Newsletter of the Jet Pilot's Organization

Contrails

Summer 2011

Volume 23, Issue 3

Craig Gottschang caught Jack Diaz's venerable BVM F-100 on a cloudy day.

President's Report — Keith Sievers

FAA Update

As most of you have probably heard, the NPRM, originally scheduled to be out this summer, has been pushed back to the end of the year. It is possible that the recent failure of Congress to pass the FAA reauthorization bill could also introduce further delays.

The effort to exempt model aviation from FAA regulation that was also embedded in the FAA reauthorization bill is also clearly impacted by delays in its passage. This still remains a viable alternative to the NPRM, however, as both the Senate and Congress appear to have agreed in principal that our activities as modelers is not worthy of governmental oversight, particularly when funding is scarce. The impact of the nation's deficit may also impact this situation, though to what extent is not clear.

We continue to liase with the AMA on this subject and will keep you informed as we know more. For the time being, the AMA continues to work on a rules submission that would be required as part of the NPRM, while also lobbying for our exemption under the FAA reauthorization bill.

JPO Merchandise

I had hoped that the JPO would be offering logo merchandise to our membership by now, but the vendor we were initially working with closed down their business due to health issues. We are seeking another vendor as I write this. Continue to watch our website for an update if we are able to find a good vendor with quality merchandise.

Facebook

The JPO is considering a Facebook page for our membership. This will allow more timely communications between the membership, and more currency in communications between our board and the membership in general. It will also provide a ready avenue for feedback. Facebook and other social networking media is becoming increasingly prevalent in our day-to-day lives and to commerce in general. If you have never taken time to explore Facebook, now would be a good time.

Jet World Masters

The Jet World Masters kicked off last week. The CD was none other than our District VI VP, Lance Campbell. Several other officers from the organization also participated and supported the event in other ways. Our thanks go out to them for their volunteer efforts in support of this event.

AMA 75th Anniversary Celebration

We had hoped to host a jet event at the recent AMA 75th anniversary celebration, but we were not able to gain access to the hard-surfaced runways at site 3 due to overflight issues with the NATS, which were in process concurrently. The JPO did host a session at the event on turbine modeling.

That's all the news for now. Fly safely and enjoy what is left of the summer flying season.

Keith

District XI Report (cont'd)

Do you have a Castle Phoenix Ice 120 HV controller in your edf? If so the people at Castle want to talk to you! It seems that three percent of these controllers are failing and Castle has found a solution and is offering a free exchange for an updated controller. You can find more at: www.castlecreations.com/support/service_advisory/sa1102-phoenixicehv120.html.

Also, I keep a very up-to-date list of events on Facebook. Just search for Jet Pilots Organization District 10. You can even post your own events there to help get the word out.

Lastly, for some housekeeping, I have moved across town. My new address is listed in the officers' contact information on the inside of the back cover.

Till next time, keep the low passes where they belong and be sure to let me know about your next event!

David

Vice President's Report — Al Watson

This has been a difficult year for model flying in the Pacific northwest. The weather has been unkind with lots of rain and wind. Subsequently, the number of flights listed in my logbook is way down from prior years, but I am hoping that things will change soon. Hopefully, the last half of the year will be a lot better than the first half!

With Jets Over Whidbey (JOW) coming up soon: August 26-28, I received a telephone call from Mark Smith, the Executive Vice President and acting President of AMA. Mark will be in the Pacific northwest at the end of August and will be attending JOW. He will also attend our banquet on Saturday night and give us a run down on the latest AMA/FAA situation.

Mark has never flown a turbine-powered model, so I have arranged to get him some buddy box time while he is at JOW ... you never know, he might get the bug and become a turbine flyer.

It is interesting Ito look at the list of dignitaries planning to attend JOW, I just can't imagine that this has ever happened before. They are:

Mark Smith - AMA Executive Vice President and acting AMA President.

Ron Dodd - MAAC President.

Al Watson - JPO Vice President.

Kelly Williams - MAAC Jet Committee Chairman.

Carol Brusa - JPO Secretary/Treasurer.

Bob Brusa - JPO District XI Representative.

Paul Dries - JPO Canadian Representative

Hopefully, I can get a group picture for the next issue of *Contrails.*

That is all for now - Happy Landings!

Al

Treasurers Report

Beginning Balance as of May1, 2011		$9,386.56
Income		
Dues - Cash/Check	$280.25	
Dues - PayPal	$263.67	
JPO Apparel rebates	$ 66.00	
Decals	$ 10.00	
Postage cancellation	$ 3.90	
Total Income	$ 623.82	
Expenses		
Contrails	$1,554.61	
Postage	$ 3.84	
JPO Top Gun Trophies	$806.00	
JPO Shirts	$135.85	
Total Expenses		$2,500.30
Ending Balance as of July 31, 2011		$7,510.08

Respectfully submitted, Carol Brusa

District I Report

Bob Radford

Connecticut
Maine
Massachusetts
New Hampshire
Rhode Island
Vermont

Summertime in District I ... boy has it been hot this year! The Plum Island Jet Rally was a great success - Mike Fiorito kept the event flowing smoothly and put in a tremendous effort to set it up - thank you, Mike! Capitol Jets was another great success but sure was a scorcher - I'm sure Len M. in District II will be reporting on it in this or an upcoming issue and the New England Jet Rally is coming up August 19-21. This year, Tennessee BBQ is catering! They have the best smoked chicken wings I have ever tasted so I'm really looking forward to the event. The Maine Jet Rally is always the weekend after Labor Day and is another good time. We may also get another Plum Island date in October to go along with our New England Jets events in September and October.

At Plum Island, I had a piece of a compressor blade come off (cast wheel) and cause binding of the compressor, so on Sunday I was left with “only” flying the *Meteor*. I thought my *BobCa*t would be down for the count, but at the end of the day, Brian Lloyd handed me a P-80 and said "put this on in case you don't get your P-120 back in time for Capitol Jets." What a guy! Thank you, Brian! I did not power up the ECU, but had the turbine in place just in case. Well it turns out I did not have to use Brian's P-80, as my P-120 arrived back from JetCat on the Monday prior to Capitol Jets with a new machined compressor-wheel and a clean bill of health! I did notice that spool up is a little quicker and it performed flawlessly! Thank you, Scott and Bob at JetCat!

The JPO shirts and hats will be delayed as the supplier has to take care of some family health matters. We wish them well and hope for a speedy recovery.

