of items needed to help

with my build: servos, UAT and much more. Most of the air supplies, tanks, air lines, fill valves and the rest all came from DreamworksRC.

The radio I am planning to use will be the Spektrum IX12.

As for the build, I have not done very much as I have been busy finishing up a *Turbinator*. What I have done was reinforce the tail section and a few of the sections of the front fuse with fiberglass cloth and resin.

I did install lighting from Sky Candy lights (from Bob Dively Models). Salvatore Apice is the man to see for your landing lights. When I purchased my *Turbinator* at an event last year, I gave Sal the wings to install the lights. Can you say BRIGHT? He did a Super Clean install and it's easy to set up with the radio, so it was an easy choice to use the same light for the *Viper XXL*.

This time I bought all the gear from Bob Dively Models at the AMA expo east show back in February, and I installed them myself - which was very simple and they look great.



I have talked about everything but power. I knew I was going to go with KingTech turbines. I have watched many YouTube videos on the Skymaster *Viper XXL*, and I have watched the *Viper* fly on 200s 260s and 320s - and all seem to do the job. All seem to take off and land about the same, but this time I just wanted to go all out, so I purchased the K-320G from Kingtech. When I spoke with Dirk at Pacific Jets, he asked what jet I was installing the 320 in. I told him a Boomerang *Elan*. The phone was quiet for a few long seconds, then I told him that it was the *Viper XXL*.

In a few months when the next issue of *Contrails* comes out, I will go over my build of the *Viper XXL*, and all the pros and cons I have come across while building. Or you can follow on FaceBook as I have started a page - *Skymaster Viper XXL build*.

If anyone has something they are building or flying and would like to share your story, please contact me. Safe flying.

Mark



What my *Viper XXL* should look like when I'm done.



District VIII Report

Ron Schwarzkopf

Arkansas
Louisiana
New Mexico
Oklahoma
Texas

Greetings from District VIII; and flying season is in full swing! I hope you're getting some flying in – we've finally gotten some nice weather. District VIII has already had the ARCA Club Jet Lag Jet Fly in Austin, but since it was in between two weekends when I'd be out of town, I ended up missing the event again. If you made it, I hope you enjoyed your time there – in the past I'd enjoyed making the Austin event!

Upcoming events in District VIII

September 5-8: Greater Southwest Jet Rally, HOTMAC Club Field, Waco TX, Dawn Ellzey CD.

October 18-19: SHARKS Jet Rally, (Shreveport area) LA, John Judice CD.

Houston Jet Rally

Woody Lee CD'd this event at Bomber Field March 28-30. I was able to attend Thursday and Friday, but was unsure of the weather forecast for Saturday, so I left Friday night. The weather apparently improved, since the event finally drew in about 25 pilots - including the jet gang from Lubbock. There was a bit of crosswind at times, but overall many flights were flown. Doug Arnold flew his latest T-One, in a green and silver scheme, and put in many flights. This field is evidently "home of the T-45," and four showed up to fly. Chris Hogg managed to get a flight on his F-14 Tomcat, with a little bit of excitement involved - since he lost power to one of his flaperons. He was able to get it stabilized at altitude, and brought it in safely, and taxied back! Lots of fun at the event, and pics are enclosed.



Chris Hogg brings his wounded F-14 in to land.



Vernon Montgomery taxis his large F-86 off the runway as Doug Arnold taxis his T1 into takeoff position.



Dan Massey on short final with his T-45.

Paul Bloxham's Hawker *Hunter*.

A gathering of T-45s.

District VIII Report (cont'd)

Ron Schwarzkopf



A pair of T-45s taxi back after another successful flight.



A couple of shots of the pit area on Friday morning.



Doug Arnold readies his T1 for another flight.

My Current Build Project – Sukhoi Su-17 Fitter

In my last column, I had finished the majority of the plug parts for this 1/6 scale jet around July 2018. At this point I had made 25 separate plug parts, varying from the forward fuselage, to the horizontal tails and individual wing slats. Any remaining parts that will need molding I had not finished designing yet (inside of the speedbrake areas, cockpit details, etc).