Enjoy the photos of Plum Island Jet rally and maybe even a couple from Capitol Jets.

Please send me some input on what you would like us to cover and Happy Flying!

Bob

Art and Frank preparing Art’s *Nanorang*.

Bob Sgoi and his *Reaction* honoring the Bruins.

Brian Lloyd’s usual location at jet events.

District I Report (cont'd) — Bob Radford

Chris Trump is presented the Top Gun Trophy at Capitol Jets.

Dan Fish preparing Dom's *KingCat* at Capitol Jets.

Dom taxiing out for another of 38 flights that weekend.

Doug Ives and his *Rookie*.

Frank Alvarez preparing for flight.

J. Frank came up from N.J. with his *Tornado*.

District I Report (cont'd) — Bob Radford

Jim Baker and Ray Labonte's 3D *EuroSport.*

John Almeda and his *Boomerang XL-2.*

The pit area at Plum Island.

Nader and his late *Shockjet.*

Ray and Jeff hangar flying.

District II Report (cont'd) — Len McIntosh

The JPO Top Gun Award winner selected by a judge's panel went to: Chris Trump from Quebec, Canada.

The weather was ideal with light breezes right down the runway, temperatures in the low 90s with high humidity. Great quantities of jet fuel were consumed and Jet-A was available on-site. Both model jet and full-scale flight operations at S. Albany Airport were coordinated by an Air Boss with no problems for either group.

A lineup of jets was conducted during the noontime break along with the "hands on sticks" program developed by District II Association Vice President, Eric Williams, which allowed curious spectators to actually have an opportunity to fly a radio-controlled model airplane.

Extreme gratitude is to be extended to local R/C Club members throughout the Albany Capital District area for their help in the set-up and operational support during the event. Furthermore, this event would not have run as smoothly without the direct support in security and policing of the area during the event by the VanGuard Group Civil Air Patrol from the Hudson Valley, NY area, commanded by Cpt. Sue Neil.

Plans for the 8th Annual Capitol Jets are contingent on a decision to host the US Scale Masters at this site in 2012. Either one or the other, but not both events will be during 2012.

Thanks to all the sponsors who have supported Capitol Jets over the past seven years; we couldn't have done it without your generous donations and support!

District II Report

Len McIntosh

New Jersey
New York
Europe

The 19th Big Apple Jet Rally was held from June 25-26 at Floyd Bennett Field in Brooklyn, New York. The event was hosted by the Pennsylvania Avenue Radio Control Society (PARCS) which provided an excellent flight line and ground control crew for the two days.

The forecast for Saturday was for rain and low visibility but to our good luck we enjoyed great weather with temperatures in the low 90s and winds of 8 to 10 mph straight down the runway. There were 19 registered pilots and 35 aircraft from four states and Canada.

The PARCS flight line team turned in another terrific job. Flight pattern changes due to construction projects and campground additions were handled with ease, all air traffic was safely handled without incident, and once again, Jamie Brown kept the crowd informed as to what was happening in the skies over FBF. Thanks for a great job!

In spite of limited advertising the event drew over 2000 spectators who enjoyed the fine BBQ grilled food prepared by Sal Faraj and his crew, with hamburgers, hot dogs and sausage-n-pepper heroes enjoyed by all.

On Sunday due to the heat and high humidity, flight operations were suspended at 2:00 pm and trophies were awarded.

Best Military Scale: Mike Casey & Vinny Caratozzolo.

Best Sport: Ron Molaro.

Best of Show: Alex Fischetti

Top Gun: Chris Mantzaris.

Putting this event together would not have happened without the support and talents of many people. We want to thank everyone for their hard work that made this event a safe and successful one, with a special thanks to our core sponsors:

Bob Violet Models	PST Jets
Frank Tiano	Tam Jets
Jet Central	Jet Cat
Jet Pilots Organization	

Len

7th Annual Capitol Jets Quick Report
by Art Arro, Co-CD

Held July 15-17 at the South Albany Airport in Selkirk, NY, Frank Alvarez was Contest Director and Art Arro was Co-Director. The event was sponsored by the Jet Pilots Organization and 6 hobby vendors, with 39 pilots from seven US States, Puerto Rico and 2 Canadian Provinces attending.

There were more than 60 jet models entered, of which five were edf and the remaining 55+ were turbine-powered. Collectively, there were over 200 sorties logged during the three day event with all of the sponsor donations distributed after the pilot registration.

District IV Report

Lee Reightler

Delaware
District of Columbia
Maryland
North Carolina
Virginia

Dateline 26 May 2011- Another successful First In Flight Jet Rally was held in Wilson, NC at the Wilson Industrial Aviation Center. Congratulations go to CD Larry Lewis for his untiring effort to keep the events going smoothly and the sponsors, "Space Cowboys" R/C Club of Greenville, NC and the Raleigh-Durham R/C Club. This is the second year for this event and it is expected to be even bigger next year. Although the pilots do not actually compete at the rallies, there are awards presented at the end of the event to recognize their building and flying achievements. This year's presentations were:

Best Sport Jet:	Pablo Fernandez	Multiple jets
Best Civilian Jet:	Mike Saleeby	BD-5
Best Military Jet:	Jorge Eascalana	Mig-29
JPO Top Gun Award:	Andy Kane	
Award of Excellence:	Joe Rafalowski	

"First in Flight" Wright Stuff Award: Reggie Showers

Here are some of the aircraft that were observed:

District V Report

Craig Gottschang

Alabama
Florida
Georgia
Mississippi
Puerto Rico
South Carolina
Tennessee

The weather has been hot and so has the jet action! Great fly-ins this summer at Mississippi Afterburner, First in Flight and Jets Over Kentucky, all within a day's drive of most District V pilots. I will cover the Afterburner event in my report this issue and the others by their respective reps. I am also including an article on a new method I have found for installing canopies. I hope you find the information useful.

Mississippi Afterburner

The 20th annual Mississippi Afterburner jet event was held May 25-30 at the John Bell Williams airport near Jackson, Mississippi. One of the longest running rallies in the country, this year's event lived up to its well-deserved reputation for hospitality, a great flying site and plentiful food. Despite a damaging line of tornados passing through the day before the event and near $4/gallon gas prices, over 60 pilots attended the fly-in and were rewarded with three days of perfect weather.

Organizer Vernon Montgomery made sure everyone stayed happy and with the help of "JR girl" Kim Payne, who encouraged pilots to purchase raffle tickets for the Saturday night dinner. Vernon reminded everyone that all proceeds from the event, as usual, would be donated to the local aviation college. Recognition also goes to airport manager, Michelle Jackson, who again enthusiastically supported the event, and to David Reid who provided the "mud bug" feast despite his home being damaged by the recent tornados.

Another reason the event is popular with pilots is due to the physical layout of the airport. With two wide taxiways leading directly to the runway, there's plenty of space for everyone to pit on a hard surface, start up and taxi out. No need to lug equipment long distances or deal with congested start-up areas. At the end of the day, open trailers are available to transport jets to a nearby secure hangar. With self-pump Jet A available on the airport there's just not much more you could ask for!

The location of the event gives the District V guys from the southeast an opportunity to mingle with the pilots in District VIII, mostly from Louisiana and Texas. It's one of the few chances we get to see them and the jets they fly. It was a real treat to see the famous "B-1 Bob" and his giant, scratch-built F-105. Bob is still in the testing phase with his Vietnam-era *Thunderchief,* but still managed to log several impressive flights.

Bob Moore's 130 inch long F-105 on a burner takeoff! JetCat P-200 provides plenty of thrust.

Everything on the *Thunderchief* is custom, including the rotating main landing gear, made by Bob's father.

Another remarkable jet in attendance was an F-107, scratch built by Ron Schwarzkopf (District VIII JPO Rep). The unusual fighter-bomber is a replica of the North American Aviation design, originally intended as a mach 2, radar-equipped replacement for the F-100. Ultimately, the Air Force chose the F-105 and only 3 full-scale F-107s were ever built.

Just like the full scale, Ron's F-107 has a "flying" stab and fin (no rudder), and spoilers/slots (no ailerons) on the wings. The intake is on top to allow installation of radar in the nose.

District V Report (cont'd) — Craig Gottschang

A third, one-of-a-kind, jet at the event was an F-84F *Thunderstreak* owned by Doug McKay. The model was originally stick-built from Bertelli plans (in Belgium, of all places), and intended for a ducted-fan. Somehow the model passed to an owner in Canada and then to Doug, who now flies it with a P-60! Doug particularly likes this jet since it is similar to one his father flew in the Air Force.

South Korean paint scheme on 18.5 pound F-84F.

This really is a "pilots" fly-in and I've already got it on my calendar for next year. The rest of the following photos show a sampling of some of the other jets flying at the event. Photos by Gordon Dickens and Jim Little.

Rex Briant's prototype Fly Eagle 1/6th scale F-16 in Netherlands show colors. P-200 powers the huge model.

Sweet flying JMP *Firebird* with AMT USA *Pegasus*. Owned and flown by Paul Bingham from Houston.

Beautifully done Vietnam camo BVM F-4, expertly flown by Jay Moorhaj. JetCat *Titan* under the hood.

Air World L-39 built and flow by Mike Pascoe. Complete light set up and remarkable scale detail on this great flying jet.

Kirk Jensen brings in his P-200 powered *Ultra Bandit* for another landing. Kirk does superb detail work on all his jets, including this UB.

Rusty Bardin's 60" BVM Fury. Tiny Wren 44 is perfect power this jet. Rusty is from Atlanta.

District V Report (cont'd) — Craig Gottschang

Craig Gottschang's big MIBO A-10 after another successful mission.

Ad Clark Jr. got lots of flights in on this BVM *Bandit*. The entire Clark family attended the event and everyone enjoyed it!

Georgia state flag flies over the Georgia Jets tent. Lots of open taxiway space for staging.

Gordon Dickens's thrust-vectored Eurosport 3D-Universe.

The mud bug feast. A Mississippi specialty!

District V Report (cont'd) — Craig Gottschang

Canopy Installation

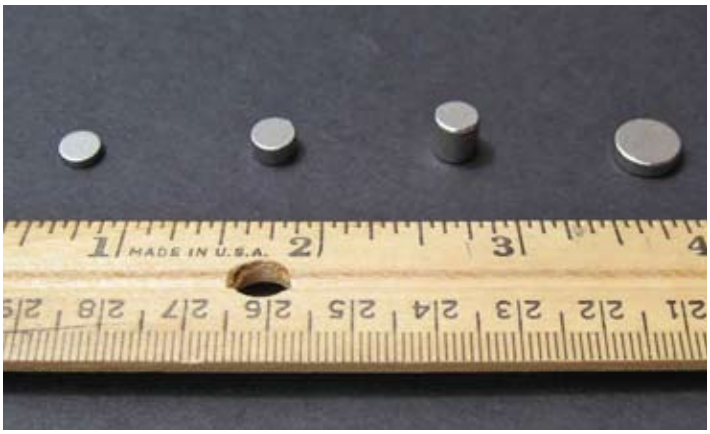
I have never enjoyed installing canopies. Because they are usually clear, there's just no way to hide imperfections, sloppy glue joints or misalignment with the frame or fuselage. Jet canopies are particularly difficult since they tend to be larger, and ones that are poorly installed can lead to disaster. I have used different methods involving clamps, tapes, weights, tack glues and temporary support blocks, but never really found one that works consistently. The main problem, for me at least, is properly securing the canopy in place on the model, and doing so before the glue sets.

Following the suggestion of Joe Rafalowski, a long time modeler and jet builder, I recently tried a new method involving the use of magnets and a special type of glue. I was so pleased with the result that I decided to share what I learned here.

The secret to the success of this method is using lots of small "rare earth" magnets, in a manner similar to how we used to pin down balsa when sheeting built-up wings. Pairs of magnets are used to "clamp" the edges of the canopy to the frame and spaced closely together for an even and continuous contact joint between frame and canopy. This method allows for dry fitting of the canopy, making trim and positioning adjustments, as necessary. When the canopy is eventually glued and held in place with the magnets, it can be installed on the model while the glue sets. This ensures a perfect fit between the canopy/frame and fuselage!

To use this technique, a number of the correct type and size magnets is required. Rare earth magnets are ideal for this purpose due to their remarkable strength-to-size properties, variety of sizes available and relatively low cost. I found mine on line at www.magnet4less.com and purchased about 150 in a variety of sizes for about $20 plus shipping. Specifically, these are Neodymium, plated, disc/cylindrical magnets in 3/16" to 3/8" diameter, ranging in width from 1/10" to ¼". The "pull force" ranges between 2 lbs and 5.5 lbs depending upon the size of the magnets. Square or rectangular magnets are also available in similar sizes.