With all of these parts taking up space in my shop, it was time to start on the molds. At least when the molds are done, they won't take up too much more space, because the molds will be kept wrapped around the plug parts until the molds are needed. Plus, the molds will help protect the plug parts.

I usually make my molds out of polyester resin, since it is easily available at hardware stores. But I've been led to believe long term shrinkage of polyester molds can be an issue (I don't think I've experienced this), and I HAVE had issues in the past with application of polyester resin-based gelcoats, so this time I decided to make the molds out of epoxy resin. And, I decided to stick with the same epoxy resin I would make the final parts with. I've been using System 2000 epoxy from Fibreglast (Brookville, OH) for a long time, so I decided to stick with it. Paul Bloxham (currently building the Blackburn *Buccaneer*) recently had success with using the Black Surface Coat available from ACP Composites (Livermore, CA), so I decided to try this as my surface coat.

The process I followed for making the molds involved these steps (although there are other paths one can take):

- 1) Build "Parting Planes" or flat ledges about 2" wide, around the parts that need to be molded. The purpose for the parting planes is to create an eventual planar ledge that will wrap around the mold perimeter. The parting planes should fit close to the part. For smaller parts, I've gotten away with using 1/4"-thick artboard (foam sheet with smooth cardboard outer surfaces), but this material typically does not survive during removal. I opted to use 1/4"-to-3/8"-thick wood strips found at the big box hardware stores. I was able to buy pieces in 2-3"-width strips which have a reasonably smooth surface, and would be reusable in the future. For a part like a horizontal tail, these strips would be cut to shape and bumped up against the symmetry plane of the horizontal tail. I also applied a thin adhesive-backed plastic sheet onto the parting planes to provide a smooth surface (no sense in priming and sanding the parting planes, unless you want to).

- 2) Apply release wax over the plug part and the parting planes. There are several parting waxes available, sold by companies supplying mold-making material. I've tried a couple, but I still have an old can of Johnson Paste Wax, and used it. Whatever wax one uses, it should be free of silicone. The process is to apply a coat onto the plug part being molded, let it set up for a short time, then buff the surface smooth. It's preferred to be machine-buffed, but with the small parts we make, of lightweight construction, one ends up buffing by hand. Three good coats of wax applied and buffed usually works well for me, others say five times. Find out what works best for you.

- 3) Spray or brush on PVA (PolyVinyl Alcohol) mold release. This is a thin color-tinted fluid, that looks like dishwashing soap. When dried, it creates a very thin film on the surface, to ensure the mold has a better chance of being removed

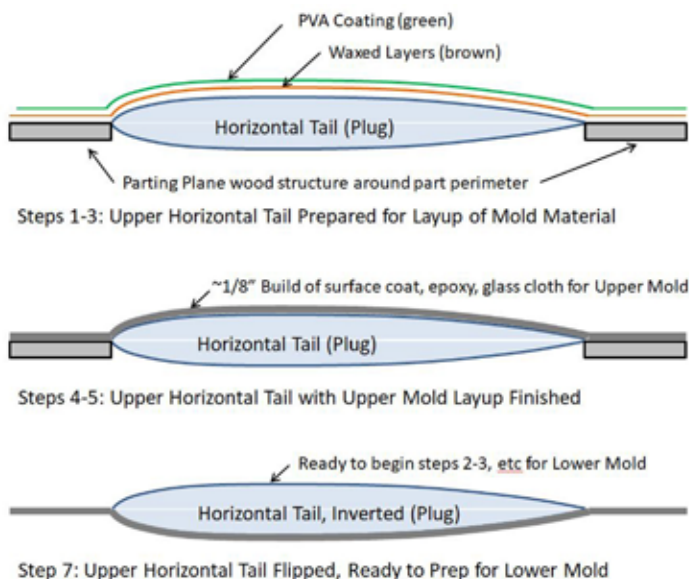
District VIII Report (cont'd)

Ron Schwarzkopf

from the plug.