You might think that you would just want larger magnets, but there are advantages to having smaller ones as well. For instance, the magnets should be positioned entirely on the canopy frame and not overlap the canopy/frame joint. Near formers or other obstructions, this may only allow a space of ¼" or less. Additionally, magnets with too much pull force can distort the canopy and frame and create ripples or indentations along the joint. A selection of different size magnets allows precise positioning and clamp strength for each magnet pair. I found that ¼" diameter by 1/8" depth magnets were the best all-around size, and in retrospect, square or rectangular ones might even be better. Additionally, magnets can also be doubled-up on top of each other to effectively double their strength.



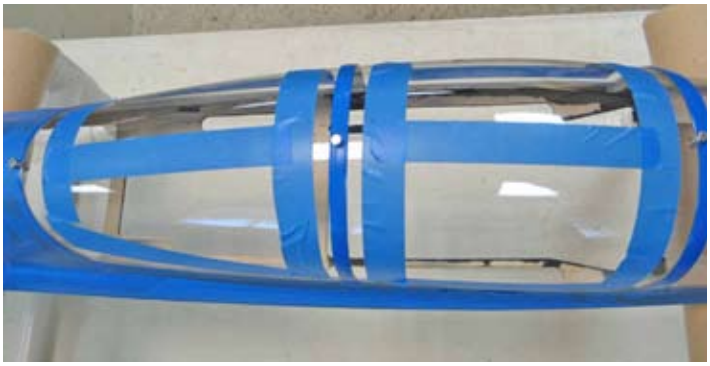
¼ to 3/8 inch diameter rare-earth magnets of varying thickness.

The other secret to the "magnet method" is glue that is slow-drying, resistant to run, extremely strong and dries clear. The one that I used is a Loctite Hysol epoxy called E-30CL, which is specifically designed for bonding glass. I purchased mine online from McMaster-Carr (www.mcmaster.com) for about $12. The E-30CL dual-cartridge uses a 1:2 mix ratio gun, and I found the working time at room temperature to be about 1 hour. The epoxy also cleans up nicely with denatured or isopropyl alcohol.

Here are a few additional tips for installing canopies with this method:

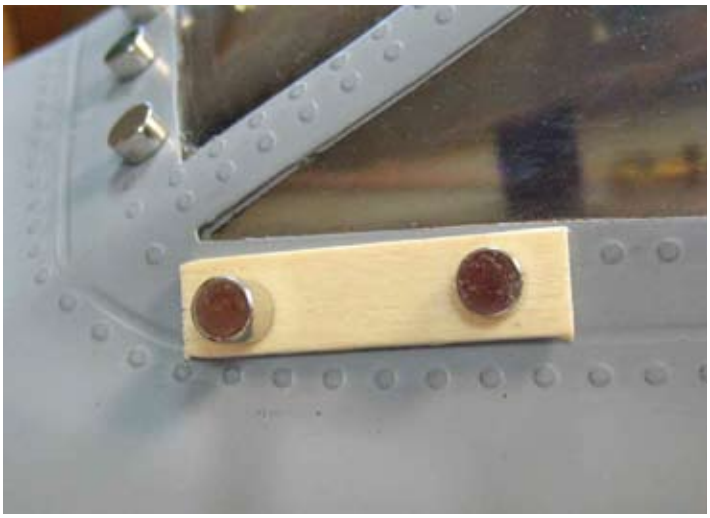
- After the canopy is dry-fitted, mark the location of the edges and front- and rear-center-points on the canopy frame. Apply a thin layer of Hysol E-30CL to the frame, everywhere it contacts the canopy.
- Use the front- and rear-center-points to carefully position the canopy from inside the frame. Initially "tack" the center front and rear of the canopy to the frame with strong magnets, and then work outward with pairs of magnets. Keep the magnets as close together as possible, without them attracting adjacent pairs.

District V Report (cont'd) — Craig Gottschang



Initially secure the canopy to the frame at the center, as shown. Work outward to achieve a smooth, continuous canopy/frame joint. Note canopy frame and portions of canopy protected by masking tape.

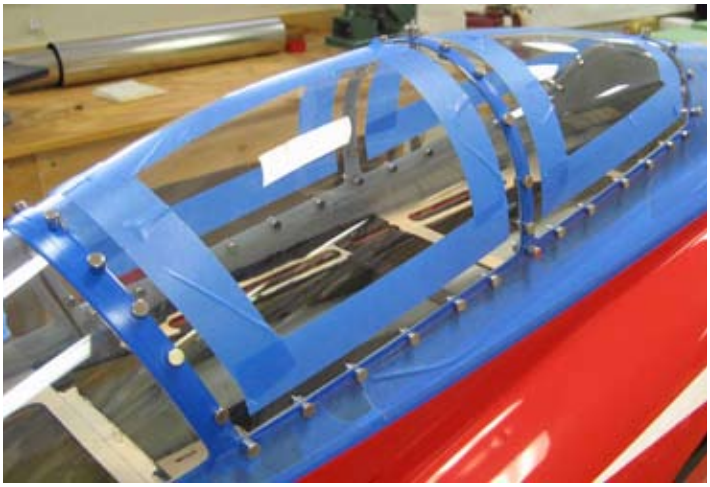
- If the frame is thin or uneven, a straight piece of Popsicle stick or plywood can be used between the magnet and frame to even out the joint.



Thin piece of plywood under the magnets helps straighten this portion of my A-10 canopy/frame where it had become delaminated. Perfectly straight and secure after bonding.

- As small amounts of glue begin to ooze out between the canopy/frame joint, wipe them up with a paper towel lightly soaked with denatured alcohol. Use your fingernail to press a single layer of paper towel along the joint to get a perfect seam. Avoid getting glue on the magnets!

- Inspect all edges of the canopy/frame joint for an even fit and removal of all visible glue. When satisfied, install the canopy frame onto the fuselage, secure it in place and let the glue set over night.



Over 100 magnets hold my *Ultra Bandit* canopy in place. Securely positioned on the fuselage while the epoxy dries, the frame fits better after canopy installation than before!

- For extra security, an additional bead of epoxy can be added to the inside edge of the canopy/frame joint after the original glue has dried. This is most important for the forward section of the canopy and windscreen. Allow this bead of epoxy to overlap the edge of the canopy, solidly securing it.

The result; a nearly flawless and unblemished finished canopy on my *Ultra Bandit*.

This is the method I used to install the canopy in my recently completed *Ultra Bandit.* I have to say that the result was as clean and nearly perfect canopy install as I have ever done, and I have received many compliments on it as well. I still may not enjoy my next canopy install, but at least I now have a method to do it properly and neatly!

Until next time!

Craig

District VI Report

Lance Campbell

Illinois
Indiana
Kentucky
Missouri

I've got several different things to tell you about this month, the first of which is...

Jets Over Kentucky

Lewis Patton continues to outdo himself each year with this event. I can't speak highly enough about him and his crew's efforts to ensure that every pilot, crew, and spectator has as much of an enjoyable time as possible. Last year the pilot count was around 120. This year, it has grown to 153+ pilots, nine days of flying, and…get this: 2021 total flights logged during this time! The vendor support is outstanding at this event, and I'd like to draw attention to the main one, which is Jet Central and Eric Clapp. Among the support they provided were the two huge pilot tents that were EACH 200 x 40 feet, and they also sponsored the wonderful dinner put on by Keith Yates on Friday night.

This year seemed to have an even larger geographic draw, with folks from New Jersey to California, including the California crew bringing their 'Gong," that got rung on any landing that was less that perfect. It was a hoot, and all taken as great fun. As the reach of the event has gone further each year, this time around there had to have been at least 40 motor homes or campers there.

But for as big as it's gotten, Lewis keeps everything running smoothly. The morning pilot briefings drive home the points to keep it safe, and what is expected from everyone. To supplement that information, he had a great crew directing flight operations, with 6-7 pilots up and flying most of the time, and it was all run very smoothly and professionally.

I know a huge event like this might not be for everyone, but you do need to make it out to at least one of these a year, to see what's going on in the industry. It's fun at these to see a much wider range of models than you get used to seeing at the smaller, more regional events. Thanks again for all the hard work, Lewis!

Busy but organized flight line at Jets over Kentucky.

Patty Knelp caught a great looking A-10 in front of a storm cloud (above) and a nice *Hawk* (below) at JOK.

Just a small sampling of the number of RVs present at JOK.

Jim McEwen wheeling his bird to the flight line.

District VI Report (cont'd) — Lance Campbell

Lewis Paton and the impressive table of awards at JOK.

One of the two massive tents provided by Jet Central.

Paul Blanchard helping a friend with his F-16.

Scott Harris' F-16 departs for a flight at JOK. A few weeks later, it was sold (in a short-term deal) to South African competitor Mark Savage, whose *Vampire* was broken in the storm at the WJM, so that Mark could still compete in the competition.

Scott Miller's nicely detailed BVM Mig-15.

The California guy's "GONG" that was always ready to announce a less than perfect landing.

Southern Indiana Jet Rally

I wanted to bring to your attention a new jet rally that will happen for the first time in Rosewood, Indiana, September 30 through October 2. It's being hosted by the Ohio River View R/C Flyer's Club, and is co-CD'd by, Mike Caldwell, Dale Drew, and Jess Hogan. If you'd like additional information contact any of them and they will fill you in. The flying location, is a very nice, paved model flying site, that as you can see from the photos looks to be in great shape, and with plenty of open space to play in, and I believe landing fees are a modest $25. Their contact information is: mikeandpaula2@juno.com, ddrew80882@aol.com, and jetav8or@bellsouth, 502-477-0291.

The Bill Beaches field for the Southern Indiana Jet Rally provides lots of wide open sky with a smooth runway.

District VI Report (cont'd) — Lance Campbell

My SR-71 Project Unveiled

Jets over Kentucky was the unveiling of my own project (from the Missouri *Skunk Works)* that has spanned ages … okay, I'll admit it ... 9.5 years. I've still got probably another year of detail work to get everything done on it, but it's time to take it out of the basement and start having some fun with it. To all of you that have patiently listened to my ramblings about the project over the years, with no plane under the canopy to show for it … thanks!

Jet World Masters Is underway…

As I write this quarter's column, my deadline is right in the middle of the Jet World Masters taking place in Dayton OH. So far, one week is over, and one to go. Before I jump in on the event itself, there is quite the story that took place, just as the event was getting started. On Sunday, July 23, about half of the team crates had been delivered and placed under our big event tent. When I say big ... I mean big! This thing was about 2/3 the size of a football field, with poles in the center, nearly as tall as a 4-story building. We had just set out the 100+ tables for the competitors to work from, so the South African team and a few from the Netherlands had just started getting their birds in order, when a typical, light summer storm, intensified right on our location. Sixty+ mph straight line winds hit the big tent broad side, swept into it, and it literally inflated this 200 foot long tent like a massive balloon. All the ropes around the perimeter snapped, leaving behind all the stakes still in the ground, and the entire thing took to the air with the large poles flying everywhere. Two people were struck by them and were taken to the hospital with minor injuries, and subsequently released. The tent and all, flew over a full row of cars and came to a rest about 1000 feet downwind. Once the injured were attended to, and the lighting subsided, we all dove out into the rain to try to salvage the crates as quickly as we could. About 1/3 of them were actually made of cardboard and started to melt in the driving rain. After several hours work, we had them all securely stored in the museum, and in pretty good shape.

We met that evening, formed a recovery plan, and hit the ground running Monday morning. By midnight that very day, the venue that had originally taken a week to set up, had been rebuilt with replacement tents in place, including an extra one that was a 'framed' tent. It was much stronger than a pole tent, so that should we have a repeat of the weather, we could give the competitors and their planes a more substantial location to retreat to. I can't speak highly enough of the monumental effort put in by the entire staff, to pull off the task of essentially rebuilding the entire venue in less than 24 hours, and allow the event to *continue on schedule.*

About a half a dozen models were damaged, with the South African team taking the hardest hit, they did not have a single model that escaped damage. They were able to do some repairs and still field at least one aircraft, but I'm sure it was quite hard to take being so close to starting the competition. I do have to draw attention to what I view as an outstanding show of sportsmanship. Scott Harris of the US Team, when seeing what happened to the South African team, loaned one of its members his backup plane, which was his red, white and blue F-16, so that he could participate in the competition. My hat's off to you Scott, for being there for your fellow pilots.

The competition is going well, and now running right on track. In addition to the competition, there was an opening party, with the IJMC chairman, 'Winnie' serving everyone beer. Next week will see two banquets in the museum itself, one a "Nation's' Night" and the closing banquet and ceremony also in the museum, in and amongst the aircraft.