4) Brush on a layer of surface coat. This is the material I mentioned from ACP Composites – it is an epoxy resin, but is tinted black and is very thixotropic, having a consistency of a thick paste. This prevents the first coat from thinning out on the part, and puddling onto the parting plane – it will stay where it is applied. The goal is to minimize air bubbles near the plug surface, and I had good success with this surface coat.

5) After the surface coat has set up (I think I used about two hours setup time, but follow the instructions!), time to build up the mold thickness. This is done by applying epoxy resin to the surface, and layers of fiberglass cloth. I usually use thin $\frac{3}{4}$ -ounce/square yard cloth for the first layer, then quickly ramp up to higher weight cloths to build thickness and generate stiffness to the mold. I usually shoot for 1/8"-thick molds, but it can vary with the part size. To do my forward fuselage, one side of the mold took about 12 hours of constant work (for steps 4 and 5).

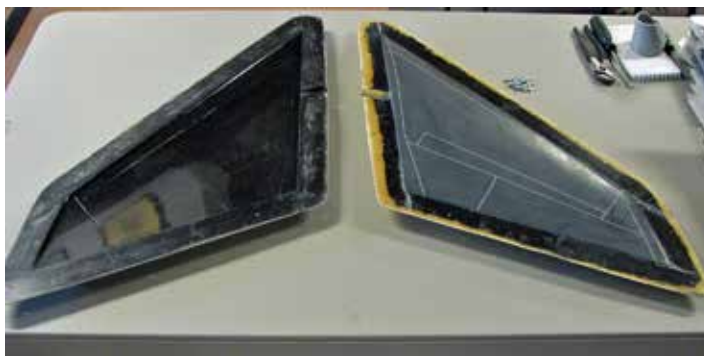


6) After the mold side has been laid up to thickness and has cured, the parting plane boards are removed. If one did a good job applying the mold release, well, now you'll find out!

7) What you now have is your plug part with a mold on one side of it. The mold flanges where the parting planes were, are now your new parting planes. So now one goes through steps 2 through 6 again, but this time working on the side where this is no mold.

8) When you finally have your two molds covering your part, the edges of the molds are trimmed up and smoothed to make handling easier. I then drill holes and install bolts and wing-nuts on the mold flanges to hold and align the mold halves together.

9) Finally, all bolts are removed, and the molds are carefully separated. I use a combination of old expired credit cards, expired AMA cards, and nylon wedges – anything with a mostly rigid edge that can be squeezed between the molds to slowly and carefully separate the molds from the plug part. Care should be taken during this step so these items do not get damaged. Once this is successfully done, you should be able to let out a sigh of relief! Whew...!



The plug still in the mold for my Sukhoi tail plane.

10) The final step is to clean the molds and plug parts to remove the wax and PVA coating. Warm water and some soap is all one should need. Now, the next part can be started....

As mentioned, 25 plug parts were made, and all needed molds. Most parts require an upper and lower mold (or right/left - there are some variations). In the end, there were close to 48 molds made. This process took about 5 months, which got me to December 2018.

By the way, I should have stated up front, working with epoxies and other chemicals require good ventilation - starting when the materials are being mixed, through the application period. I recommend leaving the area during the curing process. Keep the stuff off of your hands/face as much as possible, and get it off as soon as you can. I suspect one can lose their "tolerance" to these types of chemicals over prolonged usage.

That's it for now - I need a break. Time to go get a flight in... Happy Building and Flying!

Ron S.





District X Report

David Reynolds

Arizona
California
Guam
Hawaii
Nevada
Utah

First some housekeeping – I have a new email address. Please send any correspondence to me at davidsreynolds1@yahoo.com

Not surprisingly, last issue's article got some reactions. I received a few emails from people that agreed with my premise that there are some attitudes on display lately that have the potential to drive newcomers (and established pilots) away. One of them went so far as to point out that he flew turbines and EDFs and saw what I was seeing. I did also receive some objections.

One objection was my use of the terms elitist and elitism, stating that labels and insults were not a good way to win friends and influence people. This is a fair point and I did spend some time thinking about it and talking with others about my use of words. Some that I talked with made the point that elitist and elitism are more descriptive than labels. Nonetheless, I apologize to those of you that took it personally.