By the time you read this, I hope you will have had the chance to come out and see what are some truly outstanding jet models from around the world, and also that your jet flying has been going well this summer.

Lance

Crates from all around the world began to arrive at the big tent in the middle of the afternoon on Sunday July 23.

District VI Report (cont'd) — Lance Campbell

2 hours later, the devastation is evident as a massive storm cell demolished the main tent leaving everything open to the driving wind and rain.

Right on time, the teams line up for the opening ceremonies.

Pilots and team managers meeting. For the non-english speakers, the team managers acted as interpreters.

Your US Team standing behind some of their birds.

Jayce Andrews (Andy Andrews' daughter) meets some new friends while performing her job as "score runner."

Gorgeous F-16 with a home-built turbine as well. Notice the beautiful turntables built by the museum staff.

A nice looking *Hunter* from Switzerland.

Great looking tail art on an Alpha Jet from Thailand entered in the 13.5 kg class.

District VIII Report

Ron Schwarzkopf

Arkansas
Louisiana
New Mexico
Oklahoma
Texas

Hello District VIII jet modelers! Well, I am happy for you if you've been able to get in some model jet flights recently. If you were able to, consider yourself as one of the lucky ones....The weather in Texas has been quite hot (100 degrees plus, for 30 days in a row so far), and most of the state has had burn bans in place, forcing some careful consideration before one flies. If you plan to fly in this weather, make sure you bring plenty of water for yourself, plus water and/or fire extinguishers in case the unthinkable happens with your model. As rare as those events occur, make sure you are prepared! If you have not been able to get any flights in, this weather is ideal for getting epoxy to cure quicker - ah, the silver lining!

Upcoming District VIII Jet Events

September 8-10: The Greater Southwest Jet Rally, in Waco Texas. Organized by the Heart Of Texas Model Airplane Club. More info at: www.hotmacrc.org .

September 24-26: Field of Dreams Jet Fly-in, at Broken Arrow, OK. We are happy to see American Turf Flyers sponsor a fly-in at their field. It has been about 10 years since their last jet fly. More information can be found at: www.americanturfflyers.com .

October 8-9: Shreveport Jets, in Louisiana. Note the date switch from previous years. This should present some cooler temps for the pilots. More info at: www.sharksrc.org

9th World Jet Masters in Dayton, Ohio - July 24 thru August 6, 2011

I was able to attend the early portion of this event (July 27 thru 30). On the days I attended the various country's teams had been executing practice flights, most had completed the static judging, and the first round of competition flying had just begun. Approximately 55 pilots and models are taking part in the event which is currently designed with two separate weight classes. The smaller class is for models with a dry weight of less than 13.5 kg (29.7 lbs), and the larger class where the model dry weight is under 20 kg (44 lbs).

I was really impressed with the quality of the models and of the flying. The pilots have been quite outgoing in showing their models to the spectators, regardless of any language barriers. It is not my place to do a report on this event as it has just started, at the time of this writing, (plus it is not in District VIII), but I did want to thank all the pilots for traveling such long distances (Thailand, Taiwan, South Africa and most of Europe for example) to bring this event to the United States, so that many of us here can witness some of it.

I also thought the organizers of this event had done an exceptional job of getting the event off to a great start - I hope the success continues till the end of the event. As you read this, the event will be over and the winners chosen; but as I write this, I am anxious to see what the results will be! Enclosed are photos of some of the competing aircraft, to stir your interest. Good luck to all of the competing teams!

Ron

The US Team poses in front of the Museum of the USAF in Dayton, OH. From left they are Bob Bush, David Shulman, Scott Harris, Rod Snyder, Jason Bauer and Kim Foster.

Inside the 200-foot long set-up/maintenance tent with Scott Harris's F-86 up front and Rod Snyder's L-39 right behind.

District VIII Report (cont'd) — Ron Schwarzkopf

A close up of South African Dylan Roberts de Havilland *Vampire* t55 canopy and cockpit. The aircraft was damaged in a tremendous storm the day before the event began, but repaired at the field in order to compete.

One of the two Mig-27 swing-wing strike bombers brought by the Russian team taxies back after a practice flight.

How the CD transports his 9.5 year labor of love SR-71 *Blackbird* at such a large event.

A unique (and scale) way to transport the plane back to the set-up tent after its flight. I wonder if he gets extra "flight realism" points for this?

The Thai team prepares their own design, Dassault/Dornier *Alpha Jets* for a practice flight.

The static judging ... which is very "up close and personal." Canadian John Weibe (of MAP Products) F-100 awaits its turn in the hotseat while Gerald Rutten's (from the Netherlands) F-16 is examined.

District X Report

David Reynolds

Arizona
California
Guam
Hawaii
Nevada
Utah

Back in November at the Arizona Jet Rally, after the second or third flight with my father's *Regal Eagle*, Larry Wolfe from Jet Hanger Hobbies walked up to me and wanted to know why I was flying it so slow since it could go faster. The answer was that I didn't want to overspeed the airframe and blow it apart. (That, and I was having way too much fun loafing by keeping it at near stall and then accelerating vertically.)

A few months later I found out how right I was. At a bit over 100 MPH, the left vertical parted company with the airplane. No warning buzz was heard by anybody present, it simply blew off. Thankfully, F-15s fly just fine with one vertical and I got it home without issue. This is not the first electric conversion I have had this issue with, my old *Jetster* tried to shake itself apart after it got the high-power EDF treatment also.

There are enough articles out there about flutter and what to do about it that I do not need to go over it here, and that is not why I bring this story up. I bring it up to encourage you to think about how we did things "back in the day," and how these methods may not be up to the task today. Back when the *Regal Eagle* was flying with an O.S. .46, the construction was fine. One-eighth inch sheet-balsa with lighting holes covered with Mylar worked great, and it was light as well. So were the 2-56 pushrods. When we originally did the conversion we talked briefly about beefing up the tail, but decided not to, figuring that it flew just fine before without problems. After the first flight demonstrated how much more power we had on tap, we started talking about reinforcements some more, but we were having too much fun flying to stop and do the work.

Which leads us to this point - where the airplane said to us, “enough is enough fix me now!” The plan is 1/16-inch balsa on both sides of the verticals and horizontals and some new 4-40 pushrods. The lesson from this is that while more power equals more fun, ya gots ta make sure the airframe can handle it!

On the opposite end of the spectrum, who says it needs to be big to be fun? I just recently picked up this little edf from Hobby King. This little MB-399 has a wingspan of just over 20 inches with a flying weight of under 5 ounces. A 30 mm fan and a 2-cell battery give it the go. Anybody up for some speed runs at the next indoor fly?

Continued on Page 2

District XI Report — Bob Brusa

Alaska
Idaho
Montana
Oregon
Washington

Carol and I are currently on an eight week road trip that is a dream come true for jet pilots. We are near Cleveland, OH, visiting Carol's youngest son and wife (who is pregnant with their first). The trip has been a combination of visiting family and attending R/C events, so I'll share some highlights with you as well as some pictures.

We left Seattle June 18 on our way to Kentucky Jets at the Lebanon/Springfield airport a little south of Louisville. We stopped in Montana to visit Carol's oldest son and family for a few days, then stopped near Denver to visit my brother and sister-in-law for a few days. Next, we headed to Kentucky Jets. While driving in Kansas we had 113 degree temps, 105 the next day in MO, and in the 90s while at KY Jets. One day at the meet it was 97 degrees with 97% humidity!

The first photo shows the west coast presence at KY Jets. From left to right is Jim from Arizona, next to him is Dan Avilla and his wife Colleen from California (near Sacramento), then there is Chris Balling and his wife Carole from Phoenix, seated next to them is David Searles from Anaheim, CA, and behind him is Carol and me.

I think this is the first time this event has had so many attending from the west coast. The other photos show some of the rest of the area around the pits and tents. The picture of Jim, with the plane hat, gets my award for the best hat at the event! Additionally, there were two huge 200 x 40 foot tents available for all the pilots to use. Most pilots seem to have some sort of tent top or canopy that are usually 10 feet x 10 feet, so you could put 80 of these under each of these tents, and there was no charge if you wanted space under them, which was definitely needed as this was the only source of shade. There were also many other smaller tents being used and there were two large and two small aircraft hangars available to store your planes in that were locked each night. There were 156 registered pilots that flew over 2000 flights during the event which lasted nine days, and next year I think it might be even longer. They held a BBQ on Friday night that was free to the pilots and only $5 to others. On Saturday night, there was an awards banquet (for only $10 per person) that was just great. This entire event is really done first class! There were many vendors there, and two of the more well known pilots that were there were Ali Machinchy from the United Kingdom, and our own David Shulman. These two put on some fantastic flight demos.

This is an event all jet pilots need to put on their list to attend at least once in their life. It is centrally located in the US, but for us west coasters it is still quite a trip.

The JPO Officers contingent at Kentucky Jets: Carol, me, Craig Gottschang and Lance Campbell.

District XI Report (cont'd) — Bob Brusa

Carol got a bit corny as she helped serve up the Friday night BBQ.

Jim's unique hat.

The next stop on our journey was Muncie, IN for the 75th anniversary celebration of the AMA which occurred the week following Kentucky Jets and was only about 4 hours north. We arrived on Monday and spent Tuesday through Saturday in Muncie.

The museum is well worth seeing, as well as the entire AMA site. It is between 1100-1200 acres and has eight flying sites on it, with room for more. The Nats was also occurring at the same time, so we watched some of the soaring events. Site 4 was used all week as the general flying site. It is a very large grass runway, but a little rough for jets, in my opinion.

There was only one turbine jet flight all week I believe, and it was a jet glider. I probably could have flown my KingCat okay, but I think it would be better if I had trailing link struts. Therefore, I chose not to fly, but it was still a great event. We received a free AMA tee shirt, a free AMA hat, a free pool party on Saturday night, free breakfast on Sunday, and a great banquet ($25 per person) on Friday night. Carol even tried a buddy box a couple of times ... and she likes it! Those of you who will still be alive, don't miss the 100th anniversary in 25 years - this is a super place to visit and they sure treat you well.

The AMA event was last week, and as I said above, this week we are visiting family near Cleveland. Next week, the Jet World Masters starts in Dayton, OH, at the Museum of The US Air Force on Wright-Patterson Air Force Base, and lasts for 2 weeks. We are really looking forward to this event also, as well as touring one of the best air museums in the country. As a side benefit, there will be open jet flying for any and everybody each afternoon and evening when the competition is finished for the day, and there will be some public flying during the noon hour each day also. I'll include some pics in the next issue of *Contrails*.

The next event for our district will be Jets Over Whidbey (JOW) August 26-28, which is the last weekend in August. This will be the 21st JOW, and I encourage all to attend. We have a great banquet on Saturday night at the CPO club in Oak Harbor, and your landing fee includes a free tee shirt and lunches on Friday and Saturday. Princeton, BC, Canada, will be hosting their jet event the second weekend after Labor Day - it is a four day event from Thursday through Sunday, and this is also a great event to attend.

Southern Indiana Jet Rally

After Jets Over Kentucky, I had the opportunity to visit a relatively new field in Rosewood, IN. This field is located very near the Ohio River, not far from Louisville, KY and is the home of the Ohio River View R/C Flyers (www.orvrcf.com). They are hosting an inaugural jet rally from September 30-Oct 2, and in an attempt to promote the event they came to KY Jets with flyers to pass out. I've included a picture of the field, showing the runway, and the the parking, pit area, flight stations, and some of the grass area. It is an extremely nice, 800 x 50 foot, blacktop runway with grass all around with lots of space for parking, campers, and RVs. A phone contact would be Al Vacca: 502-817-6571, and one of the co-CDs: Mike Caldwell, can be contacted via the web at: mikeandpaula2@juno.com. The landing fee is $25 and with lots of wide open spaces, it looks like a great place to hold a jet rally. I hope some of you can make it.

That's it for this flight. Remember, I welcome any articles, pictures, or anything else that is appropriate. The last page of *Contrails* has all my contact info.

Bob

Canada District Report

Paul Dries

This issue I have a short report on AMA/MAAC Waivers plus a couple of event reports from the Princeton and Wingham rallies. Thanks to Angus McDonald - event organizer for the Wingham Rally - for his write-up on the event.

AMA waiver for MAAC members.

In order to find an alternative to the MAAC LOP/TOC process that was still in revision, a few pilots have applied to AMA as associate members with a view to obtaining an AMA turbine waiver. While in principal, this would appear to work, in essence it leaves the modeller in somewhat of a state of "limbo" with respect to liability coverage. The exiting reciprocal agreement states that MAAC pilots are covered by MAAC's policy while flying in the US. Those documents were not created with an AMA waiver for MAAC members in mind, so MAAC's position is that the AMA waiver for MAAC pilots is not (yet) a supported system, meaning MAAC's insurance is not applicable. There is no agreed upon system to state liability coverage in this case, which is a risky position for any R/C pilot to be in.