In regard to the overheard comment on foam, I was informed that, prior to that statement, the pilot in question was cut-off while taxiing back by some small foam EDFs. Given this information, the pilot in question has every right to be frustrated and angry. What still bothers me is the statement made about too much foam. Too many idiots, it's too peopley out there, I've tried talking to that jerk... Fine. In this case the pilot is the issue, not the material. Go talk to him or her. If that particular person is not getting the message and continues to be a problem then ban the individual, not the airframe. Same as you would a turbine pilot that continues to break safety rules.

I received a comment in support of telling an EDF pilot to wait. This justification was made in three bullet points.

The first point was a price comparison. Safety came second.

Which brings up some of the more passionate correspondence I received. Much was said about the dangers of small aircraft flying with large aircraft and speed differentials. This is a valid concern. I have seen this addressed in a few ways. I've seen events that set aside specific time blocks to give everyone a chance to fly. I've also seen it be largely self-policing with pilots of small EDFs waiting for clear sky between the larger craft. There are inclusive ways to get around this issue.

My piece in the last issue was not meant to downplay looking for a way to safely operate. It was meant to point out an attitude in which some pilots approach others. It was meant to point out that some will talk about safety first after they talked about price comparison. It was meant to point out that comments like, "there is too much foam here," and "why can't they just enjoy watching me fly?" are exclusive. This may not be the intention, but that is the attitude that comes across. This attitude is then reinforced by banning whole segments based on the actions of a few people.

We need to look at how we approach others that are not flying what we fly.

So how do we go about this?

Rather than swearing at people on the flight line, take the time to approaching them calmly. If you need to take a moment to calm down, take it. If you are too heated up to wait and just want to fly, are you really in the best state of mind to operate a model airplane?

Use spotters and look around for yourself. You control the plane, and if there is a plane already on the runway or otherwise not safely out of the way, wait. If you are too impatient to wait, see the comment above about state of mind.

Recognize the actions of the pilot rather than the airframe.

Talk with and listen to each other, remember that we do this for fun.

Something else to remember: it wasn't all that long ago that people wanted to ban turbines because they were too dangerous and a few operators were reckless.

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

David

Treasurer's Report

Marty Gurewitz

Beginning Checking Account Balance 1/1/2019	\$4,130.84	
Beginning PayPal Account Balance 1/1/2019	\$143.82	
Income		
Member Dues for 2019		\$2,383.53
Member Dues for 2020		\$100.00
JPO Banner payment @\$50 each		\$100.00
	Total Income	\$2,583.53
Expenses		
JPO Incorporation Fee		\$60.00
Mailings-Stamps-Envelopes		\$398.22
Event banners - R Briant		\$661.72
Web Site Hosting 12 months		\$168.00
	Total Expenses Paid	\$1,287.94
Ending Checking Account Balance	\$5,403.13	
Current Pay Pal Account Balance	\$167.12	
Total Cash On Hand 3/31/2019	\$5,570.25	

Canada District Report



Hi folks. I have to apologize for not being too active this winter with JPO and *Contrails*. I'm in the midst of changing careers and retiring from the RCAF...somewhat stressful. I was hoping to move out west to Alberta and join an aerospace company out there, but that unfortunately is delayed for a year. However, I am still seeking alternative employment in the Ottawa area, and hope to stabilize that part of my life for at least a year.

The weather in Ontario has been terrible and I hope to finally fly in June, now that I'm not moving this summer. For the next issue of *Contrails*, I'll have a couple events to report on (Ottawa Valley Jets and the Wingham Jet Rally) plus a report on an Xicoy conversion that I'll be doing on my 16 year old Simjet 2300 that now has unreliable ECU electronics. Until next time, please renew your membership and enjoy the summer flying!

Cheers!

Jeff

Vice President's Report (cont'd)

Jim McEwen



Cole Thornton with his BVM F-18. Mr Super Suave.



It finally stopped raining in CT long enough to remaiden my Ultra Flash.

Well that's all the news for now. I hope you all have a great flying season!

Regards,

Jim

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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



Jim McEwen captured a trio of CARF *Mephistos* hovering just beyond the runway at Flordia Jets.