There is a well-defined process within MAAC for revising or creating international policies, which will span multiple committees in this case. The Jet Committee Chairman, Kelly Williams, has committed to follow up on this and raise it with those committees. Any Pilots with concerns or questions are free to contact him directly through the info posted on the MAAC web site.

In light of the announcement below, I would recommend that the MAAC process is still your best course of action.

Turbine Operators Certificate for MAAC members.

Now for the good news! For some time now, the MAAC Jet Committee Chairman (JCC) - Kelly Williams - has been working on a revised program to replace the previous LOP (Letter of Proficiency) used by MAAC members when flying at AMA sites/events in the states. The new document is now called a TOC - Turbine Operators Certificate and is planned to completely replace the existing LOPs now in place by end 2012. The MAAC Jet Committee is pleased to announce that the new TOC process has been approved by the MAAC executive committee and the new process is is underway.

The new TOC is designed to more closely mirror the procedures used to obtain an AMA Turbine Waiver and will also be tied into a clear list, maintained by the JCC, of those MAAC members who have obtained and remain in good standing with a TOC. Eventually, the list is expected to be published on the MAAC website so that any CD's in the US who are unsure of a particular pilot's TOC status can confirm this by visiting the MAAC web site. The JCC expects that by the time your receive this notice, many pilots will already have pre-cleared for the new TOC and some may have already received their official signed document.

Princeton Spring Warm-up

This event usually results in several maidens due to the timing, and this year was no exception. Among other things, the maidens consisted of a PST *Panther* with a K80, *Reaction-54* with a P70, re-maiden of a *Falcon-120* with a K80, *Bandit*-arf and two Comp-Arf CT-114's both in *Snowbirds* livery and P160's. Things were looking rather bleak weatherwise in the days leading up to the event so a bunch of pilots backed out. Fortunately, for those who attended, the weather turned out to be quite outstanding with even the winds co-operating. Last year we moved the date of the event from May to June and did the same again this year which has proven to be a good decision in spite of the really poor weather we have had on the left coast this spring. As has become customary, Kev-o got out the BBQ and cooked up the best BBQ ribs I've had west of Kansas City, along with getting out the "wine bomb".

Some highlights of the event: - Dean Wichmann brought his F-84 for the last check flights before packing it up to head to the Jet World Masters only to be frustrated by continuing problems with his gear and left with the grim realization that he would have to pull out his back-up. Dean also maidened a new *Reaction-54* which he said he had built specifically to take to local fields and use to help demonstrate turbine jets to other flyers. He started this out by having Carol Brusa go up for a flight on the buddy box. Roy Holt schooled all of us on the fine art of rebuilding his landing gear blocks after a botched landing, (gotta get me one of them Gongs). Several full scale aircraft "dropped by" including R/C jet pilot Sylvain Allard in his Dymond *D40* Twin powered by diesel engines!

Alan Blore proudly displays his Comp-Arf *Snowbirds* after the Maiden.

Canada District Report (cont'd) — Paul Dries

Bob Wonitoy taxies his *Bandit* arf back after its Maiden.

Carol Brusa intently at the controls with help from Dean Wichmann and Roy Holt.

A *Reaction-54, Hot Spot, Elan* and *Torus* sit ready for the next flight.

Dean Wichmann - the proud professor after the Maiden of his CT114.

Dean's CT-114 on a flyby.

Dean Wichmann's F84 almost ready for JWM.

Dave Johnanssen with the Wine Bomb, compliments of Kevin Forsyth.

Canada District Report (cont'd) — Paul Dries

Roy Holt working hard at his portable workstation.

Sal Schenato after the Maiden of his PST Panther.

Sylvain Allard's Dymond *D40* on final on a visit to Princeton Airport.

Wingham Jets

On June 11 and 12, the Wingham Jet Club and Sky Harbour R/C Model club hosted the 3rd Annual Jet Rally in Wingham Ontario at the Richard W. Levan Airport. This is a gem of a facility boasting a silky smooth 75' by 4000' runway with open sky all around. Although for the 3rd year in a row, we managed to get some rain, we still burnt plenty of fuel and counted more than 200 flights for the weekend. In addition to the jet rally we had a car show on Saturday with approximately 40 cars in attendance. We were as impressed with their cars as they were impressed with our jets, it was a great day.

We had 31 pilots show up this year including Deputy Zone Director and Jet Committee member Peter Doupnik, Paul Sousa and Gaston Boissonneault also Jet Committee members, and Assistant Zone Director Bill Fry. It was also great to see a few of our friends from Michigan show up and show off some great flying skills.

Peter Ayache did a successful maiden on his huge BAe *Hawk* from Tomahawk Designs powered by a BF-180 turbine, as did Blair Howkins, Blair has the same BAe *Hawk* with three previous flights, powered by a Jetcat-160. Both Jets are absolutely stunning to see in flight.

A big thanks goes to Sandro Novelli for his great piloting skills and his kindness for helping anyone who needs assistance with their jets, a true asset to our jet community. Sandro had the honour of piloting Chuck Storrie's Mibo A-10 and his Air World BAe *Hawk*, two outstanding jets both on the ground and in the air.

All in all it was a great weekend, and a big thank you goes out to all the pilots and volunteers that took the time to attend the event. The camaraderie , kindness and professionalism that was conducted over the three days was second to none. Thanks again and see you all in 2012

Angus McDonald

A view of the pit area showing the facilities and well-organized event.

Canada District Report (cont'd) — Paul Dries

Peter Ayache next to his commemorative F-18.

An AD *Scorpion* parked next to it's "colormate" at the show 'n shine.

Chucks Air World BAe *Hawk* in Saudi Air Force Colors.

Chuck Storrie's Mibo A-10.

Blair Howkins BAe *Hawk* from Tomahawk Designs.

Sandro Novelli (flies full-scale Lear Jets for a living).

Blair Howkins maneuvering his *Hawk* into the pits.

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Send with check or money order made out to: "The Jet Pilot's Organization" to:
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Gianluca De Marchia, from Italy, taxies his Fiat G-91 back from a flight at the World Jet Masters held at the Museum of the USAF in Dayton, OH.